

# **OFFICE CONSOLIDATION**

## **CHAPTER 45**

### **CREDIT VALLEY SECONDARY PLAN**

February 2021

## EXPLANATORY NOTES

### Office Consolidation Credit Valley Secondary Plan Area 45 Chapter 45

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

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
  - (a) the referenced provision is in conflict with the current Official Plan;
  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
  - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be

considered active and applicable for such secondary plan purposes in the future.

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

**Specific (Secondary Plan 45, Credit Valley Secondary Plan)**

This office consolidation of the Credit Valley Secondary Plan consists of Chapter 45 of the document known as the 1993 Official Plan.

Chapter 45 is based on Official Plan Amendment OP93-197 to the document known as the 1993 Official Plan, as adopted by City Council September 30, 2002 (By-Law 280-2002) and approved with modifications by the Ontario Municipal Board on January 14, 2004.

Chapter 45 incorporates all modifications and referrals made by the Ontario Municipal Board issued on July 16, 2003 (Order No. 0959), October 9, 2003 (Order No. 1350) and January 14, 2004 (Order No. 0073).

This office consolidation has included the following Official Plan Amendments approved by the City of Brampton and modifications approved by the Ontario Municipal Board:

OP93-282	OP93-286	OP2006-006 (Schedule/OP change only)
OMB Order 2676	OMB Order 2679	OMB PL080248 et al. (Feb. 3 2012)
OP2006-046	OP2006-050	OP2006-086
OP2006-035	OP2006-54	OP2006-064
OMB PL111253 (Nov. 16 2012)		OP2006-076
OP2006-155		OP2006-191
LPAT OPA 7-2020		LPAT OPA 9-2020

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

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**Schedule SP45(a) Credit Valley Secondary Plan - Land Use Designations**  
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**Appendix A Credit Valley Secondary Plan - Heritage Resources Recommended for  
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## **THE CREDIT VALLEY SECONDARY PLAN**

### **Chapter 45**

#### **1.0 PURPOSE**

The purpose of this amendment, together with Schedule SP45(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new community in the City of Brampton as outlined on Schedule SP45(a), and to specify desired land use patterns, a transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. Further, it sets out the development controls to be used in implementing these policies. This Chapter will constitute the Credit Valley Secondary Plan.

#### **2.0 LOCATION**

The subject lands comprise an area of about 1,176 hectares (2,907 acres) in southwest Brampton, and are bounded by Mississauga Road and the Credit River to the west, Steeles Avenue West and the CPR tracks to the south, Chinguacousy Road to the east and Highway 7 and the CNR tracks to the north, as outlined on Schedule SP45(a). The lands are within an area described as Parts of Lots 1 through 10, Concessions 3 and 4 WHS, in the former Geographic Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP45(a).

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

Lands subject to Secondary Plan Number 45 outlined on Schedule SP45(a) shall be developed in accordance with the policies of this Chapter (Chapter 45 of Part II) and with Schedule SP45(a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 45.

## **4.0 GOALS & OBJECTIVES**

### **4.1 Planning Principles**

The planning principles that have guided the detailed policies of this Chapter are based on an ecosystem approach, which the City of Brampton supports. The community vision outlined below reflects, to the greatest extent practical, an ecosystem approach.

The community vision is to protect the rich natural features including streams, woodlots, trees, wetlands, habitats and other elements that constitute the ecosystem. The linkage of these natural elements is a vital principle of ecosystem planning. The countryside character, the scenic Creditview Road and Eldorado Park are identified in the community vision, as key features to be incorporated into the Secondary Plan. The predominant form of development that the community envisions is low density residential, with a built form that is compatible with the countryside character and a park system that is integrated with the natural areas. It is the intent of this Chapter to promote the development of executive housing areas that have the requisite environmental features and amenities.

Together with Section 3.3 (Fundamental Goals & Objectives) of the Official Plan, the goals and objectives, which are founded on the community vision and outlined below, provide the framework for the planning and development of the Credit Valley Secondary Plan. These goals and objectives will be implemented in accordance with the policies in Section 13 of this Chapter.

### **4.2 Goals**

The goals of the Credit Valley Secondary Plan are as follows:

- 4.2.1 Preserve, protect and restore the natural environment, to the extent practical;
- 4.2.2 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 Brampton Growth Management Program;
- 4.2.3 Provide a residential community with a significant executive housing component that is compatible with, and will benefit from, the visual and environmental features of the natural landscape of the area;
- 4.2.4 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) the promotion of excellence in civic design in both the public and private realm;
- iii) an interconnected system of open space and recreational areas;
- iv) a range of recreational and community facilities that facilitate shared use where practical;
- v) integration of new development with existing residences, settlement areas and road patterns in and adjacent to the new community;
- vi) preservation of the area's built and cultural heritage resources, particularly the existing heritage buildings and the bow-string bridge across the Credit River;
- vii) an attractive and ordered built form of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
- viii) efficient transportation links.

#### 4.2.5 Implement the Credit Valley Secondary Plan by:

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

### 4.3 Objectives

Considering the goals enunciated in the Official Plan (Part I) and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of the Credit Valley 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, Huttonville Creek and Springbrook Creek;
- 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 work jointly with Peel Region to coordinate the provision and timing of capital works;
- iv) to promote financially self-supporting development using the strategic implementation of the following measures: growth management, development charges and cost sharing agreements as and where appropriate;
- v) to create a well-balanced residential community, accommodating an appropriate variety of housing types, retail/commercial uses and community facilities;
- vi) to create an urban environment that provides for safe, functional and attractive residential neighbourhoods;
- vii) to ensure that new development occurs in an orderly and efficient manner with sensitivity to the existing settlement areas of Springbrook and Eldorado Mills (Special Policy Area 1 on Schedule SP45(a));
- viii) to provide an integrated parks and open space system with a clear functional relationship to the overall community and the neighbourhoods served;
- ix) to provide opportunities for recreational and natural links to the Credit River, Huttonville Creek and Springbrook Creek floodplains and valleys, while protecting and preserving significant natural features of the valley system;
- x) to preserve existing built and cultural heritage features wherever feasible including scenic views, heritage buildings and archaeological resources;
- xi) to establish urban design guidelines that encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;
- xii) to establish a consistently high level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- xiii) 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;

- xiv) to promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit system; and,
- xv) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices, transit access and service throughout the Secondary Plan Area and the lands adjacent thereto.

## **5.0 DEVELOPMENT POLICIES**

### **5.1 GENERAL PROVISION**

The development policies for Credit Valley are founded on the community vision and the goals and objectives outlined in Section 4.0 of this Chapter. The basic pattern of land use for the subject lands is outlined on Schedule "A" - General Land Use Designations to the Official Plan as "RESIDENTIAL" and "OPEN SPACE." A more detailed pattern of land use is established on Schedule SP45(a).

### **5.2 RESIDENTIAL**

#### **5.2.1 General Provisions**

- 5.2.1.1 The various residential designations shown on Schedule SP45(a) are categories in which the predominant use of land is low density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, except in the Executive Residential designation, where only complementary uses as set out in Section 5.2.5.4 (ii) of this Chapter shall be permitted, provided that they are integrated in an appropriate manner with adjacent residential uses.

- 5.2.1.2 Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed and submitted to the City of Brampton.
- 5.2.1.3 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective

separation and buffering from major roads, other noise sources or adjacent commercial uses.

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

5.2.1.5 Existing buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

### **5.2.2 Medium Density Residential**

5.2.2.1 In areas designated Medium Density Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses shall include single-detached, semi-detached and townhouse structure types; and,
- ii) a maximum density of 50 units per net residential hectare (20 units per net residential acre) shall be permitted.

### **5.2.3 Medium Density 2 Residential**

5.2.3.1 Lands designated Medium Density 2 Residential located on the west side of Chinguacousy Road, north of Bonnie Braes Drive, south of Queen Street West as shown on Schedule SP45(a) shall permit, subject to Section 5.2.1:

OP2006-155

- i) a range of semi-detached housing forms, including back-to-back semi-detached dwellings; and,
- ii) a maximum density of 59 units per net residential hectare (24 units per net residential acre).

### **5.2.4 Low Density 1 Residential**

5.2.4.1 Lands within the Low Density 1 Residential designation on Schedule SP45(a) shall be developed primarily for a variety of large lot and wide frontage single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density 1 Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan in accordance with Section 5.2.5 of this Chapter.

5.2.4.2 In areas designated Low Density 1 Residential on Schedule SP45(a), the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) primarily single detached structural units shall be permitted. A limited 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 without an amendment to this Plan:
  - private education facilities;
  - libraries;
  - day care centres;
  - health centres; and
  - public recreation facilities.
- iii) a maximum density of 19.5 units per net residential hectare (8 units per net residential acre) shall be permitted; and,
- iv) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet). In other areas within the Low Density 1 Residential designation lot frontage shall not be less than 11.6 metres (38 feet).

5.2.4.3 Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community.

5.2.4.4 On those lands within the Low Density 1 designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 19.5 units per net hectare (8 units per net acre) is maintained.

5.2.4.5 For lands designated Low Density 1 Residential within the boundaries of Sub-area 5, a maximum density of 24 units per net hectare (9.7 units per net acre) shall be permitted.

OP93-282

## **5.2.5 Low Density 2 Residential**

5.2.5.1 In areas designated Low Density 2 Residential on Schedule SP45(a) the following shall apply, subject to Section 5.2.1 of this Chapter:

- i) permitted uses shall include single-detached, semi-detached and townhouse structure types;
- ii) a maximum combined density of 28 units per net residential hectare (11 units per net residential acre) shall be permitted, and,
- iii) a minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- iv) notwithstanding the provisions of Section 5.2.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

In addition, at least 60% of the overall development within the Low Density 2 Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall development within Low Density 2 designation shall be single detached structural units.

5.2.5.2 Any proposal for townhouse development within the Low Density 2 Residential designation shall 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.

5.2.5.2(a) For lands designated Low Density 2 Residential within the “Community Core” located at the intersection of James Potter Road and Bonnie Braes Drive, a maximum density of 50 units per net acre (127.3 units per hectare) shall be permitted for a mix of medium to high density residential uses (i.e. apartment buildings, townhouses and live-work units).

OP93-282

5.2.5.3 Special Policy Area 5-Residential Low Density 2

The “Special Policy Area 5- Residential Low Density 2” designation of the lands located east of Creditview Road and south of Regional Road 107 (39.2 hectares) shall permit a maximum density of 33.0 units per net residential hectare (13.4 units per net residential acre).

