

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 39

THE GOREWAY DRIVE CORRIDOR

SECONDARY PLAN

March 2010

EXPLANATORY NOTES

Office Consolidation The Goreway Drive Corridor Secondary Plan (Secondary Plan Area 39)

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no Planning Act status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 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 1993, 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 (Secondary Plan 39, The Goreway Drive Corridor Secondary Plan)

This office consolidation of the Goreway Drive Corridor Secondary Plan consists of Chapter 39 and Schedules SP 39(A) & (B) of the document known as the 1984 Official Plan.

Chapter 39 is based on Official Plan Amendment 251 to the document known as the 1984 Official Plan as approved by City Council on October 24, 1994 and in part by the Ministry of Municipal Affairs on February 15, 1996. Chapter 39 is included incorporating all modifications, deferrals and referrals made by the Ministry along with the following Official Plan Amendments as approved by the Province and the Ontario Municipal Board Order issued on

283 (amends Chapter 39 and Schedules SP39(A) and SP39(B));
OP93-66
OP93-183

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

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

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

March 2010

TABLE OF CONTENTS¹

<u>SECTION NUMBER</u>	<u>SECTION HEADING</u>
1.0	PURPOSE
2.0	LOCATION
3.0	LAND USE PRINCIPLES
3.1	Residential
3.2	Institutional
3.3	Intermediate Office
3.4	Business
3.5	Highway and Service Commercial
3.6	Open Space
3.7	Special Policy Areas
4.0	OTHER SPECIAL POLICIES
4.1	Shared Parking Provisions within the Goreway Drive Corridor Secondary Plan Area
4.2	Urban Design Guidelines
4.3	General Development Standards and Guidelines
4.4	Aircraft Noise
4.5	Aircraft Height Limitations
5.0	THE TRANSPORTATION NETWORK
5.1	Roads
5.2	Road Access
6.0	MUNICIPAL SERVICES
6.1	Storm Water Management
6.2	Sanitary Sewage and Water Supply
7.0	IMPLEMENTATION AND INTERPRETATION

¹ This Table of Contents is provided for convenience only and is not to be considered an official part of Chapter 38, Part II of the Official Plan.

**Chapter 39 and
Schedules SP39(A) and SP39(B)
of the document known as
the 1984 Official Plan**

Chapter 39: The Goreway Drive Corridor Secondary Plan Area

1.0 Purpose

The purpose of this chapter, together with Schedules SP39(A) and SP39(B) is to:

- establish detailed land use and policy guidelines for the development of lands shown outlined on Schedule "SP39(A)" for business, institutional and restricted multiple residential uses in accordance with the policies of Brampton Planning Area;
- specify the desired pattern of land use, transportation network and related policies to achieve a high quality, efficient and orderly urban development; and
- protect the existing estate residential dwellings from surrounding employment lands on an interim basis and to provide for a gradual transition from estate residential to commercial, business and institutional uses.

2.0 Location

The lands subject to this chapter:

- are comprised of approximately 115 acres (46.5 hectares);
- are generally located on both the east and west sides of Goreway Drive, from Highway Number 7 to north of Automatic Road, comprising part of Lots 6, 7 and 8, Concession 7 and 8, N.D., of the former Township of Toronto Gore, now in the City of Brampton; and
- are shown outlined on Schedule SP39(A).

3.0 Land Use Principles

This chapter provides for the establishment of a broad range of INTERMEDIATE OFFICE, BUSINESS, HIGHWAY AND SERVICE COMMERCIAL, INSTITUTIONAL, OPEN SPACE, RESIDENTIAL and related land uses. This chapter also designates four SPECIAL POLICY AREAS that reflect the need for special land use policies to effectively manage unique development constraints within the secondary plan area.

Lands designated INTERMEDIATE OFFICE are strategically located to take full advantage of their proximity and connection to major transportation

facilities such as the Humberwest Parkway, future Highway Number 407 and Lester B. Pearson International Airport.

Lands designated for BUSINESS purposes shall be used for a wide range of service, retail and small scale office uses to provide support to the surrounding office and industrial community.

The HIGHWAY AND SERVICE COMMERCIAL designation is intended to provide for the orderly development of a broad range of highway commercial, service commercial and office uses.

