

**OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 40(a)**

**CHAPTER 40(c)**

**OF THE**

**THE BRAM WEST SECONDARY PLAN**

**July 2014**

## EXPLANATORY NOTES

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

#### **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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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(c) Bram West Secondary Plan )**

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

Chapter 40(c) is based on Official Plan Amendment OP93–270, which was partially approved by the Ontario Municipal Board on March 4, 2009 and May 15, 2009.

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

OMB Order, dated May 15, 2009  
OMB Order, dated May 28, 2010  
OMB Order, issued June 26, 2014 (PL131325)

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

OP93-261  
OP93-284  
OP2006-026  
OP2006-025  
OP2006-261  
OP2006-070

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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## Chapter 40(c) The Bram West Secondary Plan

### 1.0 PURPOSE

The purpose of this Chapter, together with Schedule SP40(c), 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(c), 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(c) of the Bram West Secondary Plan.

The land use designations and policies contained in this amendment are intended to implement the following Community Vision for the Bram West Secondary Plan:

The sustainable protection of its rich, natural environment, including the Credit River, streams, woodlots, trees, wetlands and other features that constitute the natural heritage system;

The establishment of a prestige gateway streetscape along the Mississauga Road Corridor to enhance Brampton's identity and image on a GTA wide basis;

The development of an efficient and effective transportation and transit system to support the full development of the secondary plan;

The promotion of a balanced community structure, including the proper allocation of employment and residential uses in contextually appropriate locations;

The establishment of executive housing enclaves that have the requisite environmental features and amenities;

The preservation and protection of heritage resource areas, including the community attributes of the Churchville and Huttonville settlement areas;  
The development of a park and pathways system that is integrated with natural areas; and,

The provision of economic development opportunities to attract prestige industries, office campuses and commercial enterprises that are developed to the highest standards of community design.

## **2.0 LOCATION**

The subject lands comprise an area of about 1,700 hectares (4,200 acres) in southwest Brampton, and are generally bounded in part by Winston Churchill Boulevard, Heritage Road and Mississauga Road to the west, the Brampton/Mississauga municipal boundary and Steeles Avenue to the south, the Credit River, Steeles Avenue and the Orangeville Railway Development Corporation right-of-way to the north, and Chinguacousy/Mavis Road to the east as outlined on Schedules SP40(a) and SP40(c) The lands are generally described as being Part of Lots 13 and 14, Concession 2 WHS, Part of Lots 13, 14 and 15, Concessions 3 and 4, WHS, in the geographic Township of Toronto, now in the City of Brampton, and Part of Lots 1 through 3 and Part of Lots 8 through 10, Concessions 6 WHS, Part of Lots 1 through 7, Concession 5 WHS, Part of Lots 1 through 5, Concession 4 WHS, and Part of Lots 1 and 2, Concession 3 WHS in the geographic Township of Chinguacousy, now in the City of Brampton as shown on Schedules SP40(a).

The lands subject to this amendment are specifically indicated on Schedules SP40(a) and SP40(c) to this amendment.

### **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(c). 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.

### **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 Intergration**

**3.4.2** Notwithstanding housing policies for the various residential designations on Schedule SP40(c), 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** 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(c).
- 3.4.4** Prior to draft plan of subdivision or zoning approval, as appropriate, proponent(s) may be required to submit for the approval 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 provides 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.

### **Cluster and High Density Residential**

**3.4.7** In areas designated Cluster and High Density Residential on Schedule SP40(c), residential uses within the High Density Residential Category defined in Part I of the Official Plan are permitted.

**3.4.8** The net density for Cluster and High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density, to a maximum of 150 units per hectare (60 units per acre), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to density yields, and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

**3.4.9** Any proposal for Cluster and High Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

### **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 3.4.12.



**3.4.11** 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. Such projects will have regard to policy 3.4.13 and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

**3.4.12** 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.

### **Special Policy Area 3 (Mavis Road Residential)**

**3.4.13** Special Policy Area 3 on Schedule SP40(b), is a triangular shaped medium density residential designation defined by Mavis Road, Highway 407 and Chinguacousy Road. Due to noise and access constraints, as well as a fragmented ownership pattern, development of the subject area may be difficult for residential purposes. Therefore, despite the medium density residential designation, lands within Special Policy Area 3 may be developed in a flexible manner for all medium density residential types, a mix of medium and low density residential types or all low density residential types. Notwithstanding the medium density residential designation, lands within Special Policy Area 3 may be developed in a flexible manner for a mix of high and medium density residential building types.

**3.4.14** New development within Special Policy Area 3 shall be sensitive in terms of physical layout, urban design and streetscape to

Meadowvale Cemetery to ensure a compatible interface between the Cemetery and the lands within Special Policy Area 3.

### 3.4.15 (Special Policy 3a)

OP2006-070

In addition to the policies applicable to Special Policy Area 3 (Mavis Road Residential), the lands, abutting to the north of the property municipally known as 7619 Chinguacousy Road, and having a frontage on Chinguacousy Road of approximately 57 metres (190 ft) and an area of approximately 1.0 hectare (2.5 acres), are permitted to be developed with apartment and townhouse dwellings or any combination thereof, subject to the following policies:

- a) A maximum density of 185 units per hectare (75 upa);
- b) A maximum building height of 6 storeys;
- c) Shall provide allowance for comprehensive development with lands within Special Policy Area 3, including, but not limited to, vehicular and pedestrian access available to and from abutting lands;
- d) Shall use, as much as possible, sustainable technologies and low impact building elements, methods and materials;
- e) Shall participate in the applicable cost sharing for the area, including a cost sharing agreement; and
- f) The following urban design elements to be applied and maintained:
  - 1. Superior architecture and the use of high quality and energy efficient materials which will also be reflective

of the type of architecture and materials used on abutting lands within Special Policy Area 3 (Mavis Road Residential);

2. The use of landscaped edges and gardens;
3. Accessible sidewalks throughout (including connections to abutting lands);
4. The use of landscaped islands and the screening, where possible, of surface parking areas;
5. The screening of utilities and loading areas;
6. The provision of outdoor amenity space, including, where possible, the use of roof top terraces and gardens; and
7. A transition between different building forms and building heights to lessen the impact of taller buildings and to minimize views into private amenity areas

### **3.4.16 (Special Policy 3b)**

OMB PL131325  
June 26, 2014

In addition to the Special Policy Area 3 (Mavis Road Residential) policies, the most northerly parcel(s) within the Special Policy Area 3 designation, totalling approximately 1.34 hectares in area, having a total frontage of approximately 142 metres (466 feet) on Chinguacousy Road are permitted to be developed with townhouse dwellings having a maximum density of 35 units per net residential hectare.