OMB Order  
2676

The “Special Policy Area 5- Residential Low Density 2” designation of the lands located east of Creditview Road and south of Regional Road 107 and the Canadian National Railway right-of-way (60.5 hectares) shall permit a maximum density of 33.0 units per net residential hectare (13.4 units per net residential acre).

OMB Order  
2679

OP06-046

5.2.5.4 Notwithstanding the density permissions of Section 5.2.4.1 of the Credit Valley Secondary Plan, the lands designated “Low Density 2 Residential”, located on the west side of Chingaucousy Road and north of the future extension of Drinkwater Road, immediately south of St. Jerome’s Catholic Church, having an area of 3.84 hectares (9.49 acres) shall have a maximum density of 35 units per net hectare (14.2 units per net acre).

## **5.2.6 Executive Residential**

5.2.6.1 The lands designated Executive Residential and Low Density 1 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:

- i) development of a Community Block Plan that integrates the natural environment and features, including maintaining visual and physical access to the valleylands;
- ii) establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
- iii) 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,
- iv) 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.

5.2.6.2 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 Credit Valley Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

5.2.6.3 The areas designated Executive Residential on Schedule SP45(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 5.2.1 of this Chapter.

5.2.6.4 In areas designated Executive Residential on Schedule SP45(a), the following policies shall apply:

- i) primarily single detached structural units shall be permitted. A limited 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 of 15 metres (50 feet);
- v) a range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;
- vi) 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; and,
- vii) the essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

5.2.6.5 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.

5.2.6.6 In accordance with Section 4.1.2.6 of the Official Plan, the City shall endeavour to ensure that the areas designated Executive Residential on Schedule SP45(a), yield a minimum of 1,000 executive housing units, having lot sizes exceeding 464.5 square metres (5,000 square feet).

## **5.2.7 Springbrook Settlement Area**

- 5.2.7.1 The Springbrook Settlement Area is a historical crossroad hamlet associated with the agricultural settlement of the area. The infilling of Springbrook shall be limited to the lands fronting onto the existing open road allowances within the defined limits of the settlement as shown on Schedule SP45(a). In accordance with Section 4.1.3 of the Official Plan, limited service commercial, village crafts and home workshops shall be permitted but in the form of a low intensity and low-density development that is in keeping with the scale and character of the historic hamlet.
- 5.2.7.2 New residential development adjacent to the Springbrook Settlement Area shall be developed in a manner that is compatible with the scale and character of the historic hamlet. Where the adjacent lands are to be developed, and in order to avoid incompatibility, appropriate buffering may be required, which may include measures such as setbacks, berming, fencing, landscaping and planting, and will be specifically determined prior to development approval.

### **5.2.7.3 Springbrook Tertiary Plan**

OP2006-191

The Springbrook Tertiary Plan is located at the intersection of Queen Street West and Creditview Road. Properties within the tertiary plan area consist of mainly low density residential properties.

#### Planning Vision

The vision for this area directs proposed redevelopment to be efficient and well-integrated with the low density community, in a manner that protects the area's natural heritage features and hamlet character.

#### Principles and Objectives

The *Springbrook Tertiary Plan: Background, Analysis and Recommendation Report* prepared by WSP Canada Group Ltd. and dated January 7, 2019, provides the general background and guidance for redevelopment within the Springbrook area, in accordance with Schedule 45(b) of this Plan.

The objective of the Springbrook Tertiary Plan is to develop a comprehensive land use plan that ensures that proposed redevelopment within the Springbrook area is of a scale and built form compatible with existing low density residential uses.



To limit the number of accesses to both Queen Street West and Creditview Road, the Tertiary Plan contemplates the consolidation of accesses between neighbouring properties, and the creation of internal local roads that extend and connect to the existing road network in the area. A conceptual road network is identified in the Tertiary Plan, which will be further refined as part of the development approval process of applications within the Tertiary Plan area.

The Tertiary Plan is also intended to ensure the protection and conservation of existing natural heritage features in the area and support a robust natural heritage system. The Tertiary Plan identifies a conceptual trail network, which provides opportunities for pedestrian access and connectivity to natural heritage features, which will also be further refined as part of the development approval process of applications within the Tertiary Plan area.

Enhancing existing vegetation is an element of maintaining the rural cultural heritage of the Springbrook community. Existing mature trees are a prominent, unified natural feature that create a strong street edge definition and canopy that should be preserved and enhanced to the extent practical.

The enhancement of existing tree rows will accentuate the rural scenic qualities of Creditview Road.

### Development Policies

#### *a. Low Density Residential*

- i. Low Density Residential uses shall be developed in accordance with the Low Density 1 Residential policies of this plan.
- ii. A high quality architectural treatment and streetscape is to be incorporated, in keeping with the built form and character of the adjacent Executive Residential area.

#### *b. Low-Medium Density Residential*

- i. Lands within the Low-Medium Density designation may be developed for a range of detached, semi-detached and townhouse units, in accordance with the Medium Density Residential policies of this plan.

*c. Natural Heritage System*

- i. Schedule 45(b) of this plan designates a conceptual natural heritage system, which identifies potential development constraints, and opportunities for natural heritage feature enhancements. Lands within the Natural Heritage System shall be developed in accordance with the Natural Heritage and Environmental Management policies of Section 4.6, and other relevant policies of the Official Plan.
- ii. The final delineation of the natural heritage system and associated features, required setbacks, and other mitigation measures will be undertaken through the approval of an Environmental Implementation Report (EIR)/Environmental Impact Study (EIS) to the satisfaction of the City and Credit Valley Conservation (CVC) prior to the approval of any development application within the Springbrook Tertiary Plan area.
- iii. The Springbrook Creek and its tributaries are regulated habitat for Redside Dace. The west tributary north of Queen Street is a contributing habitat for this species at risk. Consultation with the Province will be required as part of the development approval process to determine appropriate development setbacks, and other mitigation measures

*d. Transportation*

- i. A key objective of the Tertiary Plan is to ensure that a coordinated road network and approach to access is provided to meet the City's and Region's standards, and to ensure optimization of development opportunity. A conceptual road network, which includes potential accesses to Queen Street West and Creditview Road, is shown on Schedule SP45(b).
- ii. It is the intent of the Tertiary Plan to minimize site access to/from both Queen Street and Creditview Road, and to consolidate accesses between neighbouring properties to the extent possible. The proposed conceptual local roads within the Tertiary Plan area will connect with the existing Springbrook road network, in particular through the extension of Hosta Street and Haywood Drive. The final road alignments and accesses to Queen Street West and Creditview Road will be determined as part of the development approval process of applications within the Tertiary Plan.

- iii. As a condition of development approval, applicants will be required to convey the necessary property, construct and/or provide financial contributions to the City's satisfaction, towards the development of new roads that facilitate the development of the local road network as shown conceptually on Schedule SP45(b).
  - iv. To ensure that future development within the Tertiary Plan area has an opportunity to front onto a public road, and accesses between neighbouring properties are consolidated, as part of the development approval process, applicants shall be responsible for providing the necessary easements and making other arrangements as may be necessary, to the satisfaction of the City and the Region.
  - v. The Tertiary Plan road accesses and network are conceptual, and represent an illustration of a feasible network that best support the policies and principles of the Tertiary Plan. However, the City will consider alternative local road options and accesses, provided the objectives of the Tertiary Plan are maintained, including the completion of the existing road network, minimizing accesses to Queen Street West and Creditview Road, where feasible, and ensuring optimal use of land and development opportunity. Landowners within the Tertiary Plan are encouraged to coordinate with adjacent properties, to create consolidated accesses and an efficient road network.
  - vi. Pedestrian connectivity should be provided through trail connections and pedestrian walkways. The Tertiary Plan identifies a conceptual trail network that promotes better pedestrian connectivity within the area, and provides opportunities for public access to the natural heritage features.
  - vii. Buildings with frontage on Queen Street West and Creditview Road shall continue to have direct access to the existing road network, until access from an alternative road becomes available, or the property is redeveloped.
- e. *Servicing*
- i. The detailed design and installation of municipal services within the Tertiary Plan shall be undertaken in an ecologically responsible manner with regard for the recommendations of the *Region of Peel, Water and Wastewater Springbrook Area Study* dated July 20, 2018, and *the Functional Servicing Report, prepared by WSP Canada Inc.*, dated September 2020.

- ii. Adequacy of water and wastewater servicing capacity shall be confirmed prior to development approval.
- iii. Where water and wastewater servicing improvements are required, cost responsibility and construction requirements will be secured through servicing agreements to the satisfaction of the Region of Peel.

f. *Stormwater Management*

- i. Stormwater management ponds shown on Schedule SP45(b) are conceptual, in accordance with the recommendations of the *Springbrook Stormwater Management Report*, prepared by WSP Canada Inc., dated September 2, 2020. Their size and location will be refined as part of the development approval process for applications within the Springbrook Tertiary Plan.
- ii. Stormwater management ponds shall be located outside of the natural heritage system. Where associated infrastructure, such as outlets, must be located within the natural heritage system, appropriate compensation will be provided to the satisfaction of the City and the CVC.

g. *Parkette*

The conceptual parkette shown north of Queen Street West shall be developed in accordance with the Parkettes policies in Section 5.4.6 of this plan. Its size and location will be defined as part of the development approval process.

**5.2.8 Live/Work Units**

5.2.8.1 The City shall evaluate the number of live/work units and their location within the Credit Valley Secondary Plan area based upon live/work units that:

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- i) Support a mix of land uses;
- ii) Provide services that do not interfere with lands designated for more intensive retail/commercial purposes;
- iii) Improve streetscapes; and,
- iv) Provide limited home-based office, personal service and convenience commercial uses that are compatible with surrounding residential uses.

5.2.8.2 Live/work units are a residential dwelling unit that is also used for work purposes, provided the resident or residents of such accommodation work in the dwelling unit, and the dwelling unit may also be used for work purposes by any number of persons.

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5.2.8.3 Live/work units shall be regulated through a number of inter-related municipal planning processes and requirements, including block plans, plans of subdivision, zoning by-laws and site plan approval, based upon the following principles:

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- i) Restrictions on the types of non-residential uses to ensure that these uses are compatible with adjacent residential uses with respect to noise, odour, traffic and parking, including a maximum floor space.
- ii) High quality architectural design that is compatible with the built form of the surrounding area.
- iii) Building sitings that accommodate outdoor at grade parking in pre-determined locations, with appropriate fencing and landscaping to screen these parking areas, including limited on-street parking.
- iv) No outdoor storage of garbage, goods or materials, and no display of goods and materials for sale.
- v) Control on signage and exterior lighting.