Lands designated for INSTITUTIONAL uses reflect the existing approval for the development of a place of worship and ancillary uses in this portion of Brampton.

Lands designated for ESTATE RESIDENTIAL, subject to certain special policies, reflect the special rural character of the surrounding area that exists to the north.

The lands designated for MEDIUM-HIGH AND HIGH DENSITY RESIDENTIAL, subject to certain special policies requiring social service linkages to the adjacent Institutional uses, provide a special form of alternative housing currently not available in the east end of Brampton.

Lands designated OPEN SPACE maintain the natural environmental features within the secondary planning area associated with the west branch of the Humber River Valley and the tributaries thereof.

3.1 **Residential**

3.1.1 The lands designated as Medium-High and High Density Residential on Schedule "SP39(A)", shall be used for residential purposes, provided that an appropriate phasing strategy and permanent support services are provided as specified in the policies of Section 3.7.2 of this Plan.

3.1.2 Notwithstanding the general definitions in Part II of the Brampton Official Plan, the density range for the lands designated Medium-High and High Density Residential in the secondary plan shall:

Mod 2

- (i) have a total net residential density range of 62 to 123 units per hectare (25 to 50 units per acre); and,
- (ii) consist of (3) separate phases within Special Policy Area Number 2, of which each individual phase shall have a density range between 62 to 123 units per hectare (25 to 50 units per acre) of net residential area, and shall have a maximum of 240 dwelling units.

If the Open Space designation is maintained in private ownership, the lands shall not be used to calculate the overall residential density."

- 3.1.3 If residential development for which noise control measures will be required precedes the construction of the Humberwest Parkway, the City shall require as a condition of development approval, that sufficient lands and facilities be provided for noise attenuation purposes, in accordance with the requirements of the City and appropriate agencies.
- 3.1.4 The lands designated as ESTATE RESIDENTIAL on Schedule "SP39(A)" are intended to be a primarily low density, low intensity form of exclusive residential development characterized by large, individual lots which require a minimum level of service relative to the urban component of the municipality in accordance with the Rural Estate policies of Chapter 2, Section 2.1.3 of the Brampton Official Plan. In addition to ESTATE RESIDENTIAL, these lands may also be used as a place of worship, a school facility and a day nursery.
- 3.1.5 If institutional uses are proposed abutting an existing residential dwelling on the lands designated ESTATE RESIDENTIAL, a landscaped buffer of 15 metres shall be provided in order to minimize the adverse impact of the institutional development.
- 3.1.6 The maximum building height within the ESTATE RESIDENTIAL designation shall be 3 storeys.

3.2 Institutional

- 3.2.1 The lands designated INSTITUTIONAL on Schedule "SP39(A)" shall be used for a religious institution, youth centre, conference centre, ancillary lodging facilities, school, media centre and accessory purposes.
- 3.2.2 Development within the lands designated INSTITUTIONAL shall be subject to the following:
- (i) only two dwelling units shall be permitted as accessory purposes to provide residential facilities for a caretaker or pastor;
 - (ii) conference centre lodging facilities shall not be provided with individual private cooking facilities and shall not contain separate dwelling units, and;
 - (iii) a landscaped open buffer zone of 15 metres shall be provided on portions of the boundaries of the lands designated

INSTITUTIONAL as required to minimize the adverse impact of the development upon existing residential dwellings.

- 3.2.3 The maximum building height within the INSTITUTIONAL designation shall be 3 storeys.

3.3 Intermediate Office

- 3.3.1 The principal permitted uses within the INTERMEDIATE OFFICE designation include business, professional or administrative office buildings, hotels and motels.

- 3.3.2 In addition to the principal permitted uses set out in policy 3.3.1, convenience and personal service retailing, restaurants, recreational, institutional, and business support activities shall be permitted provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the principal permitted uses.

- 3.3.3 Offices uses may be developed at a Maximum Floor Space Index of 0.75 within the INTERMEDIATE OFFICE designation.

- 3.3.4 To evaluate the merits of a development proposal in an Intermediate Office designation, the City shall require the submission of a tertiary plan to demonstrate how the inter-related areas can be comprehensively developed.