### **Special Policy Area 4 (Lands Adjacent to the Churchville Heritage Conservation District).**

OMB Order  
Nov 25,  
2009

Special Policy Area 4 on Schedule SP40(b) is a residential policy area applying to lands adjacent to the Churchville Heritage Conservation District to the east and west of the Village. The Special Policy Area is designated Low/Medium, Density Residential on Schedule 40(c); residential and open space uses are permitted in accordance with Sections 3.1 and 3.3 of this Secondary Plan, subject to policies of Section 5.3 of this Chapter.

### **Special Policy Area 8 (Financial Drive Lands)**

- 3.4.15** Special Policy Area 8 on Schedule SP40(b), represents lands on the west side of Financial Drive south of Steeles Avenue that are designated Low/Medium Density Residential. The purpose of the Special Policy Area designation is to ensure that the residential development on these lands is consistent in density, built form and streetscape with the executive residential development within the Streetsville Glen subdivision on the east side of Financial Drive. Development shall occur in a manner that minimizes impacts on natural areas associated with Levi Creek.

### **Low and Medium Density Residential**

- 3.4.16** 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.

**3.4.17** 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.

**3.4.18** In areas designated Low and Medium Density Residential adjacent to the Orangeville Development Corporation right-of-way, medium density residential forms are encouraged in order to satisfactorily address noise attenuation requirements.

**3.4.19** 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.

**3.4.20** 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.

### **Low Density Residential**

**3.4.21** In areas designated Low Density Residential on Schedule SP40(a), residential uses within the pertinent Low Density Residential

category as defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.4.2, and 3.1.25.

**3.4.22** The density range for the Low Density Residential designation on Schedule SP40(a) shall not exceed 19.5 units per hectare (8.0 units per acre) of net residential area.

**3.4.23** The Low Density Residential designations abutting the Village Residential designations on Schedule SP40(c) shall be developed in a manner that is compatible with the scale and character of the existing Village settlements, subject to Section 5.3 of this Chapter.

**3.4.24** Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable.

### **Executive Residential**

**3.4.25** The lands designated Executive Residential and Low Density as shown 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.

**3.4.26** 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.

**3.4.27** 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 3.4.1 of this Chapter.

**3.4.28** 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;
  - 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 Block Plan stage of approval; and,
- (i) the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

**3.4.29** 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.

### **Village Residential**

**3.4.30** 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.

### **Special Policy Area 4 (Churchville District)**

**3.4.31** Special Policy Area 4 on Schedule SP40(b), is a residential policy area in the northeast quadrant of the Village of Churchville, defined by the Orangeville Development Corporation right-of-way, Steeles Avenue, Churchville Road and the existing village. The Special Policy Area is designated Village Residential, Low and Medium Density Residential and Parkette on Schedule SP40(a); residential and open space uses are permitted in accordance with policies 3.4.1 and 3.6 of this Secondary Plan.

### **Affordable Housing**

**3.4.32** 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.

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

### **Special Policy Area 5 (Camp Naivelt)**

**3.4.34** Camp Naivelt is a recognized and longstanding private recreational facility located in Part of the East Half of Lot 3, Concession 4 W.H.S. and identified as Special Policy Area 5 on Schedule SP40(b). Notwithstanding the Low and Medium Density Residential and Open Space-Valley Land designations applying to this property, the existing private recreational use may continue for the substantial life of this Secondary Plan.

While the private recreation use continues, appropriate buffering shall be maintained on the adjacent property. Where the adjacent property is to be further developed, and in order to avoid incompatibility, appropriate buffering which may include measures such as setbacks, berming, fencing, and landscaping planting, will be specifically determined through the development approvals process. In reviewing development proposals on the adjacent property, consideration shall be given to the potential for residential development within Special Policy Area 5 in accordance with this Secondary Plan.

### **Special Policy Area 6**

**3.4.35** The uniquely constrained triangular area of designated Low/Medium Density Residential land bounded by the Orangeville Development Corporation Rail right-of-way, the Ontario Hydro Services Corridor right-of-way and the designated Valleylands in Lot 2, Concession 3, W.H.S., shall only be developed for single-detached, semi-detached or townhouse dwellings at a density of up to 14 units per net residential acre (34.6 units per net residential hectare) provided that:

- (i) development of the subject lands shall have adequate regard for the low density character of the adjacent residences along Upper Churchville Road through judicious use of landscaping and berming including the planting of appropriate evergreen vegetation between any required barrier and the Orangeville Development Corporation Rail right-of-way opposite the existing residences; and,
- (ii) an adequate road crossing or crossings of the Ontario Hydro Services Corridor right-of-way are approved by Ontario Hydro and the City of Brampton.

The subject lands shall be developed in a manner so as to accommodate potential vehicle, municipal servicing and pedestrian access for the adjacent lands to the south known municipally as 8157 Churchville Road. Such vehicle, service and pedestrian access may be by public right-of-way or private right-of-way or private right-of-way/registered easement and the construction of such vehicle and service access shall be undertaken at the sole expense of the owners of 8157 Churchville Road.

### **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.

### **Neighbourhood Retail**

- 3.5.1** The lands designated Neighbourhood Retail 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. An automobile service station or gas bar will also be permitted subject to the relevant policies of the Official Plan.

### **Convenience Retail**

- 3.5.2** Lands designated Convenience Retail 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; and,
  - (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.

## Office Centre

- 3.5.3** Lands designated Office Centre on as shown 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, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services. 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.
- 3.5.4** Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:
- (i) to enhance streetscape amenity design, parking of vehicles shall be consistent with the approved urban design guidelines for these lands;
  - (ii) from a streetscape perspective, large lots/blocks shall be encouraged 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.

**3.5.5** 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.

**3.5.6** 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.

**3.5.7** Notwithstanding Section 3.5.4 of this Chapter, the existing permission for highway commercial uses on the property at the northeast corner of Steeles Avenue and Mississauga Road will be recognised in the Secondary Plan subject to the highest standard of urban design consistent with the primary gateway character of the Mississauga Road Corridor in accordance with Section 3.5.4 of this Chapter and the Minutes of Settlement agreed to by the City of Brampton and Imperial Oil. Expansion of the subject lands for highway commercial uses beyond the existing HC2 zone boundaries shall not be permitted.

**3.5.8** Notwithstanding Section 3.5.4 of this Chapter, the existing gas bar with accessory convenience commercial store located on 1.9 acres at the southeast corner of Steeles Avenue West and Mississauga Road shall be permitted in recognition of the historical use of the property for highway commercial uses and to permit expansion of the subject lands for a limited range of highway commercial uses within the existing HC2 zone boundaries.