### **5.2.9 Mixed Use Commercial/High Density Residential**

5.2.9.1 The lands located at the south-west corner of James Potter Road and Creditview Road designated Mixed Use Commercial/High Density Residential shall include the following development principles and standards:

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(Nov. 16, 2012)

- (i) permitted uses shall include townhouses and apartments with commercial at grade;
- (ii) a maximum density of 119 residential units per net hectare;
- (iii) a maximum Floor Space Index of 1.27; and,
- (iv) a maximum of 1,500m<sup>2</sup> of Commercial gross floor area located within an apartment dwelling.

## **5.3 COMMERCIAL**

### **5.3.1 General Provisions**

5.3.1.1 Lands within the Commercial designations shown on Schedule SP45(a) shall be subject to the general provisions of Section 4.2 and the specific provisions of Section 4.2.6 of the Official Plan, and to the further provisions of this Chapter.

5.3.1.2 In keeping with the hierarchical order of existing and proposed commercial development in the secondary plans of areas adjacent to the Credit Valley Secondary Plan Area, the commercial designations shown on Schedule SP45(a) are intended to fulfil the weekly shopping needs of the surrounding community. As such, only those commercial sites designated on Schedule SP45(a) shall be permitted. No commercial development shall be permitted within the Executive Residential designation.

5.3.1.3 To ensure functionality and land use compatibility, the development of commercial designations on Schedule SP45(a) shall be subject to the following:

- i) enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;
- ii) sites shall be planned as one integrated entity, regardless of ownership or proposed phasing of development, and no portion of any site shall be developed until an integrated plan for the site has been approved by the City;
- iii) no outdoor storage of goods or materials shall be permitted;
- iv) 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;
- v) no commercial development shall be permitted that is bounded by roads on all four sides;
- vi) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;

- vii) commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall have a superior standard of architectural massing and design that is compatible with the upscale character of the immediate area. Conventional large multi-occupant plaza blocks shall not be permitted. Commercial units shall be arranged in smaller buildings of residential proportions and residential-type roof treatment. Innovative and discrete sign treatments shall be encouraged and corporate façade treatments shall be reviewed for compatibility; and,
- viii) commercial development adjacent to or in proximity to Executive Residential and Low Density 1 designations shall be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", or such other guidelines/policies, which may supplement or replace it.

### **5.3.2 District Retail**

- 5.3.2.1 The lands designated as District Retail on SP45(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.8 and other relevant policies of the Official Plan and this Chapter. The District Retail site shall be developed as an oversized shopping centre in excess of 14 hectares (35 acres) and shall include a supermarket with a minimum gross floor area of 4645 square metres (50,000 square feet).
- 5.3.2.2 The District Retail area shall be anchored by a supermarket, major department store or home furnishings and home improvement warehouse. Complimentary uses such as restaurants, pharmacies, banks, specialty stores, convenience stores and office uses may be permitted.
- 5.3.2.3 Notwithstanding the permitted uses, drive-through facilities shall be permitted for banks only. Motor vehicle sales establishments, service stations or gas bars, and Laundromats shall not be permitted in District retail areas. Motor vehicle repair shops shall be permitted in conjunction with a major department store but shall not be located along Mississauga Road, Williams Parkway or the rear yard property line.
- 5.3.2.4 The District Retail lands shall be developed in accordance with an Urban Design brief, which shall be prepared prior to adoption of a zoning by-law to ensure compatibility with the adjacent Executive Residential. This Urban Design brief shall demonstrate a superior standard of architectural massing and design that is compatible with the upscale character of the immediate area.

- 5.3.2.5 The Urban Design brief will demonstrate the appropriate integration of the Reid Farmhouse as a focal point for the surrounding development. Development shall be respectful of the heritage building by having appropriate regard for scale, massing, orientation, setbacks, building materials and design.

### 5.3.3 Neighbourhood Retail

- 5.3.3.1 Lands designated "Neighbourhood Retail" at the south-west corner of Queen Street West and Chinguacousy Road on Schedule SP45(a) shall be developed, used and maintained in accordance with the following policies and design principles:

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- i) In consideration of the importance of the subject site as a gateway to the Credit Valley Secondary Plan Area, buildings shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point;
- ii) Architectural elements and material treatment used for the buildings shall be compatible with the residential character of the Secondary Plan Area and sensitive to adjacent land uses;
- iii) The gross floor area of the neighbourhood retail development shall not exceed 6,000 square metres;
- iv) A maximum of two drive-through facilities shall be permitted. A drive through facility is only permitted for a bank, trust company or finance company. The drive-through facilities shall be designed to ensure that vehicular and pedestrian traffic are not in conflict with each other; and,
- v) Pedestrian walkway connections between buildings and to residential areas and abutting roads shall provide a safe and attractive environment for pedestrians.

### 5.3.4 Convenience Commercial

- 5.3.4.1 The lands designated Convenience Commercial on SP45(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.2.8 and other relevant policies of the Official Plan and this Chapter. The Convenience Commercial designation at the intersection of the extension of Major William Sharpe Drive and Chinguacousy Road and the Convenience Commercial designation at the intersection of the extension of Sterritt Drive and the north-south Minor Arterial road west of Chinguacousy Road may be oversized, in excess of 2 acres, to accommodate a specialized grocery store up to 1,394 square metres (15,000 square feet) in gross floor area.



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5.3.4.2 Lands designated “Convenience Commercial” at the south-west corner of Chinguacousy Road and Dusk Drive on Schedule 45(a) shall be subject to the following policies and design principles;

- i) Buildings shall be sited and oriented to address the intersection that contribute to the establishment of a focal point on the property;
- ii) Architectural elements and materials used for the buildings shall be compatible with the residential character of the area and sensitive to adjacent land uses;
- iii) A maximum of one drive-through facility is permitted. The drive through facility shall be designed to ensure that vehicular and pedestrian traffic are not in conflict; and,
- iv) Pedestrian walkway connections between buildings, street and parking areas shall provide a safe and attractive environment for pedestrians.

**5.3.5 Highway Commercial**

5.3.5.1 Lands designated Highway Commercial on Schedule SP45(a) shall be used for automobile service stations, gas bars and related activities and be developed in accordance with the provisions of Section 4.2.10 of the Official Plan.

5.3.5.2 Lands designated Highway Commercial shall be designed so as to minimize the impact upon adjacent residential uses, through landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

5.3.5.3 Council may consider the feasibility of permitting drive-through facilities in Highway Commercial designations by evaluating their impact on adjacent residential areas, as well as traffic and visual impacts. Drive-through restaurants immediately adjacent to intersections of arterial and/or collector roads will not be permitted unless it can be demonstrated that visual and aesthetic impacts can be sufficiently mitigated.

5.3.5.4 Notwithstanding the Highway Commercial designation on the property at 8452, Chinguacousy Road, a Retirement Home may be permitted without the need for an amendment to this Chapter, provided that all other requirements are satisfied through the full development approval process.

5.3.5.5 In addition to the Highway Commercial policies set out in this plan, the following additional uses shall be permitted on the lands located at the south-east corner of Bovaird Drive West and Ashby Field Road:

- i) a retail establishment;
- ii) a restaurant use;
- iii) a restaurant with a drive through facility;
- iv) offices; and,
- v) a personal service shop.

## **5.4 OPEN SPACE**

### **5.4.1 General Provisions**

5.4.1.1 Lands included within the Open Space designation are shown schematically or symbolically on Schedule SP45(a). The locations, configurations and boundaries of these lands shall be confirmed through detailed studies and plans, as part of the Block Plan Process, and may be revised without further amendment to this Chapter. These studies may include:

- i) An Environmental Implementation Report;
- ii) An Environmental Impact Study;
- iii) A Stormwater Management Study;
- iv) A Tree Conservation Plan; and,
- v) A Functional Servicing Report.

5.4.1.2 Natural features such as trees and hedgerows determined, through detailed evaluation, to be worthy of preservation, shall be protected and incorporated into the parkland system and development projects, wherever possible.

5.4.1.3 It is the intent of this Chapter to ensure that parks and open spaces are given a high profile within the community as visible and accessible public amenities. To this end, continuous road frontage will be encouraged provided, however, that this shall not be the cause of any realignment of a watercourse. Homes, parks, vistas and stormwater management facilities may also be permitted adjacent to the edges of the valley to a limited extent, and where appropriate. The Community Block Plan Process, including the Environmental Implementation Report, will confirm the extent of continuous road frontage adjacent to such facilities.

5.4.1.4 Pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the natural elements of the open space system such as valleylands shall be defined during the Community Block Plan Process and further refined during the processing of subdivision plans.

## **5.4.2 Valleylands**

- 5.4.2.1 Lands designated Valleyland on Schedule SP45(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility and contributing either in form and function as a Primary Valleyland, or in function as a Secondary Valleyland to the ecological integrity of the Credit River, Huttonville Creek, Springbrook Creek and 8b Subwatersheds.
- 5.4.2.2 Lands designated Primary Valleyland on Schedule SP45(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Part I, Section 4.4 and other relevant policies of the Official Plan and generally in accordance with the recommendations of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). These natural corridors include the Huttonville Ravine Environmentally Sensitive Area identified on Schedule D of the Official Plan. The extent of the Primary Valleyland and any permitted complementary uses shall be confirmed through the preparation of an Environmental Implementation Report.
- 5.4.2.3 Lands designated Secondary Valleyland on Schedule SP45(a) identify natural corridors that currently contribute to the ecological integrity of the subwatersheds. The final limit of Secondary Valleylands will be determined through an Environmental Implementation Report. Secondary Valleylands may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected and enhanced. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.
- 5.4.2.4 A portion of the main Springbrook Creek at Lot 7 Concession 3 W.H.S., is designated Secondary Valleyland and within a defined valley corridor. The valleyland portion, generally limited to the south half of Lot 7, shall be regarded as a “transition zone” between Primary and Secondary Valleylands, and any alterations to the watercourse shall ensure that the current ecological and fisheries function of Springbrook Creek are protected. There shall be no alteration of the existing valley corridor.
- 5.4.2.5 Appropriate setbacks shall be imposed, if required, from the margin of valleylands so as to have regard for ecological functions and the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined through the preparation of an Environmental Implementation Report, 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.

- 5.4.2.6 In addition to the valleyland features that form part of the open space system identified on Schedule SP45 (a), a number of additional minor drainage features are identified in the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) as performing natural functions contributing to the health of the subwatersheds. The natural function of these features shall be further evaluated and maintained through the preparation of an Environmental Implementation Report. In order to maintain the natural function, flexibility exists to replace the feature by an alternate system.
- 5.4.2.7 The illumination of parking facilities shall be directed away from nearby Valleylands to minimize disturbance to wildlife.