- 3.3.5 When establishing the parking requirements for a development proposal in an INTERMEDIATE OFFICE area, the requirements of Section 4.1 of this Plan shall be applied.

- 3.3.6 Development approval under the INTERMEDIATE OFFICE designation shall be subject to the Urban Design Guidelines and General Development Standards established by Sections 4.2 and 4.3 of this Plan.

- 3.3.7 Direct vehicle access to the Humberwest Parkway from the lands designated INTERMEDIATE OFFICE shall not be permitted. Intermediate Office access to the Humberwest Parkway shall be provided through the Collector and Minor Arterial road system.

- 3.3.8 Until the completion of the first intersection north of Highway Number 7 on the Humberwest Parkway, temporary access to Goreway Drive from the lands designated INTERMEDIATE OFFICE may be permitted.

- 3.3.9 A landscaped open space buffer of 15 metres shall be provided on the northern property limit of the lands designated INTERMEDIATE OFFICE abutting existing residential dwellings. The buffer zone is not to be used for

office or related purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedule "SP39(A)."

3.4 Business

- 3.4.1 Lands designated for BUSINESS purposes on Schedule "SP39(A)" shall provide for the development of a wide range of service, retail and small scale office commercial uses.
- 3.4.2 Offices uses may be developed at a Maximum Floor Space Index of 0.50 within the BUSINESS designation.
- 3.4.3 High quality building and site design shall be required in BUSINESS areas to ensure compatibility with adjacent industrial and office developments and the existing residential community. In this regard, fencing and landscaping may be required where appropriate as a condition of site plan approval.
- 3.4.4 The City encourages the comprehensive development of BUSINESS areas and requires that the following site design considerations be incorporated in development proposals to the satisfaction of the City:
- (i) common area access arrangements and linked parking areas generally be employed to serve multiple land uses within a BUSINESS area;
 - (ii) parking be provided, where feasible, in yards away from visually prominent locations to enhance streetscape amenity and design;
 - (iii) where parking is provided in the front yard, landscaping be required to provide adequate screening from the abutting road and the existing rural estate dwellings;
 - (iv) uniform building setbacks be encouraged to create a harmonious and integrated streetscape;
 - (v) outdoor display areas, except for new finished products, not be permitted in front yards or abutting roads;
 - (vi) service and loading areas be incorporated into building designs at a location not visually prominent from public streets and be effectively screened from view through appropriate fencing or landscaping;
 - (vii) restaurants permitted in the BUSINESS designation be subject to an appropriate site development plan that demonstrates that:

- the restaurant design is harmonious with adjacent development; and,
- ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction;

(viii) a 15 metre landscaped buffer zone shall be provided on those lands designated BUSINESS that abut existing residential dwellings in order to minimize the adverse effects of such Business uses on the adjacent residential development. The buffer zone is not to be used for business purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedule "SP39(A)."

3.4.5 To evaluate the merits of a development proposal within a BUSINESS area, the City shall require the submission of a tertiary plan to demonstrate how inter-related areas subject to a development proposal can be comprehensively developed in accordance with site design criteria set out in Section 3.4.4 of this Plan.

3.4.6 When establishing the parking requirements for a development proposal in a BUSINESS area, the requirements of Section 4.1 of this Plan shall be applied.

3.4.7 Development approval under the BUSINESS designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines of Sections 4.2 and 4.3 of this Plan.

3.5 Highway and Service Commercial

3.5.1 Lands designated for HIGHWAY AND SERVICE COMMERCIAL purposes on Schedule "SP39(A)" are intended to be used for retail and service establishments that service passing vehicle traffic and that also attract single purpose or destination oriented customers.

3.5.2 The uses permitted within the HIGHWAY and SERVICE COMMERCIAL designation shall include such uses as: personal service and convenience retail uses, motels, hotels, restaurants, business support activities, automobile service stations and repair facilities, retail warehousing, home improvement centres and small scale office uses.

3.5.3 Office uses may be developed at a Maximum Floor Space Index of 0.50 within the HIGHWAY AND SERVICE COMMERCIAL designation.