In conjunction with the redevelopment of the gas bar at the southeast corner of Mississauga Road and Steeles Avenue West, a drive-through shall be permitted subject to the following conditions that shall form part of an approved site plan agreement:

- (i) the drive-through facility is located on the east side of the gas bar property and oriented towards Steeles Avenue; and,
- (ii) redevelopment of the subject site will be subject to a high standard of urban design with respect to built form, streetscape and landscape consistent with a Primary Gateway location such as full pitched roofs, stone and brick work and key elements of the Flower City Strategy.

### **Special Policy Area 7 (lands east of Mississauga Road)**

**3.5.9** Lands within the southern half of Special Policy Area 7, shall be primarily developed for office uses in order to maximize higher order employment opportunities in the Mississauga Road Corridor of the Bram West Secondary Plan.

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.

The final land use disposition for the northern portion of Special Policy Area 7 will be determined as part of block planning for this sub-area. At that time, the opportunity for introducing uses under the Specialty Office & Service Commercial designation of this Plan will be considered to facilitate an appropriate transition between adjacent land uses.

### **Special Policy Area 10**

**3.5.10** Special Policy Area 10 on Schedule SP40(b) is designated Office Centre and applies to 16 acres located in the southeast quadrant of Steeles Avenue West and Mississauga Road, with about 770 feet of frontage along Steeles Avenue West. The intent of Special Policy Area 10 is to allow a broader range of uses on the property than is otherwise permitted in the Office Centre designation given the locational characteristics of the lands and the existing and planning context of land uses surrounding the subject site.

Additional permitted uses shall include restaurants and retail and service commercial uses which provide support to the Bram West employment lands to the west and north, as well as the surrounding residential area to the east and south. Among the permitted retail commercial uses, requirements with respect to built form and minimum or maximum size, shall apply as follows:

- (i) in order to facilitate a built form that is compatible with a Primary Gateway location, retail warehouses shall not be permitted within the Special Policy Area;



- (ii) a combined maximum Gross Floor Area (GFA) of 20,000 sq.ft. (1858 sq. m.) for one or more specialty food or grocery stores; and,
- (iii) an automotive retail store shall have a minimum GFA of 20,000 sq.ft (1,858 sq. m.).

Also permitted are limited compatible recreational uses and regional-serving entertainment uses in accordance with Section 4.2.2.2 of the Official Plan. Outdoor storage of finished goods shall not be permitted within Special Policy Area 10.

Lands within Special Policy Area 10 shall be developed in accordance with Section 3.2.4 of this Chapter and the following additional urban design principles:

- (i) to generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural, landscape and safety design elements shall be implemented, where required;
- (ii) 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;
- (iii) common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (iv) 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.

## Special Policy Area 11

**3.5.11** Notwithstanding Section 3.5.4 of this Chapter, Prestige Industrial use may be permitted on the lands at the northwest corner of Financial Drive and Highway 407 that are designated Special Policy Area 11 on Schedule SP40(b), subject to conditions of site plan approval that may include, but are not limited to, the following:

- a minimum lot area of 5 acres;
- a minimum building setback of 21 metres from a residential zone;
- maximum building heights of 13.7 metres, except for an office or hotel;
- loading spaces will be setback a minimum of 60 metres from a residential zone;
- no overhead or loading doors or inlet ventilation louvers located on a wall facing a residential zone;
- no truck parking or truck idling next to a residential zone;
- noise generated from industrial operation shall not exceed noise guidelines limit set out in the Ministry of Environment Guidelines NPC-205;
- outdoor lighting adjacent to a residential zone may be restricted;
- no outdoor storage of materials or goods; and,
- the hours of industrial operation may be restricted.

## Highway and Service Commercial

**3.5.12** The two designated Highway and Service Commercial sites located at the southeast corner of Financial Drive and Steeles Avenue and the northeast corner of Hallstone Road and Mississauga Road as shown on Schedule SP40(a) shall be developed in accordance with Part I, Section 4.2 and other relevant policies of the Official Plan.

**3.5.13** Lands in the Highway and Service Commercial designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway 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.

**3.5.14** Gas bar and related convenience commercial uses are permitted within the Highway & Service Commercial designation of this Chapter. For the site designated at the northeast corner of Hallstone Road and Mississauga Road, development shall be of a high standard with built form, streetscape and landscape features consistent with a Primary Gateway location. For the site designated at the southeast corner of Steeles Avenue and Financial Drive, development shall be of a high standard with superior architectural massing and design that is compatible with the residential character of the immediate area. Commercial units shall be arranged in smaller buildings of residential proportions with residential-type roof

treatments. Innovative and discrete sign treatments shall be encouraged and corporate façade treatments shall be reviewed for compatibility purposes.

### **Specialty Office and Service Commercial**

**3.5.15** 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.

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 block planning.

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.

**3.5.16** 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 block 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.

### **Service Commercial**

**3.5.17** 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 in addition to the requirements prescribed by Special Policy Area 13 of this Chapter.

### **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. In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centres, and within which may permit limited accessory retail, and business support services.

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 lands designated for Office Centre uses, 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**

#### **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 Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
- 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.

Notwithstanding the policies of this Plan in Section 3.6.1 and 3.6.2 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.

### **Neighbourhood Park**

**3.6.4** 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**

**3.6.5** 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.

- 3.6.6** 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.
- 3.6.7** 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.
- 3.6.8** 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**

- 3.6.9** 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.

**3.6.10** 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.

**3.6.11** 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**

**3.6.12** 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.

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

### **Cemetery**

**3.6.14** Lands designated Cemetery on Schedule SP40(a) recognize existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.

**3.6.15** The regulations set out in the Cemeteries Act shall apply when development may impact burial sites which are not registered cemeteries.

## **3.7 Institutional**

### **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 identified the need for an elementary school site in the event that all or part of Lionhead Golf Course is developed for residential uses. A school site will be permitted on these lands without requiring an amendment to this Chapter. The school site shall be identified at the Block Plan stage of approval, with further refinement occurring at the draft plan of subdivision stage.
- 3.7.6** The Peel District School Board has identified the need for a public elementary school site in the northern part of Community Block Plan Area 40-1. A site for a public elementary school site will be permitted in this location without requiring an amendment to this

Chapter. The school site shall be identified at the Block Plan stage, with further refinement occurring at the draft plan of subdivision stage.