### **5.4.3 City Wide Park**

- 5.4.3.1 City Wide Parks provide green space at the City scale and serve as focal points for the City. Land designated City Wide Park on Schedule SP45(a) is known as Eldorado Park and recognized as a major destination park for residents and visitors to the City. In accordance with the City Wide Park policies of Part 1, Section 4.5 and other relevant policies of the Official Plan, Eldorado Park shall be maintained as a part of the Open Space System incorporating both active and passive recreation areas and allowing a variety of recreational activities for all ages at varying intensities. In recognition of its major role as a City Wide Park, Eldorado Park should be protected and enhanced for future generations.

### **5.4.4 Community Park**

- 5.4.4.1 Community Parks provide active indoor and outdoor recreational and social opportunities for residents and shall be planned as focal points for the community and generally located at the intersection of arterial roads or major thoroughfares.
- 5.4.4.2 Lands designated Community Park shall be developed in the general locations identified on Schedule SP45(a) in accordance with the Community Park policies of Part 1, Section 4.5 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of Community Parks, through the subdivision process, to accommodate design or park dedication concerns, without further amendment to this Chapter.

- 5.4.4.3 The street pattern shall ensure significant frontage of the Community Parks on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.
- 5.4.4.4 Community buildings shall be located close to the major intersection to reinforce the community structure and civic identity. Entry/access points shall be located conveniently and incorporate a civic design theme. Parking shall be accommodated on site with minimum exposure to the street.
- 5.4.4.5 The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, seating / gathering areas.
- 5.4.4.6 The specific configuration of the Community Park & Secondary School campus will be reviewed at the time of Block Plan and subdivision plan processing to attempt to arrange the facilities in a manner that would provide a reasonable land sharing arrangement and promote joint-use/multi-use where practical. 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.
- 5.4.4.7 Owners of lands designated as Community Park in Schedule SP45(a) shall enter into a Parkland Agreement with the City for the purpose of purchase and conveyance of such lands to the City, to the satisfaction of the City and the landowners. Title to such lands shall be conveyed free of any encumbrances for development.
- 5.4.4.8 Community Parks will generally be 10 to 12 hectares (25 to 30 acres) in size.

#### **5.4.5 Neighbourhood Park**

- 5.4.5.1 Neighbourhood Parks provide a central common green space within neighbourhoods and serve as key recreational and social gathering space for residents. Neighbourhood Parks shall be planned as focal points of the neighbourhood and located, preferably, at the corner of two streets.

- 5.4.5.2 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP45(a) in accordance with the Neighbourhood Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of Neighbourhood Parks, through the Block Plan and subdivision processes, to accommodate design or park dedication concerns, without further amendment to this Chapter.
- 5.4.5.3 Where Neighbourhood Parks designated on Schedule SP45(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. In such situations, the school block and school building shall dominate the intersection of the two streets.
- 5.4.5.4 Detailed subdivision designs shall encourage safe 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.
- 5.4.5.5 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.
- 5.4.5.6 Where Neighbourhood Parks abut school sites or residential area, the Neighbourhood Parks shall have at least two street frontages of 50 to 80 metres each.
- 5.4.5.7 Playgrounds shall be designed as major focal elements within Neighbourhood Parks.
- 5.4.5.8 Entry /access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme. On-site parking will be discouraged.
- 5.4.5.9 In further refining the open space system through the Block Plan and development approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.
- 5.4.5.10 Neighbourhood Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size.

## **5.4.6 Parkettes**

- 5.4.6.1 Parkettes provide central common green space within neighbourhoods and key social gathering spaces for residents. Parkettes shall be planned as focal points of the neighbourhood.
- 5.4.6.2 Parkettes shall be identified as part of the Block Plan process and further refined in terms of size, shape, location and proximity to residences, at the subdivision plan stage to accommodate design or park dedication concerns. An appropriate distribution of Parkettes shall be assigned throughout the Secondary Plan Area.
- 5.4.6.3 The street pattern shall ensure that Parkettes have a minimum of two street frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Houses shall front onto the Parkette to create edges to the Parkette.
- 5.4.6.4 Parkette features will be located to terminate view corridors into the Parkette. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, seating / gathering areas.
- 5.4.6.5 Entry/access points to Parkettes shall be located conveniently and incorporate a civic design theme.
- 5.4.6.6 Parkettes will generally be 0.6 to 1.2 hectares (1.5 to 3.0 acres) in size.
- 5.4.6.7 Notwithstanding Policy 5.4.6.6, the size of the Parkette located between Chinguacousy Road and Allegro Drive shall have a minimum area of 0.2 hectares (0.5 acres).

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## **5.4.7 Significant Woodlots**

- 5.4.7.1 Lands designated as Significant Woodlot on Schedule SP45(a) are tableland woodlots that were identified in the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998) for their significance by a process of evaluation and prioritization.

- 5.4.7.2 It is the intent of this Plan to protect Significant Woodlots. The preservation or treatment of Significant Woodlots shall be in accordance with Part I, Section 4.4.7 and other relevant policies of the Official Plan.
- 5.4.7.3 Lands designated Significant Woodlot on Schedule SP45(a) shall remain in a natural state and be used for purposes such as passive recreation and conservation. The extent of a Significant Woodlot to be protected shall be confirmed through the preparation of an Environmental Implementation Report. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.
- 5.4.7.4 Development proposals abutting Significant Woodlots, will be reviewed through an Environmental Implementation Report so that boundary rationalization and edge management of the Significant Woodlot/development proposal preserves the ecological function of the Significant Woodlot.
- 5.4.7.5 The City, in processing a development proposal that would retain all or part of any woodlot identified within the Subwatershed Study, 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 other suitable mechanisms to retain the woodlot and/ or its function.
- 5.4.7.6 The illumination of parking facilities shall be directed away from Significant Woodlots nearby to minimize disturbance to wildlife.

#### **5.4.8 Terrestrial Features**

- 5.4.8.1 Lands designated as Terrestrial Features on Schedule SP45(a) are lands, such as wet meadows and woodlots, that were identified in the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates), and contribute currently to the ecological integrity of the subwatershed. The preservation and treatment of Terrestrial Features shall be in accordance with Part I, Section 4.4.7 and 4.4.8 and other relevant policies of the Official Plan.
- 5.4.8.2 The extent of a Terrestrial Feature shall be confirmed through the preparation of an Environmental Implementation Report. Terrestrial Features may be altered or the feature may be replaced, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.



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

#### **5.4.9 Cemetery**

- 5.4.9.1 The Huttonville Cemetery, which is designated as a Heritage Resource and located on Lot 9, Concession 4 WHS on the east side Mississauga Road, is also a well-treed woodland.

The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.

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

### **5.5 INSTITUTIONAL**

#### **5.5.1 General**

- 5.5.1.1 The development of institutional buildings such as schools and places of worship shall recognize their civic importance in reinforcing their focal significance.

- 5.5.1.2 Community institutional sites shall be located at the intersection of primary streets and shall address the streetscape of both street frontages. The primary streetscape shall maintain visibility to institutional buildings to establish their landmark status. The location and site development of institutional facilities will encourage axial views to them from the surrounding urban fabric.

- 5.5.1.3 The location and site planning of institutional facilities shall reinforce the continuity of the Open Space network within the Secondary Plan Area through links to major pedestrian routes within primary streetscapes and to park areas and natural open space.

- 5.5.1.4 Landscape development of institutional facilities shall reinforce their focal status and emphasize pedestrian links from major entrances to the streetscape. Landscaping at the streetscape edges will be compatible with neighbouring residential areas.

- 5.5.1.5 Setbacks of institutional buildings shall have regard for the setbacks of adjacent streetscapes. To ensure that they are within view corridors of surrounding neighbourhoods, institutional buildings are encouraged to be located close to the streetline.

- 5.5.1.6 Access to parking areas shall be minimized to reduce their impact on the surrounding streetscape and shared parking with adjacent parks will be encouraged. Parking areas will be located in the rear and side yards. Parking and vehicle circulation will be discouraged in the front yards. The design of the landscape shall screen parking areas from view of residential units.
- 5.5.1.7 Development of the built form of institutional facilities shall utilize building features that reinforce their landmark status. Architectural elements are to be used to create significant identity for institutional facilities within the community. Building entries shall be emphasized in the elevation design to ensure strong visibility from the streetscape. The built form shall respond to the context of important street views and vistas from the surrounding areas.
- 5.5.1.8 The design of major signage shall be grade related and coordinated with the architectural and landscape design of institutional facilities.
- 5.5.1.9 Outdoor sports facilities such as baseball fields shall be located away from the view of residential units to the extent practical.

## **5.5.2 School Sites**

- 5.5.2.1 Lands designated Elementary School or Secondary School are required in the general locations indicated on Schedule SP45(a), in accordance with the Community Services and Education Facilities policies of Part I, Section 4.8 and other relevant policies of the Official Plan. If any school site or part thereof is not required by either the Peel District School Board or the Dufferin-Peel Catholic District School Board, then it may be released for the Low Density Residential use adjacent to it or an alternative purpose which is compatible and suitable for integration with abutting development without further amendment to this Chapter.
- 5.5.2.2 Designated school sites are assigned to satisfy anticipated long term requirements of the two School Boards. Locational variations to school sites are permitted at the Block Plan, 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.
- 5.5.2.3 School sites are designated on Schedule SP45(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.

- 5.5.2.4 Relevant draft plans of subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. School sites shall be dual zoned and landowners will be required to submit at the draft plan of subdivision an alternative lotting plan to facilitate development should the site not be used for school purposes.
- 5.5.2.5 It is the intention of the City to cooperate with the School Boards to coordinate the planning, development, access, maintenance and shared programming of school and park facilities where deemed beneficial by both parties. Joint school and park facilities are generally encouraged by the City and where such combined designations are shown the associated objectives and policies shall be respected
- 5.5.2.6 In land use arrangements where two schools and a Neighbourhood Park are to be located together, the Park shall generally be located on a road corner, for prominence and visibility in the community, with the two school sites flanking the Park on either side.

### **5.5.3 Places of Worship**

- 5.5.3.1 Lands designated Place of Worship on Schedule SP45(a) indicate sites to be reserved for such purposes subject to the following requirements:
- i) include in the appropriate subdivision plan as a condition of draft approval that it shall be held for use or acquisition for worship purposes for a period of 3 years from the date of registration of the subject subdivision plan;
  - ii) a minimum site area of 0.8 hectares (2 acres);
  - iii) restricted road access as approved by the City; and,
  - iv) dual zoned for Place of Worship and Low Density Residential 2 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 residential uses consistent with adjoining residential development without further amendment to this Chapter.