- 3.5.4 Development of the HIGHWAY and SERVICE COMMERCIAL area shall be subject to the following policies:
- (i) no direct vehicular access to the Humberwest Parkway shall be permitted with the exception of a potential automobile service station on the lands located at the northeast corner of Highway Number 7 and Humberwest Parkway. Right-in/right-out access from Humberwest Parkway and/or Highway Number 7 may be permitted for the latter use provided that no inter-connection shall be permitted with the lands to the north. Access to the latter lands will be achieved from the internal road system, subject to final review by the appropriate road authority;
 - (ii) development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and,
 - (iii) development of lands for commercial purposes on the basis of joint sharing of facilities such as access and parking shall be encouraged.
- 3.5.5 Development approval within a HIGHWAY and SERVICE COMMERCIAL area shall proceed only when the City is satisfied that all necessary services and utilities are adequate.
- 3.5.6 The City shall ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with the City's traffic engineering standards. Further, Council will ensure that the design and location of the facilities significantly reduces the adverse influence of noise, glare of lights and traffic hazards upon adjacent uses.
- 3.5.7 The City shall ensure that appropriate measures will be taken to regulate the location, size and type of signs, subject to Section 4.2.4 of this Plan.
- 3.5.8 Development approval under the HIGHWAY and SERVICE COMMERCIAL Designation shall be subject to the Urban Design Guidelines and General Development Standards established by Sections 4.2 and 4.3 of this Plan.
- 3.5.9 To evaluate the merits of a development proposal within a HIGHWAY AND SERVICE COMMERCIAL area, the City shall require the submission of a tertiary plan to demonstrate how inter-related areas subject to a development proposal can be comprehensively developed in accordance with site design criteria set out in Section 3.5.4 of this Plan.

3.5.10 When establishing the parking requirements for a development proposal in a HIGHWAY AND SERVICE COMMERCIAL area, the requirements of Section 4.1 of this Plan shall be applied.

3.5.11 Notwithstanding the other policies in this plan, in the Highway and Service Commercial designation located on the southeast corner of Highway Number 7 and Goreway Drive the following development restrictions shall apply:

OP93-66

- a) office uses shall be restricted to a maximum gross leasable area of 930 square metres;
- b) retail warehousing uses shall be restricted to a minimum gross leasable area per establishment of 1,860 square metres;
- c) retail establishments having no outside storage shall be restricted to 15% of the total gross leasable area to a maximum of 1,395 square metres;
- d) the maximum gross leasable area devoted to the sale of food within any retail establishment shall not exceed 930 square metres;
- e) restaurants shall be restricted to one per industrial mall, with a maximum gross leasable area to be 465 square metres;
- f) free standing restaurants shall have a maximum gross leasable area of 465 square metres per restaurant; and
- g) a restaurant campus (3 or more restaurants developed on the same site and/or planned as a unit) shall not be permitted.”

3.6 Open Space

3.6.1 Most of the lands designated OPEN SPACE on Schedule "SP39(A)" are lands which have inherent environmental hazards due to flood and erosion susceptibility.

Mod 3

3.6.2 Lands designated OPEN SPACE and located beyond 15 metres of the West Humber River watercourse shall remain in a natural state or be utilized for storm water management and complementary uses in accordance with the policies of Chapter 1, Subsection 1.2 of the Brampton Official Plan.

Wherever practical, the construction of ponds related to storm water management shall be located on tableland.

3.6.3 The uses permitted within the OPEN SPACE designation include:

- (i) the preservation and enhancement of existing vegetation and the natural ecosystem through conservation;
- (ii) flood control and storm water management as it relates to the maintenance of water quality and quantity, but only on lands beyond 15 metres of the West Humber River watercourse;
- (iii) passive oriented outdoor recreational facilities; and,
- (iv) linear open space systems.

3.6.4 Building setbacks may be imposed from the margin of the lands designated OPEN SPACE where appropriate, in order to have regard for the extent and severity of the existing and potential hazards related to flood and erosion susceptibility. Setbacks from the lands designated OPEN SPACE shall be determined by the appropriate Conservation Authority, the Ministry of Natural Resources, and the City of Brampton prior to development approval, and shall be incorporated into the implementing zoning by-law.