## **Places of Worship**

**3.7.7** 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.

**3.7.8** The lands designated Institutional (Place of Worship) on the south side of Steeles Avenue West, approximately 35 metres (115 ft) west of Creditview Road, being approximately 0.8 hectares (2 acres) in area, may be developed for a place of worship use and accessory uses including a day nursery. The lands may also be developed in accordance with Medium Density Residential designation policies as an alternative to a place of worship use. Any development of lands shall recognize the arterial road frontage and exposure with appropriate building design and massing. Landscaping shall be provided to effectively buffer parking areas on the site from Steeles Avenue West. A generous amount of on site parking shall be made

available for a place of worship in order to avoid situations of overflow parking on local streets.

## **Libraries**

**3.7.9** Libraries are not designated on Schedule SP40(a), however they are permitted in all land use designations, except for the Open Space Valleyland designation, as a free standing facility, an integrated development component, or within a recreation centre facility.

**3.7.10** 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.

## **Special Policy Area 13**

**3.8** The land shown as Special Policy Area 13 on Schedule 40(b) is designated for a place of worship, local service commercial and high-density residential uses. The uses are intended to function as an integrated development.

The place of worship will consist of the main church building and other accessory buildings such as a rectory to be used in conjunction with the place of worship.

In accordance with Policy 4.2.9 of Part I of the Official Plan, the lands designated for Service Commercial uses are intended to accommodate a commercial/cultural centre with a limited range of

local service commercial uses, professional offices, a credit union and community club/ banquet hall.

The high-density residential apartment can accommodate a seniors-oriented development.

### **Development Principles**

- 3.8.1** The design of the site shall be of high-quality and be subject to urban design guidelines approved by the City. The following general development principles shall apply:
- a. The site design shall display a high level of internal integration among the uses by establishing clear traffic patterns, direct pedestrian linkages amongst the uses and the use of materials, building and landscape design elements in a unifying manner, with a high standard of design.
  - b. The site shall be integrated into the surrounding residential community through building massing and design, and pedestrian connections.
  - c. The massing of the apartment shall be broken into smaller components. The commercial/cultural centre shall establish a strong pedestrian-related presence along Polonia Avenue. The place of worship shall have an appropriate setback to Steeles Avenue and incorporate a public square and ceremonial entrance.
  - d. Landscaping shall be to a high standard, shall address the interface between the various uses, establish a high-quality streetscape along Steeles Avenue and establish a pedestrian-oriented streetscape in conjunction with the commercial use along Polonia Avenue.
  - e. Parking/Service Areas



- i) Parking should be subordinate to the overall design objectives of the site. Surface parking areas should be sectioned through the use of landscaping.
- ii) Services areas will be screened from view from the street. Waste collection will be stored internally.
- iii) Utilities and roof-top mechanical equipment shall be sited so that they may be screened and are not in highly visible locations.

**3.8.2** Mutual easements for servicing, maintenance and access are encouraged between the various properties to allow the site to function as a single integrated development.

### **Zoning By-law**

**3.8.3** The zoning by-law for the lands subject to Special Policy Area 13 shall set out:

- a) Restrictions on building height and setbacks and provisions for minimum landscaping and parking to implement the general development principles.
- b) Setback requirements required to protect the identified natural features.
- c) A maximum floor area for the commercial uses, community centre and the place of worship to ensure that the service commercial uses remain of a local scale and that sufficient parking can be maintained.
- d) A shared parking ratio between the places of worship and the cultural centre to provide for the efficient use of the existing parking area.
- e) Restrict the existing building adjacent to the valley at the northwest corner of Special Policy Area 7 to the existing footprint

and to limit the number and type of uses in the building to those accessory to a place of worship.

- f) A maximum unit size and number of bedrooms for the residential apartment reflective of “seniors” housing.

## **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** This Plan provides for the staged construction of Mavis (Chinguacousy) Road in accordance with Part I, Section 4.3 of the Official Plan. The right-of-way requirement for Mavis (Chinguacousy) Road, south of Steeles Avenue shall be sufficient to accommodate an 8 lane arterial road as determined by the City of Brampton and the Region of Peel.

**4.1.3** 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.

- 4.1.4** 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.
- 4.1.5** 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 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.

## **4.2 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, attached as Appendix B to this Chapter. 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. Simultaneous compound changes in the grade and direction of underpass designs are not recommended.

### **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.

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- 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 Heritage Impact Assessment prior to development approval, to the satisfaction of the City, in accordance with the provisions of Part I, Section 4.9, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on identified heritage resources.

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## Churchville Heritage Conservation District

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**5.3.4** The Village of Churchville Heritage Conservation District is a designated Heritage Conservation District under Part V of the Ontario Heritage Act. The Heritage Conservation District contains a collection of built heritage resources and equally important, represents a cultural heritage landscape that is itself worthy of protection and preservation. This Plan recognizes the importance of maintaining and enhancing the district heritage character of Churchville, which consists of its rural setting (narrow tree lined roads, scenic views over the surrounding landscape and the ever present influence of the Credit River and its steep valley sides) and its vernacular buildings placed into the rural village landscape;

Development within the Village will be subject to the provisions of the Churchville Heritage Conservation District Plan as may be amended from time to time. Development adjacent to the Heritage Conservation District shall be compatible with the Village and shall not detract from the objectives of the District Plan.

The area identified as the Churchville Heritage Conservation District and designated as Village Residential and Open Space (Valleyland, Neighbourhood Park and Cemetery) on Schedule SP 40(a) is intended to reflect those lands located within the Churchville Heritage Conservation District. Development within the boundaries of the Churchville Heritage Conservation District (including new development, alterations, redevelopment and infilling) shall be required to be consistent with the guidelines of the Churchville Heritage Conservation District Plan as they relate to conservation, development, design, landscaping and public works. In order to maintain the heritage character, the implementing zoning by-law



shall contain provisions limiting maximum building height and density (floor space index).

New residential infill should maintain the existing setbacks of adjacent properties and appropriate zoning variances should be considered where necessary to achieve this intent. New dwellings should generally be located with the front facade parallel to a roadway, except where a building line has been established to the contrary. Ancillary buildings should be located towards the rear of the lot. Garages, in particular, should not form part of the front facade and are best located toward the rear of the building.

Certain lands designated Village Residential within the Churchville Heritage Conservation District are located within the flood plain of the Credit River. Development and redevelopment within these areas shall be subject to the requirements of Credit Valley Conservation and the provisions of Part I, Section 4.5.7 of the Official Plan. These lands will be zoned in an appropriate category that will indicate their susceptibility to flooding. No new lot creation will be permitted in such areas.