## **6.0 SPECIAL POLICY AREAS**

### **6.1 Special Policy Area 1**

- 6.1.1 Land designated as Special Policy Area 1 on Schedule SP45(a), is comprised of the historic settlement area of Eldorado Mills, which was associated with

the development of mills along the Credit River in addition to the agricultural settlement of the area.

- 6.1.2 Special Policy Area 1 forms a distinct cultural landscape of rural residential-type development, providing a scenic, countryside streetscape. Further a significant portion of Special Policy Area 1 is designated Primary Valleyland with a part of that also being within the Regional floodline.
- 6.1.3 Development proposals within Special Policy Area 1 shall be in accordance with the Low Density 1 Residential provisions of this Chapter except in the portion of Special Policy Area 1 that is designated Primary Valleyland. New development shall be compatible with the scale and character of the historic settlement area and in order to avoid incompatibility, appropriate buffering such as setbacks, berming, fencing, and landscaping planting may be required, and will be specifically determined prior to final approval of plans of subdivision or development applications.
- 6.1.4 Considering that Eldorado Mills is historically a settlement area, limited development may be permitted in, and adjacent to, the areas designated Primary Valleyland within Eldorado Mills, provided it is demonstrated, through the preparation of an Environmental Implementation Report, that the ecological function and natural heritage features are not adversely impacted.

## **6.2 Special Policy Area 2**

- 6.2.1 Land designated as Special Policy Area 2 on Schedule SP45(a) include the Rotary Club of Brampton Banquet Hall known municipally as 1857 Queen Street West and a commercial greenhouse operation known municipally as 1879 Queen Street West. These uses shall continue to be recognized for the life of the Secondary Plan.
- 6.2.2 Special Policy Area 2 recognizes the long term development potential of these lands for urban uses, in accordance with the residential designations of this Chapter. Due to various access and land use constraints, Special Policy Area 2 shall be developed as an integrated entity, in accordance with the Council Approved Tertiary Plan (dated October 23, 2019). Development within Special Policy Area 2 shall only proceed if it has been determined, through the preparation of an Environmental Implementation Report, that the ecological function and natural heritage features of the area are not adversely impacted.
- 6.2.3 The lands at 1857 Queen Street West shall only be used for a dining room restaurant, a community club, a community centre and a banquet hall with a catering operation. If any expansion to the existing facility or any redevelopment of the site takes place, the existing accesses to Queen Street West shall be restricted to right-in and right-out only.

6.2.4 Development proposals for lands within and adjacent to Special Policy Area 2 shall have regard for the potential effects of outside lighting on the commercial greenhouse operation at 1879 Queen Street West. Conditions of development approval may be required to minimize the impact of spill over lighting on the commercial greenhouse operation.

6.2.5 The lands municipally known as 1817 & 1831 Queen Street West shall be subject to the following:

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- i) Notwithstanding Section 4.6.13 of the Official Plan, the limit of development, and any buffer from natural features shall be provided in accordance with an approved Environmental Impact Study and/or Environmental Implementation Report.
- ii) Notwithstanding the provisions of the “Medium Density” designation of this Plan, a maximum density of 59 units per net residential hectare, based on a net residential area of 1.210 hectares may be permitted on the subject lands.
- iii) Notwithstanding the lands being designated on Schedule A1 – Upscale Executive Housing Special Policy Areas of the Official Plan, the lands are not designated Executive Residential on Schedule SPA 45(a) of the Credit Valley Secondary Plan. However, the development of the lands shall implement the Upscale Executive Housing design principles and standards through approved Community Design Guidelines.
- iv) In the event of a conflict between this Official Plan Amendment and the Brampton Official Plan and/or the Credit Valley Secondary Plan, this Official Plan Amendment shall prevail.

6.2.6 The lands municipally known as 1951 Queen Street West shall be subject to the following:

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- i) Notwithstanding the provisions of the “Medium Density” designation, a maximum density of 50 units per net residential hectare may be permitted for the subject lands.
- ii) The development of the lands shall implement the design principles and standards of the Upscale Executive Housing policies established in the Official Plan.
- iii) For the purposes of this Subsection, the “Medium Density” designation may include, Single-Detached, Semi-Detached and

Street Townhouses in addition to Front-Loaded Townhouses, Dual Frontage Townhouses, and Back-to-Back Townhouses.

OP2006-076 deletes  
Special Policy Area  
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#### **6.4 Special Policy Area 4**

6.4.1 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 4 on Schedule SP45(a). Notwithstanding the Open Space - Primary Valleyland designations that apply to this property, the existing private recreational use may continue on the subject property.

6.4.2 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 4 in accordance with this Secondary Plan. This Special Policy section should be read in conjunction with Section 3.1.28 in the Bram West Secondary Plan as it applies to Camp Naivelt, in order to ensure the unitary status of the entire Camp Naivelt facility.

#### **6.5 Special Policy Area 6**

The Lands designated as "Special Policy Area 6" on Schedule SP45(a) may be used for a place of worship only in conjunction with a residential dwelling and subject to the performance standards set out in the zoning by-law. The permitted uses of the place of worship shall be for spiritual or wellness-related purposes. No accessory uses to a place of worship use shall be permitted such as all classrooms, a nursery or day care, all assembly halls, fellowship halls or recreational facilities.

6.6 Development proposed within the Special Policy Areas described in Section 6.0 shall be subject to the provisions of all other Sections of this Chapter, as appropriate.

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(Feb. 3 2012)

## **7.0 TRANSPORTATION POLICIES**

### **7.1 Roads**

7.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with the guidelines and classifications outlined under Part I, Section 4.3 of the Official Plan and the policies of this Chapter.

7.1.2 The Credit Valley Secondary Plan is formulated on the basis of the following major additions, improvements and extensions to the road network:

- i) the widening of Chinguacousy Road to six lanes from Highway 7 to Queen Street West;
- ii) the widening of Queen Street West to four lanes between Chinguacousy Road and Mississauga Road;
- iii) the construction of a north-south Minor Arterial Road between Creditview Road and Chinguacousy Road as shown on Schedule SP45(a). This road shall be developed to a maximum of four lanes and a right-of-way of 30 to 36 metres;
- iv) the construction of a Williams Parkway grade separation and the westerly extension of Williams Parkway as a Minor Arterial Road to Mississauga Road and eventually connecting westward towards the Bram West Parkway;
- v) the westerly extension, as shown on Schedule SP45(a), of Major William Sharpe Drive, Sterritt Drive and Drinkwater Road; and,
- vi) a north south Collector Road, as shown on Schedule SP45(a), between Mississauga Road and Creditview Road linking Highway 7 to Queen Street West.

7.1.3 In order to fulfill the requirements of the Environmental Assessment Act, all roads not considered “Local Roads” and “Collector Roads”, as determined by the City of Brampton, shall require the completion of an environmental assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document Municipal Class Environmental Assessment, June, 2000. The environmental assessment or equivalent process shall be completed prior to the approval of Block Plans for each Sub-Area to ensure that appropriate measures are included to address the impact of any proposed road works.

7.1.4 Collector and Local Roads shall be designed in such a manner as to discourage medium and long distance trips from penetrating residential

neighbourhoods to the east of Chinguacousy Road by protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic.

- 7.1.5 Protection of the existing residential neighbourhoods east of Chinguacousy Road shall also be accomplished by phasing in the construction of the collector and local road network of the Secondary Plan with the ultimate development of the north-south Minor Arterial Road between Creditview Road and Chinguacousy Road.
- 7.1.6 The alignment of the road network shall be detailed on Block Plans and further refined within plans of subdivision. Appropriate road widenings in accordance with Schedule “B” (Major Road Network Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays and utilities in accordance with the policies of the Official Plan.
- 7.1.7 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residences or buildings that have had access historically from Queen Street West, Chinguacousy Road or Mississauga Road, shall be allowed to have continued access until such time as access from an alternative road becomes available.
- 7.1.8 Creditview Road which is designated as a “Two-Lane Scenic Road” on Schedule SP45(a) shall maintain a two-lane cross-section with a maximum right-of-way of 26 metres to protect its tree-lined scenic character.
- 7.1.9 To accommodate projected travel demand, instead of widening Creditview Road, a north-south Minor Arterial Road between Creditview Road and Chinguacousy Road is designated on Schedule SP45(a). This north-south Minor Arterial Road is planned to intersect with Steeles Avenue West and cross the Orangeville-Brampton Railway Development Corporation line at grade.
- 7.1.10 The Local Road system will be subject to the policies of this Chapter and will require approval as part of the Block Plan and development approval processes.



## **7.2 Public Transit**

- 7.2.1 Transit services shall be provided in accordance with Section 4.3 of the Official Plan.
- 7.2.2 The road system has been designed to integrate existing and proposed transit developments, namely the future transit terminal and commuter rail service at Highway 7 and Creditview Road to the north, the potential future transit terminal at Steeles Avenue West and Mississauga Road to the south-west and the designation of Steeles Avenue West, Queen Street West and portions of Mississauga Road and Highway 7 as part of the City of Brampton Mass Transit Network.
- 7.2.3 Brampton Transit will determine the type and level of local transit service and stop locations to be provided, based on the type and level of development proposed.
- 7.2.4 The introduction of transit services to the Secondary Plan Area will be phased, based on acceptable operational and functional criteria.
- 7.2.5 In order to encourage greater use of public transit within the community, the following guidelines shall be considered at the subdivision and/or site plan approval stage:
- i) Local Road patterns should provide direct pedestrian access to transit stops; and,
  - ii) Along Arterial Roads lots shall be separated from such roads by service roads (window roads).
- 7.2.6 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 of Brampton standards.

## **7.3 Pedestrian/Cyclist Links**

- 7.3.1 Pedestrian and cyclist links shall be provided to integrate the elements of the Open Space system, to provide access to that system and to serve as a recreational and aesthetic amenity to the community.
- 7.3.2 Pedestrian/cyclist links shall be provided through or, where this is not possible, along the edge of contiguous open space elements including tableland parks, school sites and valleylands, where appropriate.

- 7.3.3 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, mid-block walkways or in other specific locations as determined by the City.
- 7.3.4 To encourage an uninterrupted open space system, pedestrian/cyclist crossings of major roads shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing to be appropriate or practical.

## **8.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS**

### **8.1 Sanitary Sewage and Water Supply**

- 8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Part I, Section 4.6 and other relevant policies of the Official Plan.
- 8.1.2 The City of Brampton may request that the Region of Peel consider and evaluate the technical feasibility of providing interim temporary sanitary servicing connection to an alternative Trunk Sewer where sufficient capacity exists. However, development may only proceed on interim temporary sanitary servicing where specifically authorized by the City of Brampton and Region of Peel and where it is demonstrated by the proponents to be appropriate in accordance with the following principles:
- i) The developers shall assume the differential financial cost of the interim system over the ultimate proposed system, including the cost of decommissioning the interim system;
  - ii) The relative net public benefits associated with the proposal shall be clearly demonstrated and consideration must be given to the potential to achieve alternative benefits, should the available capacity be allocated elsewhere; and,
  - iii) The public costs and implications of the proposal shall be evaluated taking account of the need to advance other infrastructure and services such as schools, roads, transit, water supply, and parks. In addition, implications on the timing, cost, and provision of the ultimate planned trunk sewer system shall be considered including timing implications on other developments.