Mod 4

OPA
283

3.7 **Special Policy Areas**

In certain site-specific circumstances as follows, special policies apply notwithstanding the provisions set out for each land use designation established by this Chapter.

3.7.1 Special Policy Area Number 1 as designated on Schedule "SP39(A)" applies to a 4.4 acre (1.8 hectare) parcel of land fronting the east side of Goreway Drive, which is also designated INSTITUTIONAL, MEDIUM-HIGH AND HIGH DENSITY RESIDENTIAL AND INTERMEDIATE OFFICE. Within Special Policy Area Number 1, development shall not proceed until the final alignment of Goreway Drive has been approved by City Council. The lands required for the final alignment of Goreway Drive shall be dedicated to the City as a condition of development approval. At that time, the development of the remaining lands shall be based on the primary designations on Schedule "SP39(A)."

3.7.1.1 Development on the lands designated Medium-High and High Density Residential within Special Policy Area Number 1 as shown on Schedule "SP39(A)" shall be subject to the conditions of Section 3.7.2.2 (i), (ii), (iii), (vii), and (viii) and Section 3.7.2.5 (i) and (ii) of this Plan. The provision of essential services and facilities as required by Section 3.7.2.5 (i) of this Plan

Mod 5

shall be provided on the subject lands or off-site on the lands to the north in Special Policy Area Number 2 through an agreement satisfactory to the City.

3.7.2

Mod 6

Special Policy Areas Number 1 and Number 2 as designated on Schedule "SP39(A)" applies to approximately 4.4 acres (1.8 hectares) and 30 acres (12.1 hectares) abutting parcels of land fronting the east side of Goreway Drive, north of Highway Number 7. Schedule "SP39(A)" also designates these lands for Institutional, and Medium-High and High Density Residential uses subject to the policies of Sections 3.1 and 3.2 of this Plan. With respect to the Medium-High and High Density Residential dwelling types permitted within Special Policy Areas Number 1 and Number 2, the following development criteria shall apply:

- (i) maximum number of bedrooms is 2;
- (ii) maximum floor area for a one (1) bedroom dwelling unit is 102 square metres (1,100 sq. ft.); and,
- (iii) maximum floor area for a two (2) bedroom dwelling unit is 103 square metres (1,400 sq. ft.).

3.7.2.1

A 1.3 hectare (3.2 acre) parcel of land within the Institutional designation fronting Goreway Drive and abutting the Medium-High and High Density Residential may be used for ancillary commercial uses intended to serve the immediate resident population.

3.7.2.2

Prior to the granting of subdivision approval for the lands within Special Policy Area Number 2, the following development principles will have to be achieved to the satisfaction of the City:

- (i) the submission of a conceptual site plan that demonstrates how the proposed residential component can be satisfactorily accommodated on the subject lands;
- (ii) the establishment of building height, massing controls, set backs, berming and landscaping policies as required to achieve compatibility with surrounding land uses;
- (iii) the submission of traffic and noise impact studies to identify potential adverse impacts and recommend appropriate attenuation measures;
- (iv) the establishment of satisfactory agreements/mechanisms to ensure that the residential uses will be provided with appropriate support services such as refuse pick-up, transit, schools and recreation centres. The provision of such support services on

an on-site basis or in conjunction with the adjacent institutional complex shall be a condition of development approval. In the event that residents from Special Policy Area Number 2 are to be serviced by the public and separate school system, appropriate private transportation shall be provided to a designated connection point that is deemed convenient to the Boards of Education;

- | | | |
|--------------|--------|--|
| <i>Mod 7</i> | (v) | that development within Special Policy Area Number 2 shall only be permitted with the approval of the Ministry of Natural Resources and the Metro Toronto and Region Conservation Authority; |
| | (vi) | the submission of a conceptual site plan to illustrate the interface arrangements between the institutional and the residential blocks; and, |
| | (vii) | the determination of an appropriate maximum number of units to be developed on the subject lands. |
| <i>Mod 8</i> | (viii) | a private transit system serving the subject lands shall be developed in conjunction with the City of Brampton public transit system. |

3.7.2.3 For the lands designated Medium-High and High Density Residential within Special Policy Areas Number 1 and Number 2 as shown on Schedule "SP39(A)," the developer shall agree to provide a minimum of 25% of the total number of residential units as affordable in accordance with the Land Use Planning for Housing Policy Statement.