In addition to lands within the flood plain other lands within the Churchville Heritage Conservation District are subject to environmental constraints related to Provincially Significant Wetlands and valley slopes. Development and site alterations will not be permitted within Provincially Significant Wetlands. These lands will be zoned in an appropriate non-development category. Development will be located outside of hazards associated with slope stability and erosion and shall be subject to the requirements of Credit Valley Conservation.

In considering the possible future development of larger existing agricultural parcels within the Village Residential designation, creative design approaches will be required which maintain existing cultural heritage features (including fencecrows and planting) and natural heritage features, while maintaining the rural landscape character. Siting of new buildings should reflect topography, road alignments and landscape and should avoid regularized patterns typical of suburban subdivision development.

The narrow pavement widths and rural cross sections of roads within the Churchville Heritage Conservation District represent an important part of its rural landscape character. Accordingly, existing pavement widths and rural cross sections shall be maintained where reconstruction opportunities occur. Any new driveways or roadways within the Village shall be designed with narrow pavement widths and rural cross sections consistent with the Village's landscape character.

### **5.3.6 Lands Adjacent to the Churchville Heritage Conservation District – Special Policy Area 4**

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The City will take steps to ensure that development on lands adjacent to the Heritage Conservation District, identified as Special Policy Area 4 on Schedule SP (b), is compatible with the scale unique landscape of the District, as expressed through the Churchville Heritage Conservation District Plan. To ensure consideration of the Churchville Heritage Conservation District Plan in the development approval process, the City will require that the following principles be implemented through zoning, site plan approval and plans of subdivision (incorporating Architectural Design

Guidelines) for all development adjacent to Churchville Heritage Conservation District.

### **Architectural Design Guidelines**

For new development proposals on properties abutting the Churchville Heritage Conservation District, the proponent will be required to prepare Architectural Design Guidelines to the satisfaction of the City as part of the draft plan approval for a subdivision plan. These Architectural Design Guidelines are to reflect the manner in which proposed development will consider and integrate the objectives of the Churchville Heritage Conservation District Plan. Specifically, Architectural Design Guidelines shall incorporate the following objectives as well as others which the proponent's consultant, in consultation with the City and the Churchville Heritage Committee, considers appropriate for those areas adjacent to the Heritage Conservation District:

### **Community Design Guidelines**

- View corridors focussed on natural features and vistas should be provided for scenic quality and orientation.
- Significant natural features should be maintained.
- Street patterns should generally be aligned parallel to contours to minimize changes to existing grades and maximize views and vistas.
- Lot layout and grading should have regard for preservation of natural features and significant vegetation.

### **Building Design Guidelines**

- Building style – low building and roof profiles are encouraged when sympathetic to adjacent properties.
- Elevations should be no more than 1.5 storeys, subject to consideration of adjacent properties and visual impacts.
- Roof – simple roof configurations with a low or medium pitch are encouraged.
- Garages – prominent garages facing the street are discouraged; free standing rear or sideyard garages are encouraged.

### **Streetscape Guidelines**

- Lighting – decorative heritage streetlighting may be appropriate for those roads (such as Hallstone Road) that act as gateways to the Village.
- Road intersections between new development areas and the existing historical village shall be designed to discourage non-local traffic within the Village and mitigate the visual impact of wider roads and surfaces.
- Streetscape plantings shall be a species complementary to the Heritage District.
- Dense buffer landscaping will be required as part of the development of those lands which interfere with existing lots within the Heritage District (i.e. Martin's Boulevard, Victoria Street, Churchville Road, Hallstone Road and Creditview Road). The design details of the landscape buffer will be established through the subdivision approval process, in consultation with the Churchville Heritage Committee.

The draft approval of plans of subdivision shall be conditional upon the approval of Architectural Design Guidelines by the City.

The approved Guidelines shall be referenced in the applicable subdivision agreements for these developments.

### Zoning

The zoning shall apply to lands adjacent to the Churchville Heritage Conservation shall specify a maximum height of 1.5 storeys and shall zone the dense buffer landscaping in an appropriate open space zone category which prohibits buildings and structures.

### Road Access

With the exception of the existing Hallstone Road and emergency vehicle access, local traffic access to Churchville Road and other local roads within the Village for Special Policy Area 4, as shown on Schedule 40(c), will not be permitted. For the avoidance of doubt, no new roads shall be permitted to extend from Special Policy Area 4 into the Churchville Heritage Conservation District).

### Lands North and East of Churchville Cemetery

In order to ensure effective protection and preservation of the historic, aesthetic and contextual values of the Churchville Cemetery, the development of lands north and east of the Churchville Cemetery, identified as Sub-Area 4A within Special Policy Area 4 shall be subject to the provisions of Special Policy Area 4, and the following:

- Only single family dwellings shall be permitted on large lots (ranging up to 18 metres or 60 feet fronting Churchville Road) as an extension of the existing subdivision to the south with a built form that is compatible and complementary to the existing residences fronting the west side of Churchville Road. In this regard, dwellings shall be designed to have frontage

appearance on Churchville Road, but vehicular access will be from the internal extension of Stephanie Avenue;

- Except for one lot with driveway access to Churchville Road, new development will be served by the extension of Stephanie Avenue as a cul-de-sac and no new access will be permitted to Steeles Avenue West, except if required for emergency vehicles;
- A generous buffer of landscaping together with appropriate fencing (such as wrought iron, stone and/or brick) shall be provided along the easterly and northerly edges of the cemetery landscape and to ensure no disturbance of burial sites; and,
- Enhanced and mature landscaping shall be provided along Churchville Road and Steeles Avenue West in a manner which maintains views and vistas to the cemetery, while screening new development so as to maintain, as much as possible, the rural landscape character of the entrance to Churchville along Churchville Road. Any noise wall treatments required along Steeles Avenue and Churchville Road will be of an upgraded design appropriate to the heritage character of Churchville and will be supplemented with generous mature landscaping.

### **5.3.7 Special Policy Area 14 – 7522 Creditview Road:**

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(Part of East Half Lot 13, Concession 4, W.H.S., formerly in the Township of Toronto, now in the City of Brampton, Regional Municipality of Peel)

In addition to the permitted uses allowed within the Village Residential designation, the above noted property may be used for a

small scale landscaping businesses subject to the implementation of the following policies in the zoning by-law:

- (i) Ancillary office use related to the business within the two storey single family dwelling on the property;
- (ii) Screened parking for a limited number of oversized vehicles used in the landscaping business; and,
- (iii) Screened storage of landscaping equipment and landscaping materials used in the landscaping business;

All within a defined area of the subject property.