In addition to the above criteria, consideration for interim temporary sanitary servicing shall be given where services have already been installed and paid for by the developer in anticipation of interim servicing.

- 8.1.3 Should the public benefits of the interim servicing be considered to outweigh the costs and to be more favourable than alternative interim servicing proposals, a staging plan shall be developed and implemented to ensure that the remaining infrastructure, such as water supply, schools, parks, emergency services and transportation facilities, required in addition to sanitary sewers, are also advanced in a coordinated and timely manner and that any potential negative impacts on the ultimate planned sewer system, such as additional construction complexities, are minimized.
- 8.1.4 Proponents of development shall be required to enter into appropriate agreements to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 8.1.5 The detailed design and installation of municipal services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the approved Credit Valley Servicing Plan (Totten Sims Hubicki Associates) and any subsequent study that may refine it.
- 8.1.6 In accordance with Part I, Section 4.11 and other relevant policies in the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

## **8.2 Stormwater Management**

- 8.2.1 In considering options for stormwater management, the following principles shall apply:
- i) stormwater will be considered as a resource, not a waste product;
  - ii) stormwater facilities will be designed to maintain environmental and ecological integrity, and to provide a net benefit to the environment, to the extent practical; and,
  - iii) stormwater facilities will be designed, wherever possible, to provide community amenities such as visual attraction and passive recreation.
- 8.2.2 Stormwater management facilities shall be provided in accordance with Part I Section 4.4 and other relevant policies of the Official Plan. Stormwater management facilities shown on Schedule SP45(a) are conceptual and are permitted in all land use designations on Schedule SP45(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Environmental Implementation Report.

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

- 8.2.3 To maintain the ecological integrity of the Credit River watershed, particularly the pre-development water-cycle and baseflow required by the river system, alternative stormwater servicing practices may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible.
- 8.2.4 A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). This plan shall be prepared and included with the related Environmental Implementation Report. The Stormwater Management Plan shall address such concerns as flow attenuation (quantity), water detention (quantity and quality), groundwater issues and erosion/siltation control and design requirements as appropriate.
- 8.2.5 A Comprehensive Monitoring Program shall be developed which is generally in accordance with and implements the recommendations of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd, December, 1998) for the main watercourse and valleyland corridors of the Credit River, Huttonville Creek, Springbrook Creek, and the West Tributary in Subwatershed 8B. The functional importance of these features must be assessed along with other environmental and water management issues in the form of agreed upon targets defined by the Environmental Implementation Reports.
- 8.2.6 Prior to the alteration of any watercourse, the construction of any Stormwater Management Facility, including the commencement of any grading or filling, the necessary permits that may be required shall be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Credit Valley Conservation, the Department of Fisheries and Oceans, the Ministry of Natural Resources and the Ministry of Environment.
- 8.2.7 Stormwater management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines and, where relevant, the City's Design Workbook for Brampton's Upscale Executive Special Policy

Areas. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton.

### **8.3 Noise and Vibration**

- 8.3.1 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. Site-specific noise analysis reports at the Block Plan stage will be required only if it is determined that circumstances warrant a noise analysis report.
- 8.3.2 Where development, for which noise attenuation 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.
- 8.3.3 In the case of development proposed within 75 metres of a rail line, a vibration analysis study shall be required in addition to the requirements of Sections 8.3.1 and 8.3.2.
- 8.3.4 Development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided.

### **8.4 Potentially Contaminated Sites**

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

### **8.5 Public Utilities and Communications**

- 8.5.1 Public utilities and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.6 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from appropriate authorities are obtained.

- 8.5.2 The City shall pursue opportunities for providing all services underground in the Secondary Plan Area and shall be grouped into a single utility conduit or trench, wherever possible.

## **9.0 CULTURAL HERITAGE**

- 9.1 Conservation of cultural heritage resources within the Credit Valley 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 Chapter, cultural heritage resources shall include structures, sites, environments and artifacts, which are of historical, architectural or archaeological value, significance or interest.
- 9.2 Appendix A to this Chapter identifies those cultural heritage resources identified as “Recommended for Designation under the Ontario Heritage Act” and “Recommended for Retention” by the Heritage Study completed by Unterman McPhail and Associates (December 1998) for the Credit Valley Secondary Plan. These structures are considered to be of architectural and historic merit and recommended to be retained and conserved on their original sites.
- 9.3 The Heritage Resource designations on Schedule SP45(a) may be removed or relocated without the need for an amendment to this Chapter.
- 9.4 The City shall encourage the retention and conservation of heritage buildings of architectural and/or historical merit on their original sites and to promote the integration of these resources into new development proposals based on their original use or an appropriate adaptive reuse. Prior to recommending draft approval of a plan of subdivision for the lands on which these buildings are located, Council shall obtain the recommendation of the Brampton Heritage Board as to whether the existing buildings should be retained, removed, or can be demolished.
- 9.5 Where a development proposal will impact a heritage resource identified on Appendix A, the City shall require the preparation of a Heritage Resource Impact Assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on the identified heritage resource, including alternative development in order to retain the structure on site. No grading or other disturbance shall take place on the subject property prior to issuance of a letter of clearance from the Ministry of Culture.

- 9.6 All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.
- 9.7 As a condition of development approval, the City of Brampton will secure financial guarantees to fully restore or reconstruct any damaged or demolished heritage structures.
- 9.8 All development in the Credit Valley Secondary Plan Area will require appropriate archaeological assessment to be undertaken in accordance with the current technical guidelines set out by the Ministry of Culture.

## **10.0 AGGREGATE RESOURCES**

- 10.1 A warning clause shall be required, as a condition of development approval, for all residential plans of subdivision located within 500 metres of the High Potential Mineral Aggregate Resource Area that is generally located west of Mississauga Road and north of Highway 7, as identified in the City of Brampton Official Plan and Region of Peel Official Plan. The warning clause shall be prepared that addresses the potential for impacts on the regular use and enjoyment of the subject property due to the possible long term use of the High Potential Mineral Aggregate Resource Area.

## **11.0 COMMUNITY BLOCK PLAN**

### **11.1 General Provisions**

- 11.1.1 The Community Block Plan establishes a vision for the community and shall consist of the following components:

- i) Community Structure
- ii) Open Space System
- iii) Street Network
- iv) Streetscapes
- v) Edges and Gateways
- vi) Site Planning and Built Form

- 11.1.2 The Community Block Plan includes, but is not necessarily limited to, the following:

- i) Refining the concept plan to include an accurate layout of the Arterial and Collector roads, development blocks, buffers, open space and stormwater management facilities;

- ii) Schematically indicating residential lot sizes and lot density mixes in the various development blocks where applicable;
- iii) Overlaying the existing property ownership and any current draft plans of subdivision;
- iv) Highlighting the special community features that have been incorporated; and,
- v) Providing additional text and graphics as necessary to explain how the block plan conforms to the community vision.

11.1.3 A Community Block Plan is required, in accordance with the City's Design Guidelines, prior to draft plan of subdivision approval of the first subdivision application in any sub area of the Secondary Plan. The sub areas shown on Appendix B have been determined based on existing physical edges such as valleys, road and rail corridors, land ownership patterns and specific civic design objectives. The Community Block Plan must meet the design objectives of this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways and built form. A construction sequencing plan is also required, for developments within the special policy areas for upscale executive housing, that will ensure that a viable upscale executive image is established at the outset of construction and is maintained throughout the construction period to full build out of the areas. However, this construction servicing plan shall not overly hinder the construction, grading and servicing of new development areas.

Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

11.1.4 As part of the Block Plan process, an Environmental Implementation Report shall be prepared to demonstrate that issues of stormwater management, infiltration, defining limits of constraints of valleylands, woodlots, wetlands and field swales and detail studies will be addressed in accordance with the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998). The EIR shall consist of three parts: Existing Conditions and Constraint Mapping, Detailed Studies; and Stormwater Management.

11.1.5 As part of the Block Plan process, Growth Management issues shall be addressed to ensure that new development occurs in an orderly, cost effective and timely manner by coordinating the staging and sequencing of new development with the provision of municipal services required to support the development, in accordance with Section 13.2 of this Chapter.



## 11.2 Design Objectives

The following design policies in conjunction with the City of Brampton Development Design Guidelines and the Upscale Executive Housing Workbook set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

- 11.2.1 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;
- 11.2.2 Streets and buildings should be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit usage and safety;
- 11.2.3 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 11.2.7 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.
- 11.2.4 Development will reinforce the importance of public and institutional buildings in the community and enhance their role through design, location and orientation;
- 11.2.5 Development will be compatible with adjacent and neighbouring development;

11.2.6 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,

11.2.7 It is the intent of this Chapter to establish a public edge to the Credit River Valley, Huttonville Creek and Springbrook Creek through the placement of streets adjacent to the edges of the valley, and by ensuring that development shall have regard for the natural characteristics of these features. Where practical from a subdivision design and environmental standpoint, sections of the street network will be encouraged to locate next to valley edges. These roads shall be designed in such a way to ensure that natural valley features are suitably exposed to a public street. These streets shall be located on tableland in accordance with setback requirements. Homes, parks, vistas and stormwater management facilities may be permitted adjacent to the edges of the valley to a limited extent and where appropriate.

### **11.3 Community Structure**

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

- i) design integrated and co-ordinated Block Plans in which the components of the Block Plan, as stated in Section 11.1.1, reinforce one another to achieve the design objectives;
- ii) promote mixed-use environments at major focal points in the community;
- iii) distribute land uses within the Block Plan so as to promote integration and compatibility of the various components;
- iv) create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,
- v) incorporate existing natural and cultural features.