Mod 9

3.7.2.4 The residential development concept permitted within Special Policy Area Number 2 on Schedule "SP39A", shall consist of three (3) phases, and development of lands beyond Phase I shall only be permitted by City Council upon consideration of the following factors:

- (i) the traffic impact on the surrounding road network;
- (ii) the development of a satisfactory transit system to serve the residents of the development with appropriate integration within the City's transit system;
- (iii) the extent of the projected impact on community services and facilities such as schools, public open space, and health care;

- (iv) the applicant preparing an occupancy characteristics study of Phase I to the satisfaction of the City, prior to the approval of any subsequent phases; and,
- (v) other matters as deemed appropriate by City Council.

3.7.2.5 Phases II and III of the residential lands within Special Policy Area Number 2 in the Secondary Plan, shall not be released for development until Phase I of the development becomes 'substantially developed' and adequate documentation is submitted to the City to justify the need for subsequent phases to be developed. The term 'substantially developed' shall mean that point in time when occupancy permits have been issued for approximately 75 per cent of the residential units in that phase of the development.

3.7.2.6 In addition to section 3.7.2.4, the development of the lands identified as Special Policy Area Number 2 on Schedule "SP39(A)", shall be staged to the satisfaction of the City in accordance with Section 3.7.2.5 of this Plan. In this regard, among other matters, the development of these lands (in each phase) shall be subject to:

- (i) the timely provision of essential services and facilities for the subject lands as deemed appropriate by the City; and,
- (ii) a phasing agreement satisfactory to the City of Brampton.

3.7.3 Special Policy Area Number 3 as designated on Schedule "SP39(A)" applies to those lands fronting the east side of Goreway Drive, south of the major valley crossing. In addition to the BUSINESS designation, these lands may be used for a religious institution, a public or private school, and a day nursery in accordance with Section 3.4 of this Plan.

3.7.4 Special Policy Area Number 4 as designated on Schedule "SP39(A)" applies to those lands fronting the east side of the Humberwest Parkway, north of the Williams Parkway. Vehicle access to the Humberwest Parkway from these lands shall be restricted to right-in/right-out access only. The number and location of these access points shall be determined by the appropriate road authority having jurisdiction as a condition of development approval.

4.0 Other Special Policies

Due to specific geographic, environmental or existing land use planning circumstances affecting certain sites throughout the secondary plan area, it is appropriate that additional detailed policy guidance be provided beyond the other land use provisions set out in this Chapter.

4.1 **Shared Parking Provisions within the Goreway Drive Corridor Secondary Plan Area**

- 4.1.1 Parking shall be required for all development within the Goreway Drive Corridor Secondary Plan Area to satisfy zoning by-law standards. However, it is recognized that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, the City may consider the approval of a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for zoning approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the City.

4.2 **Urban Design Guidelines**

The following urban design guidelines are intended to promote the development of the Goreway Drive Corridor Secondary Plan Area in an orderly and uniform manner.

4.2.1 Landscaped Open Space Policies

<i>Mod 10</i>

- (i) A landscaped buffer strip abutting arterial roads shall not be less than 6.0 metres in width;
- (ii) A landscaped buffer strip abutting collector roads and local roads shall not be less than 6.0 metres and 3.0 metres in width, respectively; and,
- (iii) Existing trees should be preserved if possible.

4.2.2 Density and Massing Policies

- (i) Through the site plan approval process, the proponent of a development which is at a density that is significantly less than the maximum permitted density may be requested to locate that development in such a way as to allow for future development to occur. A tertiary plan may be required to demonstrate that the urban design guidelines set out in this chapter can be satisfied in the future.