## **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.
- 5.4.5** Residential development adjacent to the Orangeville Development Corporation Rail line will be subject to the Rail Noise policies of Part I, subsection 4.4.11 and other relevant policies of the Official Plan. Prior to subdivision approval for lands situated adjacent to the Orangeville Development Corporation right-of-way, noise and vibration impact studies shall be undertaken by the landowner, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Region and the City, in consultation with Orangeville Development Corporation are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to, retaining walls, berming, fencing and the imposition of building setbacks.



- 5.4.6** In design situations adjacent to a railway line, the City will not assume responsibility for the ownership or maintenance of a buffer block required through the approval of residential development. Therefore, non-residential uses are a preferred land use solution adjacent to railway rights of way.

Secondarily, a high or medium density form of residential development may be appropriate which could be developed as a condominium form of tenure and avoid the buffer block ownership and maintenance issues. In this instance a condominium corporation may assume ownership and maintenance responsibilities for required buffer blocks.

Failing the above alternatives in the treatment of railway buffer blocks, proponents may opt for a financial solution, through the establishment of a perpetual maintenance fund, or a design solution such as the construction of a retaining wall, to the satisfaction of the City.

## **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 Conservation Authority and the City 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 approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage elements impacting provincial roads.

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 Conservation Authority and the City 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 Mullett Creek are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation and conveyance, and water quality. The functional importance of these features must be assessed along with other environmental and water management issues by the Environmental Implementation Report.

**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** The allocation of servicing capacity to the Fletchers Creek sub-trunk sewer on Chinguacousy Road and servicing options to that sub-trunk shall consider early servicing options for lands north of the Orangeville Development Corporation rail line, between the Credit River and Chinguacousy Road.
- 5.7.3** Proponents of development may be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 5.7.4** The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the Bram West Subwatershed Management Study (Gartner Lee Ltd.) and the Bram West Servicing Study (Rand Engineering) opportunities to locate services outside of the valley systems will be explored.
- 5.7.5** 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 co-ordinating completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals.
- 5.8.2** The sub-areas shown on Schedule “H” of the Official Plan 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** Block Planning for the areas north or south of the mid-block woodlot located in Lot 3 west of Mississauga Road may proceed independently or together with the balance of the Community Block Plan Area 40-3. Should the proponents north of the woodlot continue with Block Planning independently, then from a community design perspective, both sides of Financial Drive shall be addressed should this alignment be located south of the woodlot.
- 5.8.6** Prior to the approval of a 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.

### **5.8.7 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:

**5.8.7.1** 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;

**5.8.7.2** 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. The Secondary Gateways at the intersection of Chinguacousy Road and Steeles Avenue West and the

Secondary Gateway at the intersection of Highway 407 and Mavis Road will express entry into residential areas of the highest profile within the community;

**5.8.7.3** 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;

**5.8.7.4** 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;

**5.8.7.5** 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;

**5.8.7.6** 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.

**5.8.8** Development will reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation;

**5.8.9** The visual presence of the Hydro One Corridor shall be minimized through thoughtful design and layout of land uses in proximity, such as development blocks, roads, stormwater management ponds and channels; and,

**5.8.10** 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,
- The intersection of Queen Street West and Mississauga 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** Schedule SP40(a) identifies Secondary Gateways at significant intersections and locations within the Bram West Secondary Plan. Secondary Gateways will incorporate a high grade of streetscape treatment.

**5.9.6.5** On Schedule SP40(a), Secondary Gateways are located at the intersections of:

- Chinguacousy Road and Steeles Avenue West; and,
- Highway 407 and Mavis Road.

At all gateway locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

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

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** 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.

**5.11.4** 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.

**5.11.5** 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** 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.

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

**6.1.4** 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.

**6.1.5** Until lands within the Bram West Secondary Plan are developed in accordance with the designations assigned on Schedule SP40(a), agricultural uses are permitted on such lands. These lands may also be used for golf courses on an interim basis, subject to Section 3.6.12 of this Plan.

## **6.2 Implementation Measures**

### **Small Holdings**

**6.2.1** 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.

- 6.2.2** 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.
- 6.2.3** Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter.

### **Cost Sharing**

- 6.2.4** 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**

- 6.2.5** 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**

**6.2.6** 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**

**6.2.7** 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.

**6.2.8** 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.

#### Environmental Assessment Act

6.2.6 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

6.2.7 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP40(c) 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.

6.2.8 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 40-1: Block Plan for Sub Area 40-1 of the  
Bram West Secondary Plan***

OP 2006-025 IMPLEMENTS SUB-AREA 40-1 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.

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## **1.0 PURPOSE**

The purpose of this amendment together with Schedule “BP40-1” is to implement the policies of the Brampton Official Plan and Chapter 40 (c) of the Bram West Secondary Plan through the preparation and approval of a Block Plan for Sub Area 40-1.

This amendment to Chapter 40 (c) of the Bram West Secondary Plan implements a block plan that is based on 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 40-1 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 40-1 of the Bram West Secondary Plan.

## **2.0 LOCATION**

The subject lands within Sub-Area 40-1 comprise an area of about 283.3 hectares (700 acres) in southwest Brampton, and are bounded by Mississauga Road on the west, the Credit River watershed to the north and east and Steeles Avenue West on the south as outlined on Schedule “A”. The lands are within the area described as Parts of Lots 1 & 2, Concessions 3 and 4, W.H.S. and Parts of Lots 3 through 5, Concession 4, W.H.S. in the former geographic Township of Chinguacousy, now in the City of Brampton, as shown on Schedule “BP40-1”.

## **3.0 Effect of this Chapter and its Relationship to the Official Plan and Bram West Secondary Plan**

The lands subject to Chapter 40-1 outlined on Schedule “BP40-1” shall be developed in accordance with the policies of Chapter 40(c) of Part II and with Schedule SP40(c) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

## **4.0 Sub Area 40-1 Block Plan Principles**

The Sub Area 40-1 Block Plan has been designed to promote integration by providing compatibility and transition of new development as prescribed by the land use designations of the Bram West Secondary Plan and Chapter 40(c) while incorporating natural and cultural heritage features.

The community vision for the Block Plan area incorporates the major elements of the existing natural and cultural heritage landscape of the surrounding area and their relationship to the Credit River, Levi Creek and related tributaries.