### **11.4 Open Space System**

11.4.1 The Coordinated Master Open Space and Visual Resources/Heritage Plan Study (KMK SCI Consultants, February 2001) for the Credit Valley Secondary Plan is intended to guide the 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) 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;

- ii) provide recommendations on the size, location and configuration of parks, open space and community facilities;
- iii) link existing and proposed open space to create a continuous, co-ordinated Open Space System extending through the community;
- iv) confirm the extent of continuous and unobstructed road frontage to parks and open space subject to section 11.2.7 of this Chapter;
- v) use Green Connector Roads and the Pedestrian/Bikeway System to connect open space, community facilities, and destinations of public interest;
- vi) connect the Open Space System to adjacent open space systems and the city-wide system of open space;
- vii) promote community accessibility and movement through a system of pedestrian trails and bikeways within the natural valleylands in a sustainable manner;
- viii) identify limits of all stormwater management features proposed within and outside of the public park system;
- ix) identify locations of landmark landscape features for detailed design consideration. Establish a design vision for parks, open space and community facilities; and,
- x) provide an implementation strategy.

## **11.5 Street Network**

11.5.1 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:

- i) 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;
- ii) the design of street patterns which create and reinforce major focal points within the community;

- iii) the design of street network to reinforce pedestrian and bicycle activity through integration with the Open Space System;
- iv) the design of street alignments which facilitate accessibility and visibility to existing features and the Open Space System;
- v) 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;
- vi) alternatives to reverse frontage situations;
- vii) the location and design treatment of landmark architectural features;
- viii) 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,
- ix) requirements for traffic calming measures.

## **11.6 Streetscape**

11.6.1 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.

11.6.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a 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) Streetlight locations;
- vii) Minimum building setbacks and projections; and,
- viii) Relationship to garages

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

## **11.7 Edges and Gateways**

11.7.1 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).

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

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

## **11.8 Built Form**

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

- i) Diversity in lot widths, house forms and lot depths;
- ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
- iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture;
- iv) Innovative housing forms and housing types appropriate for the predominantly Low Density development; and,
- v) Garage placement.

## **12.0 COMMUNITY DESIGN GUIDELINES**

12.1 The Community Design Guidelines shall be prepared prior to draft plan of subdivision approval. They represent a further refinement of the vision for the community as outlined in the Community Block Plan and shall include, but are not necessarily limited to, the following:

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

bus stops and associated streetscape furniture such as benches and litter containers;

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

12.2 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 addresses all of the other aforementioned visual components of the prescribed area.

12.3 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.

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

## **13.0 IMPLEMENTATION**

### **13.1 General Provisions**

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

13.1.2 The pattern of land use established in Schedule SP45(a) is schematic and may be adjusted in the Block Plan and development approval process, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries

and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

- 13.1.3 The limits of the Secondary Valleyland designations have been determined based on the findings of the approved Credit Valley Subwatershed Study (Totten Sims Hubicki Associates) and the 8B Subwatershed Study (Cosburn Patterson Mather Ltd., December 1998) and will be refined based on an Environmental Implementation Report. In the event that modifications can be made to the watercourse, that retain their ecological and hydrological functions that would have the effect of reducing the extent of the Secondary Valleyland designation, the adjoining residential designations shall apply without further amendment to this Chapter.
- 13.1.4 During processing of development applications, the City shall require the preparation of a Vegetation Analysis and /or a Tree Protection Plan by qualified professionals. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Part 1 Section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.
- 13.1.5 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.
- 13.1.6 It is the policy of the City of Brampton to require an Applicant applying for approval under the Planning Act to provide studies as the City may deem to be appropriate in support of the Application. Further, it is the policy of the City of Brampton, where it is the approval authority, in considering an Application to consult with governmental and other commenting agencies, authorities and/or consultants to determine whether an Application should be approved and to determine the appropriate conditions, if any, that should apply to the approval. Where matters are appealed to the Ontario Municipal Board, and the OMB becomes the approval authority, it is understood that the OMB's discretion is not fettered by the foregoing.

## **13.2 Growth Management**

- 13.2.1 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.

13.2.2 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 with the City, the Region of Peel and other agencies to achieve a cost effective and functional sequence of development.

13.2.3 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 will address the following matters:

- i) 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;
- ii) provision of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;
- iii) the efficient utilization of public investments in sanitary sewer and water supply infrastructure;
- iv) accommodations to allow the early and efficient delivery of transit service;
- v) appropriate staging of implementing the recommendations of the Environmental Implementation Report including construction of stormwater management facilities; and,
- vi) Staging and sequencing issues associated with other public objectives such as the timely provision of recreation facilities for new residents, the image and quality presented by the City's public realm, and maintaining a viable upscale image throughout the construction period in upscale executive areas.

13.2.4 In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio



of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in the Secondary Plan Area and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

### **13.3 Small Holdings**

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

13.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP45(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

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

### **13.4 Cost Sharing**

13.4.1 In addition to Development Charges, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under The Development Charges Act, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the secondary plan area and fairly allocate related costs of development. 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 an applicable 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.

### **13.5 Environmental Assessment Act**

Various infrastructure and facilities proposed and designated in this Chapter may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to the necessary Environmental Assessment approvals.

## **14.0 INTERPRETATION**

14.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP45(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

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

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

OP93-282

14.3 The City may enact a zoning by-law authorizing increases in height and density and/or a broader range of uses for a development proposal that implements sustainable development principles. Such principles include but are not limited to the following:

- Providing a mix of land uses;
- A variety of housing forms that satisfies the City's urban design objectives;
- Energy-efficient buildings;
- Transit supportive densities;
- Walkable, safe and accessible communities that facilitate social interaction; and,
- enhanced protection of the natural and cultural heritage features.

Such a zoning by-law shall be permitted without the need for an official plan amendment.

## **BLOCK PLANS**

### **PART III**

*(Note: Block Plan 45-1, 45-2 and 45-3 do not require Community Block Plan Amendments. Only Council approval of these Block Plans shall be required)*

**Chapter 45-4: Block Plan for Sub Area 4 of the  
Credit Valley Secondary Plan**

OP2006-064 IMPLEMENTS SUB-AREA 4 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.

## **Chapter 45-4 Block Plan for Sub-Area 45-4 of the Credit Valley Secondary Plan**

### **1.0 PURPOSE**

OP2006-064

The purpose of this amendment together with Schedule 'BP45-4' is to implement the policies of the Brampton Official Plan and Chapter 45 (Credit Valley Secondary Plan) through the approval of a Concept Tertiary Block Plan for Sub Area 45-4, as shown on Schedule BP45-4.

This amendment to Chapter 45 (Credit Valley Secondary Plan) is based on a concept tertiary block plan given the predominant natural and man-made characteristics of the Sub Area, including the Credit River Valley Corridor and associated floodplains, the Lionhead Golf and Country Club, the fragmented property ownership pattern and the substantially developed nature of the Block Plan area which results in a limited number of development parcels remaining therein. The intent of this amendment is to ensure that any future development that may occur incorporates the principles of the City's Development Design Guidelines. This Chapter will constitute the Block Plan for Sub Area 45-4 of the Credit Valley Secondary Plan.

Future amendments to the Block Plan are to be supported by appropriate background studies prior to the approval of further development applications within the Sub Area 45-4 Block Plan boundary.

### **2.0 LOCATION**

OP2006-064

Sub-Area 45-4 is an area of approximately 155 hectares (380 acres) within west Brampton and is bounded by Queen Street West to the north, Creditview Road to the east, Mississauga Road to the west and the Credit River to the south and west.

The lands are within the area described as Parts of Lots 3 to 5, Concession 4 W.H.S., in the City of Brampton. Existing uses in the Block Plan area include Lionhead Golf Club, Lionhead Estates subdivision, Brampton Rotary Club Hall, Mocon Greenhouses, Camp Naivelt, Springbrook settlement area and existing rural estate lots.

### **3.0 Effect of this Chapter and its Relationship to the Official Plan and Credit Valley Secondary Plan**

OP2006-064

Lands subject to Chapter 45-4 shall be developed in accordance with the policies of Chapter 45 and Schedule SP45(a) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

#### **4.0 Sub Area 45-4 Block Plan Principles**

OP2006-064

The Sub Area 45-4 Block Plan has been designed to promote the integration and compatible interface of existing established and limited future land uses within the Block Plan area, to provide for a gradual transition with existing uses and preserve 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 including the Credit River and Creditview Road as a scenic rural road, as well as recognizing existing development and future development opportunities.

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

- 4.1 Create a safe, attractive and pedestrian-oriented community offering a range of Executive and Low Density 1 residential housing types;
- 4.2 Provide linkages as feasible for the natural features within an open space system and the existing Lionhead Golf Club;
- 4.3 Preserve and protect the Credit River Valley corridor while recognizing the existing Lionhead Golf Club use;
- 4.4 Develop a street network that promotes traffic calming and local pedestrian accessibility and safety;
- 4.5 Maintain and enhance the existing two lane scenic rural roadway characteristics of the Creditview Road corridor;
- 4.6 Incorporate the City's Flower City Strategy through the provision of civic design elements within public areas and at strategic points in the community as appropriate; and,
- 4.7 Provide for the gradual phased and limited development of lower density housing in keeping with the existing character of the area.

#### **5.0 Block Plan Development Policies**

OP2006-064

Sub Area 45-4 shall be developed in accordance with the following policies:

- 5.1 Schedule BP45-4 illustrates the conceptual design attributes of a portion of the Sub-Area 45-4 Block Plan area that addresses and implements the land use designations and policies of the Credit Valley Secondary Plan (Chapter 45). Minor adjustments and relocations of the residential lotting and local road pattern on Schedule BP45-4 can be made without an official plan amendment as long as the general intent and policy direction of the Credit Valley Secondary Plan and Chapter 45 is maintained.

- 5.2 All natural heritage features and hazard land identified through approved site specific or broader based technical environmental analysis shall be protected.
- 5.3 Executive townhouses shall have a minimum townhouse unit width of 11.5 metres;

Notwithstanding the density provisions of the Credit Valley Secondary Plan, high-end semi-detached and townhouse dwellings (at site specific densities of greater than 6 units per net acre) are permitted in appropriate locations subject to superior design elements within the Executive Residential designation provided the maximum density provision of 14.8 units per net residential hectare (6 units per net acre) is still complied within the context of the density over the entire Sub-area 45-4.

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:

- i) The use of neighbourhood entry features;
  - ii) Providing a variety of architectural and landscape treatment, with an attention to detail and quality of materials;
  - iii) The use of materials that create superior, balanced elevations as seen from all public views; and,
  - iv) House designs that minimize the visual impact of garage doors.
- 5.4 The rural, tree-lined character of Creditview Road shall be maintained and enhanced along with the existing two lane surface and roadside open ditches where drainage conditions permit.
- 5.5 The City has designated Creditview Road as a “two-lane scenic road”. The existence of mature trees along Creditview Road provides important community character to the area. New dwellings with frontage onto Creditview Road shall be designed with appropriate architectural elements and driveway locations, to reinforce Creditview Road as a scenic country lane and the continued viability of existing mature trees. In order to preserve the trees along Creditview Road, shared driveways may be required.
- 5.6 The developer of the abutting golf course, shall agree to gratuitously dedicate to the City of Brampton, the designated “valleyland” (as defined through the development approval process), upon the cessation of the golf course use.