4.2.3 Streetscape Policies

- (i) Building setback coordination between adjacent developments is required to achieve a consistent visual image and character of the streetscape;
- (ii) The massing and conceptual design of individual buildings should further reinforce the required high quality image of the secondary plan area; and,
- (iii) Commercial developments shall define streets with well-designed buildings and landscaping, leaving only limited parking wherever practical in the front or exterior side yards. Large parking areas should be accommodated within side or rear yards away from visually prominent locations or courtyards, and should be divided into smaller well-defined areas surrounded by landscape treatment.

4.2.4 Signage Policies

- (i) All signage for development within the secondary plan area should be in accordance with the provisions of the City of Brampton Sign By-Law.

4.3 **General Development Standards and Guidelines**

To ensure that the major objectives of the Goreway Drive Corridor Secondary Plan are satisfied, General Development Standards and Guidelines are established in Table 4.1 for the major land use designations. These standards and guidelines are intended to:

- (i) provide for commercial, residential and institutional development which is complementary to the policies of the Brampton Official Plan; and,
- (ii) accommodate the scope and nature of development anticipated in the Secondary Plan area.

4.3.1 The General Development Standards contained in Table 4.1 are not to be considered absolute. Flexibility in interpretation shall be permitted without the necessity of an Official Plan Amendment, in accordance with Section 7.3.3 of the Brampton Official Plan.

4.3.2 The section of Goreway Drive north of Highway Number 7 that is to be closed shall be developed for Intermediate Office and Highway and Service Commercial uses in accordance with the policies of Section 3.3 and 3.5 of

Mod 11

this Plan and shall be developed in conjunction with the adjacent lands. As a condition of development approval, the applicant shall agree to grant easements to the appropriate authorities pertaining to the closed section of Goreway Drive as may be required for the installation and maintenance of utilities. Prior to registration, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the expense of the developer.

TABLE 4.1
GENERAL DEVELOPMENT STANDARDS

Land Use Category Designation	Minimum Lot Area	Floor Space Index
Estate Residential	2.0 acres (0.8 ha)	-
Highway & Service Commercial	1.0 acre (0.4 ha)	0.50
Business	1.0 acre (0.4 ha)	0.50
Intermediate Office	2.0 acres (0.8 ha)	0.75

4.4 Aircraft Noise

4.4.1 Mod 12 Aircraft noise may affect certain retail, office, residential and institutional uses which shall be subject to the aircraft noise policies of Section 1.8.1 of the Brampton Official Plan. For residential land uses, passive use parks, schools, libraries, churches, theatres, auditoria, hospitals, and nursing homes proposed within the Year 2000 28 NEF Boundary, a noise study shall be undertaken by a qualified acoustical consultant in accordance with Provincial policy and to the satisfaction of the City prior to development approval.

4.5 Aircraft Height Limitations

4.5.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary plan area.

5.0 The Transportation Network

The general intent of this chapter is to ensure the development and maintenance of an effective transportation network that will:

- (i) maximize accessibility to and within the secondary plan area;

- (ii) provide for efficient vehicular circulation and reduced traffic conflicts;
- (iii) accommodate the scope of development prescribed by the secondary plan, commensurate with the overall capacity of the road network;
- (iv) recognize the impact of the Humberwest Parkway on the land use designations within the secondary plan; and,
- (vii) provide for bicycle paths as shown on Schedule "SP39(B)" within or adjacent to the Highway Number 7 and Williams Parkway existing road rights-of-way. Bicycle paths are to be obtained as a condition of development approval. The final alignment of the bicycle paths in the general vicinity of the Highway Number 7 right-of-way shall be determined by the City of Brampton in consultation with the Ministry of Transportation.

Table 5.1
Basic Road Characteristics

Road	Jurisdiction	Classification	Basic Right-of-Way Requirement
Highway Number 7	Province of Ontario	Provincial Highway	To be Determined by the Ministry of Transportation
Humberwest Parkway	City of Brampton	Major Arterial	* 45 metres
Goreway Drive	City of Brampton	Collector Road	** 23-26 metres **

*

Mod 13

**

OPA 283

5.1 Roads

5.1.1 The Road Network within the secondary plan area is shown on Schedule "SP39(B)" and is described in Table 5.1 - Basic Road Characteristics.