The design principles for the Block Plan area are set out below:

- Create a safe, attractive and pedestrian-oriented community offering a range of housing types and densities;
- Establish an executive residential housing enclave that is complementary with the existing open space features;
- Provides a proportionate share of employment opportunities within Employment Area 1 as set out in Chapter 40(c) of the Bram West Secondary Plan;
- Create a distinct and attractive built form as part of superior urban design and a positive visual image for this block plan area;
- Provide Office Centre and Specialty Office and Service Commercial uses that will reflect the prominence of Mississauga Road as a gateway to the City with superior architecture and landscaping;
- Create an effective transition between residential and employment areas;
- Develop a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas;
- Contribute towards establishing an enhanced streetscape along the Mississauga Road corridor to improve Brampton's identity and image;
- Preserve, protect and restore the natural environmental features;
- Provide linkages to the natural features within a comprehensive community open space network together with parks, view vistas and stormwater management ponds;
- Incorporate the City's Flower City Strategy through provision of civic design elements within public areas and at strategic points in the community;
- Provide for a phased development in accordance with the approved Growth Management Phasing and Sequencing Strategy.

## **5.0 Block Plan Development Policies**

The various neighbourhoods provided within this block plan area are bordered by major roads or prominent landform features (i.e. woodlot, school or park) that provide a natural edge. The neighbourhoods are connected to one another by a network of roads and pedestrian systems that provide safe and convenient access throughout the community. Both the Phase 1 and Phase 2 lands within Sub Area 40-1 shall be developed in accordance with the following policies:

- 5.1 Schedule "BP40-1" 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 and Chapter 40(c). Minor adjustments and relocations of the community features and infrastructure shown on Schedule “BP40-1” can be made without the need for an official plan amendment as long as the general intent and policy direction of the Bram West Secondary Plan and Chapter 40(c) are maintained. An official plan amendment will be required if there are significant land use changes proposed within the Phase 2 lands that does not meet the general intent and policy direction of the Bram West Secondary Plan and Chapter 40(c).

- 5.2 Live/Work units shall be permitted in Sub-Area 40-1 in appropriate locations provided that matters of access, parking, urban design and land use compatibility are addressed at the subdivision stage of approval. Further, the residential density requirements shall not apply to the Live/Work units in order to ensure that compact, transit oriented development can be implemented.
- 5.3 The existing woodlot located along the eastern portion of the lands shall be protected through appropriate community design of the Block Plan as shown on Schedule “BP40-1”.
- 5.4 That all natural heritage features and hazard land identified through the approved Environmental Implementation Report shall be protected through an appropriate community design of the Block Plan.
- 5.5 An area of executive residential development shall be permitted east of Financial Drive within the Phase 1 lands generally in accordance with Schedule A. The Phase 2 lands shall provide executive residential development within the lands designated ‘Low/Medium Density Residential’ that are adjacent to the executive residential area provided within the Phase 1 lands.

Executive Housing shall be provided in accordance with the following performance standards:

- i) A minimum lot frontage of 21.4 metres shall be provided for the anchor lots;
- ii) A minimum lot frontage of 15.3 metres shall be provided for the core lots;
- iii) A minimum lot frontage of 14.3 metres shall be provided for transition lots;

The anchor lots (21.4 metre lot frontage) shall form the nucleus of the executive residential housing and shall generally be located



adjacent to existing natural features. The core lots (15.3 metre lot frontage) shall generally surround the anchor lots and shall generally be located along the entry streets where the anchor lots are located. The transitional lots in the Phase 1 lands shall generally be located east of Financial Drive, adjacent to the core lots.

The essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” and the City of Brampton Development Design Guidelines shall be consulted with respect to the design features that are to be incorporated to further enhance the executive residential area. The design features shall include, but are not limited to:

- The use of neighbourhood entry features;
- Providing a variety of architectural and landscape treatment, with an attention to detail and quality of materials;
- The use of materials that create superior, balanced elevations as seen from all public views; and,
- House designs that minimize garage front visibility from street views;

- 5.6 For those lots located along the eastern edge of the blocks designated as ‘Specialty Office and Service Commercial’ extending to the western limit of Financial Drive, a minimum lot frontage of 10.7 metres shall be provided for single detached dwellings and a minimum unit width of 6.1 metres shall be provided for street townhouse dwellings. Cap-end street townhouse dwellings shall also be permitted.
- 5.7 Lots that front onto and gain direct access to a collector road shall maintain a minimum lot width of 10.7 metres. In addition, a limited amount of townhouse dwelling units may front onto and gain direct access to a collector road.
- 5.8 Notwithstanding the uses permitted within the ‘Specialty Office and Service Commercial’ designation, a limited amount of medium density residential uses shall be permitted along the eastern edge of the ‘Specialty Office and Service Commercial’ blocks. Medium density residential uses within the lands designated ‘Specialty Office and Service Commercial’ will provide an appropriate transition between the office and commercial uses fronting Mississauga Road and the residential development beyond the abutting local streets.

5.9 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 focal 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; and,
- Provide an internal common/amenity space.
- Provide sustainable development standards (i.e. permeable parking areas, green roofs, white roofs, bicycle racks).

5.10 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

5.11 Free standing retail and service commercial uses which provide a support service to the adjacent employment area and which shall have no outdoor storage or outdoor display areas shall be permitted in lands designated "Office Centre" up to a maximum gross floor area of 2,000 square metres

and free standing restaurant uses shall be permitted up to a maximum gross floor area of 1,000 square metres.

- 5.12 Notwithstanding the policies within the “Low/Medium Density Residential” designation, a minimum of 55% of the development within the Phase 1 lands may be single detached structural units.
- 5.13 Prior to the registration of the first draft plan of subdivision within Sub-area 40-1 Phase 1 and Phase 2, 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).
- 5.14 All development applications submitted shall conform to the approved recommendations of the Sub-area 40-1 Environmental Implementation Report prepared by Schaeffers Consulting Engineers, AGES Consultants Limited, Savanta Inc., Terraprobe and Golder Associates.
- 5.15 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.
- 5.16 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.
- 5.17 The extension of Financial Drive from Steeles Avenue West to Mississauga Road is required to be provided prior to first occupancy of any plan within Phase 1.
- 5.18 The location and distribution of the executive residential in the Phase 2 lands may be adjusted in conjunction with the planning for the reconfiguration of the golf course.
- 5.19 Prior to Stage 2 block plan approval for the Phase 2 lands, the block plan and development application plans shall clearly indicate what portion of the lands will remain as part of the golf course. Once this area of land is determined, a mechanism to ensure that these lands remain as a golf course is required when the surrounding lands are proposed for residential purposes.

- 5.20 The developer shall agree to operate an eighteen hole to thirty-six hole golf course within the Phase 2 lands to the satisfaction of the City and the developer shall agree to gratuitously dedicate the designated “valleyland” to the City upon the cessation of the golf course use.
- 5.21 The City shall have the right of first refusal to acquire the valleyland golf course and any associated tablelands necessary to operate the golf course if it is to be sold.
- 5.22 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.
- 5.23 The developer shall contribute financially towards the City’s gateway features and streetscape enhancements on Mississauga Road as a condition of development approval.

***Chapter 40-2: Block Plan for Sub Area 40-2 of the  
Bram West Secondary Plan***

OP 2006-026 IMPLEMENTS SUB-AREA 40-2 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.

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## **1.0 PURPOSE**

The purpose of this amendment together with Schedule 'A' is to implement the policies of the Brampton Official Plan and Chapter 40(c) of the Bram West Secondary Plan through the approval of a Block Plan for Sub Area 40-2.

This amendment to Chapter 40(c) of the Bram West Secondary Plan is based on a block plan that implements the findings of a number of background component studies completed to address environmental servicing, employment, urban design and growth management considerations. The result is a block plan that ensures future development, addresses sustainability and incorporates the principles of the City's Development Design Guidelines. This Chapter will constitute the Block Plan for Sub Area 40-2 of the Bram West Secondary Plan.

## **2.0 LOCATION**

Sub-Area 40-2 is an area of approximately 150 hectares (370 acres) within southwest Brampton, and is bounded by Steeles Avenue West to the north, Financial Drive to the east, Mississauga Road to the west and the Highway 407 corridor to the south as outlined on Schedule 'A'.

The lands are within the area described as Parts of Lots 13 to 15, Concession 4 SD, in the former geographic Township of Toronto, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule 'A' 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 40-2 outlined on Schedule BP40-2 shall be developed in accordance with the policies of Chapter 40(c) of Part II and with Schedule SP40(c) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

## **4.0 Sub Area 40-2 Block Plan Principles**

The Sub-Area 40-2 Block Plan has been designated to promote the integration and compatible interface of established and future planned land uses within the block plan and adjacent areas, to provide for a gradual transition from existing uses and incorporate natural and cultural heritage features.

The community vision for the Block Plan area incorporates the major elements of the natural and cultural heritage features of the area, its relationship to Levi Creek and related tributaries, as well as recognizing the existing and future development pattern.

The design principles for the Block Plan area set out below:

- Provide linkages for the natural features within an open space system together with parks, view vistas, stormwater management ponds and existing golf course;
- Provide distinct and attractive built forms which will reinforce and build upon the high design standard within the existing Streetsville Glen residential community and fulfil the goals and development design objectives of the Official Plan and Secondary Plan for the Mississauga Road and Office Centre Corridor;
- Develop a street network that promotes pedestrian accessibility to the schools, parks, open space and shopping areas;
- Contribute towards establishing an enhanced streetscape along the Mississauga Road and Steeles Ave West corridor to improve Brampton's identity and image;
- Build upon an existing infrastructure and community network to provide for the needs of the block plan and surrounding areas;
- Incorporate the restored Levi Hall heritage house at the southeast corner of Hallstone Road and the Levi Creek Valley corridor for residential, institutional, live/work or limited service/convenience commercial and office uses as set out in the zoning by-law;
- Provide for the eventual down-sizing and transition of the existing Streetsville Glen Golf Course for planned residential and employment purposes;
- Provide for higher order prestige employment opportunities with superior architecture and landscaping along the Mississauga Road and Steeles Avenue lands consistent with the Office Centre designation and planning vision in the Bram West Secondary Plan.
- Incorporate the City's Flower City Strategy through the provision of civic design elements with in public areas and at strategic points in the community;

## 5.0 Block Plan Development Policies

There are land use sectors within this block plan area that are defined and bordered by major roads, landform and infrastructure features that provide a natural edge. These sectors are connected to one another by a network of road and pedestrian systems that provide safe access. Sub Area 40-2 shall be developed in accordance with the following policies:

- 5.1 Schedule 'A' 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 and Chapter 40(c). Minor adjustments and relocations of the community features and infrastructure shown on Schedule 'A' 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(c) is maintained.

- 5.2 Prior to draft plan approval or final approval of a site plan within the Office Centre and prestige Industrial blocks in Sub-Area 40-2, A Developer Cost Sharing Agreement shall be executed. The cost sharing agreement shall provide for the shared delivery of community uses, infrastructure and features in a manner as directed by the City approvals and agreed to by the participating landowners.
- 5.3 The developer shall agree to operate the nine-hole golf course within Sub Area 40-2 to the satisfaction of the City and the developer shall agree to gratuitously convey the valley land to the City upon the cessation of the golf course use.
- 5.4 The City shall have the right of first refusal to acquire the golf course if it is sold.
- 5.5 The employment lands shall be developed with a superior design, architecture, building materials and landscaping to maximize employment opportunities, enhance the financial position of the municipality and promote continuity of the overall Office Centre designation of the Bram West Secondary Plan. Interface requirements between the employment and residential designations (i.e. berms, noise walls, landscaping, etc) shall be accommodated, recognizing the priority of maximizing the full development potential of the employment lands.
- 5.6 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:
  - Provide appropriate building massing along Mississauga Road and Steeles Avenues that addresses the street edge to emphasize the focal 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 West and Mississauga Road frontages;
  - Limit surface parking from Steeles Avenue West and Mississauga Road frontages;
  - Limit surface parking from Steeles Avenue West 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.)
  - No drive-through's shall be permitted (with the exception of lands located at the southeast corner of Steeles Avenue West and Mississauga Road, in accordance with Section 3.5.8 in Chapter 40(c) of the Bram West Secondary Plan and the existing drive-through at the northeast corner of Hallstone Road and Mississauga Road).
- 5.7 Requirements must be included in the implementing zoning by-law for employment lands to ensure the Bram West Secondary Plan employment targets are met such as minimum height, gross floor area, floor space index, and limitations on ancillary uses such as light manufacturing to the primary office, research centre, hotel and convention centre uses; and,
- 5.8 The lands located at the northwest corner of Financial Dr. And Highway 407 within the Special Policy Area 11 may be developed for business/presitage industrial uses and shall reflect the list of performance standards outlined in Section 3.2.11 of the Bram West Secondary Plan providing opportunities for the surrounding residential communities to reside in a live-work environment and to create an effective and attractive interface between the employment lands and the adjacent residential use.
- 5.9 In the recognition of the designation "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.
- 5.10 The developer shall contribute financially towards the City's gateway features and streetscape enhancements on Mississauga Road as a condition of development approval.