5.1.2 This plan is formulated on the basis of the following major additions, improvements and extensions to the road network:

- (i) the widening of Highway Number 7 from four to six lanes between Airport Road and Highway Number 50;
- (ii) the construction of Humberwest Parkway, as an eight lane arterial road facility (including two High Occupancy Vehicle lanes), between the Highway Number 7/Goreway Drive intersection and Bovaird Drive east of Airport Road. The alignment shown on Schedules "D" and "E" to this amendment is conceptual and alternative routes will be identified as part of the environmental assessment to minimize detrimental impacts on valley and stream corridors; and,

5.1.3 Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes, provision of day lighting triangles, utility installations and bike paths in accordance with Chapter 4, Section 4.2 of the Brampton Official Plan.

5.1.4 This Plan provides for the staged construction of Humberwest Parkway as a major arterial road in accordance with Chapter 4, Section 4.2 and Schedules "H" and "I" of the Brampton Official Plan.

5.1.5 To protect the major arterial function of the Humberwest Parkway, it is the policy of the City to restrict access from individual properties to the aforementioned facility.

5.1.6 The local road system will be subject to approval as a condition of the subdivision approval process.

5.1.7 Goreway Drive shall bend westward north of Highway Number 7 to intersect with Humberwest Parkway once Humberwest Parkway has been constructed from Highway Number 7 to Williams Parkway as illustrated by Schedule "SP39(B)." South of the point where Goreway Drive bends westward to intersect with Humberwest Parkway, a local road connection shall provide access to the adjacent lands. Temporary or permanent access will not be granted directly to Humberwest Parkway.

5.1.8 Site specific traffic impact studies may be required for development applications within the secondary plan area to address the impact of proposals on the surrounding road network as illustrated on Schedule "SP39(B)."

5.2 Road Access

- 5.2.1 Access to the road network shall be subject to the approval of road authorities having jurisdiction over abutting rights-of-way as indicated on Table 5.1
- 5.2.2 With the exception of Special Policy Area Number 4, as described in Section 3.7.4 herein, vehicle access from the lands abutting the Humberwest Parkway shall be provided through intersecting arterial, collector and local roads.
- 5.2.3 The road authorities having jurisdiction may require the provision of storage lanes, raised medians and intersection signalization where appropriate as a condition of development approval, subject to the provisions of the Development Charges Act By-Law of the City of Brampton.
- 5.2.4 Local road access shall be made available to the Conservation Authority table lands located north of Highway Number 7 and east of Goreway Drive from the local and collector road network within the Goreway Drive Corridor Secondary Plan, subject to the approval by the appropriate road authorities and other interested public agencies.

6.0 Municipal Services

This section provides for the efficient deployment of municipal services to facilitate growth within the secondary plan area. Municipal services are comprised of:

- (i) storm water management facilities; and,
- (ii) sanitary sewage and water supply.

6.1 Storm Water Management

- 6.1.1 Before development proceeds in the secondary planning area and in the event that the West Humber Subwatershed Management Study has not been completed, an Environmental Master Servicing Study shall be prepared to the satisfaction of the City of Brampton, the Metropolitan Toronto and Region Conservation Authority, the Ministry of the Environment and Energy, the Ministry of Natural Resources, and the Ministry of Transportation.
- 6.1.2 All development and storm water management proposals in the secondary planning area shall be subject to the approval of the Ministry of Natural Resources, the Ministry of Environment and Energy, the Ministry of

Transportation, the Metropolitan Toronto and Region Conservation Authority and the City of Brampton.

- 6.1.3 As a condition of approval, the lands within the secondary planning area shall be subject to the relevant recommendations and policies of the West Humber Subwatershed Management Study as approved by the appropriate agencies.

6.2 Sanitary Sewage and Water Supply

- 6.2.1 Development within the Secondary Plan Area shown on Schedule "SP39(A)" shall be provided with urban standard piped municipal water and sanitary sewers, with the possible exception of the lands designated ESTATE RESIDENTIAL in the north end of the Secondary Plan. These lands may be developed in accordance with Section 3.1.4. of this Plan without the provision of municipal sanitary sewers should it be decided by the Region of Peel that the provision of sanitary sewer service to this area of the Secondary Plan is not practical.

Mod 16

7.0 Implementation and Interpretation

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