- 5.7 The City shall have the right of first refusal to acquire the valleyland Lionhead Golf Course and any associated tablelands necessary to operate the golf course, if it is to be sold.
- 5.8 The City, where and as appropriate, may require a Developer Cost Sharing Agreement for certain areas within Sub-area 45-4. If a Developer Cost Sharing Agreement is required, it shall be executed and the trustee shall confirm that the applicant has fulfilled their obligations, prior to the issuance of draft plan approval.
- 5.9 In order to ensure conformity with the Growth Plan, the City's Growth Management objectives, and density requirements for the Credit Valley Secondary Plan, Sub-Area 45-4 shall be planned to achieve in the order of 840 persons and jobs. Implementing zoning and plans of subdivision shall contain provisions to implement these growth targets.

***Chapter 45-5: Block Plan for Sub Area 5 of the  
Credit Valley Secondary Plan***

OP93-282 IMPLEMENTS SUB-AREA 5 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.

**THE CREDIT VALLEY SECONDARY PLAN**  
**Chapter 45-5**  
**Part III: BLOCK PLANS**

**Part III: BLOCK PLANS**

Schedule “H” to this Plan identifies areas for which Block Plans have been prepared or are proposed to be prepared. The following list indicates the documentation which constitutes the block plan for those areas which have a secondary plan in place.

Part III of Chapter 45-5 of the 1993 Official Plan (Amendment Number OP93—282) shall constitute the Block Plan for those areas which have a secondary plan in place.

**1.0 PURPOSE**

The purpose of this amendment, together with Schedule BP45-5, is to implement the policies of the Brampton Official Plan and Chapter 45 of the Credit Valley Secondary Plan through the preparation and approval of a Block Plan for Sub Area 5.

This amendment to Chapter 45 of the Credit Valley Secondary Plan is based on a block plan that implements the findings of a number of background component studies completed to address environmental, servicing, transportation, urban design and growth management consideration. The end result of a block plan that ensures the development of a new community in a manner that address principles of sustainability and incorporates the principles of the City’s Development Design Guidelines. This Chapter will constitute the Block Plan for Sub Area 5 of the Credit Valley Secondary Plan.

**2.0 LOCATION**

Sub-Area 5 comprises an area of about 200 hectares (500 acres) in southwest Brampton, and is bounded Creditview Road to the east and the Orangeville Railway Development Corporation rail line to the south-east, as outlined on Schedule BP 45-4. The lands are within the area described as Parts of Lots 3, 4, and 5, Concession 3. WH.S., in the former geographic Township of Chingcousy, now in the City of Brampton, as shown on Schedule BP45-5.

**3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN AND CREDIT VALLEY SECONDARY PLAN**

Lands subject to Chapter 45-5 outlined on Schedule BP45-5 shall be developed in accordance with the policies of Chapter 45 of Part II and with Schedule 45(a) and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

Accordingly, the policies herein are intended to supplement those of the Credit Valley Secondary Plan and the Official Plan, not to replace or repeat them. An accurate

understanding of all the policies pertaining to this Chapter can only be achieved by reading the Official Plan together with Chapter 45.

#### **4.0 SUB AREA 5 BLOCK PLAN PRINCIPLES**

The Sub-Area 5 Block Plan has been designed to promote integration and compatibility between designated land uses of the Credit Valley Secondary Plan and to provide a smooth transition and incorporation of natural and cultural heritage features.

The community vision for the Block 5 Plan area incorporates the major elements of the existing natural and cultural heritage landscape of the surrounding area and its relationship to the Credit River Valley and related tributaries, as well as recognizing the settlement patterns over the last century.

The design principles for the Block 5 Plan area include:

- Preserve and protect the Springbrook Creek and Tributary 8B, which are major environmental components of the Credit River;
- Maintain the rural character of Creditview Road;
- Provide linkages for the natural features within a comprehensive community open space system together with parks, view vistas and stormwater management ponds;
- Create a safe, attractive and pedestrian-oriented community offering range of housing options and densities;
- Create a distinct and attractive built form which will reinforce a high standard of quality and a positive visual image for this block plan area;
- Develop a distinct centre for the community that provides a mix of land uses, amenities, destinations and a sense of place;
- Create interconnected neighbourhoods, each having its own local identity and focal point;
- Develop a street network that promotes pedestrian accessibility to schools, parks, open space and shopping areas; and,
- Incorporate the City's Flower City Strategy through provision of civic design elements within public areas and at strategic points in the community.

#### **5.0 BLOCK PLAN DEVELOPMENT POLICIES**

There are various neighbourhoods provided within this block plan area that are bordered by major roads or prominent landform features (i.e. valleyland, Hydro One corridor, etc.) that

provide a natural edge. The neighbourhoods area connected to one another by a network of roads and pedestrian systems that provide a safe and convenient access throughout the community supported by the following policies:

5.1 Schedule BP45-5 illustrates the design attributes of the Block 5 Plan area that addresses and implements the land use designations and policies of the Credit Valley Secondary Plan. Minor adjustments and relocations of the community features and infrastructure shown on Schedule CP45-5 can be made without an official plan amendment as long as the general intent and policy direction of the Credit Valley Secondary Plan are maintained.

5.2 Live-work units shall be permitted in Sub Area 5 in appropriate locations provided that matters of access, parking, urban design and land use compatibility are addressed at the subdivision stage of approval.

5.3 A distinct centre for the community that provides a range of community uses, housing options and densities, amenities and a sense of place shall be provided at the intersection of James Potter Road and Bonnie Braes Drive, as shown on Appendix A. In addition to the permitted uses in the Secondary Plan, apartments, live-work units and housing that is designed with access from rear lanes on a public right-of-way shall be permitted in this general location at a maximum density of 125 units per hectare (50 units per net acre) without the need for an official plan amendment.

5.4 The historic Bonnie Brae farmstead dwelling and the eastern portion of the entry drive alley of trees contribute to the conservation of cultural heritage resources within the Credit Valley Secondary Plan area. These features have been protected through appropriate community design of the Block 5 Plan as shown on Schedule SP45-5 and as conceptually shown on a Appendix B. Protection of this heritage resource will be provided for through appropriate conditions of development approval, such as requiring a heritage designation under the Heritage Act and by registering a heritage easement on title.

5.5 The lands designated 'Low Density 1 Residential' within Sub-Area 5 may have a maximum density of 24 units per net hectare (9.7 units per net acre) subject to providing the following:

- 1) A minimum lot frontage of 15.2 metres (50 feet) is provided for lots adjacent to areas designated 'Executive Residential'; and,
- 2) A minimum lot frontage of 12.2 metres (40 feet) is provided for lots adjacent to areas designated 'Primary Valleyland.'

5.6 Creditview Road shall maintain its rural character by providing the following:

- 1) A 6.5 metre to 6.8 metre paved surface;

- 2) A maximum of three full-moves accesses to Creditview Road between Queen Street West and the southerly limits of Sub-area 5 be permitted; and,
  - 3) Traffic calming measures (may include, but not limited to curb extensions, intersection bump-outs) shall be implemented on Creditview Road from Queen Street West to the southerly limits of Sub-area 5.
- 5.7 The City has designated Creditview Road as a “two-lane scenic road”. The existence of mature trees along Creditview Road provides an important community character to the Credit Valley Secondary Plan. New dwellings with frontage onto Creditview Road shall be designated with appropriate architectural elements and driveway locations, to reinforce Creditview Road as a “scenic country lane” and the continued viability of existing mature trees.
- 5.8 The design of the Block 5 Plan shall provide appropriate development opportunities and options for the existing residences fronting Queen Street West and Chingcousy Road that can appropriately be integrated with the planned community character of the block plan area to the satisfaction of the City of Brampton.
- 5.9 Prior to the registration of the first draft plan of subdivision in Sub-Area 5, 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, community entrance or gateway features, bridge crossings). Final development approvals will be withheld until this agreement is executed.
- 5.10 Prior to draft plan approval of any subdivision in Sub-area 5, 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.
- 5.11 All development applications submitted within the boundaries of Sub-area 5 shall confirm to the approved recommendations of the Sub-area 5 Environmental Implementation Report.
- 5.12 All development applications submitted within the boundaries of Sub-area shall conform to the approved Sub-area 5, which shall establish the specific detailed approach for matching development with required internal and external infrastructure such as roads, schools, recreation and services, in particular:
- i) Prior registration of the first draft plan of subdivision, the two elementary school sites shall be made available for acquisition by the Local School Boards.
  - ii) Prior to registration of the first draft plan of subdivision, a strategy to the satisfaction of the City shall be in place to provide for the timely provision of the required widening of Chingcousy Road.
  - iii) James Potter Road, from Queen Street West to Steeles Avenue, is required to be provided prior to occupancy within Sub-area 5 in order to provide traffic capacity for the development of the Block 5 Plan area. In this regard, the City

may impose specific staging of development approvals to ensure that this vital connection is provided prior to occupancy.

***Chapter 45-6: Block Plan for Sub Area 45-6 of the  
Credit Valley Secondary Plan***

OP2006-050 IMPLEMENTS SUB-AREA 45-6 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN.



**THE CREDIT VALLEY SECONDARY PLAN**  
**Chapter 45-6**  
**Part III: BLOCK PLANS**

**Area 45: Credit Valley Secondary Plan**

Part III of Chapter 45-6 of the 1993 Official Plan (Amendment Number OP2006-050) shall constitute the Block Plan for Sub-Area 45-6.

Chapter 45-6: Sub-Area 45-6 Block Plan of the Credit Valley Secondary Plan

**1.0 Purpose**

The purpose of this amendment together with Schedule 'A' is to implement the policies of the Brampton Official Plan and Chapter 45 of the Credit Valley Secondary Plan through the preparation and approval of a Block Plan for Sub-Area 45-6.

This amendment to Chapter 45 of the Credit Valley Secondary Plan identifies development principles and policies for Block Plan Sub Area 45-6. Policies and principles which apply specifically to the lands subject to City Files: C03W02.005 and 21T-10010B, located within the Sub Area 45-6 Block Plan Boundary, are based on a number of scoped background component studies that address environmental, servicing (including low impact development with respect to stormwater management), transportation, urban design and growth management considerations. The amendment will facilitate low density residential development on the lands subject to City Files C03W02.005 and 21T-10010B that addresses principles of sustainability and incorporates the City's Development Design Guidelines. Future amendments to the Block Plan are to be approved and supported by appropriate background studies prior to the approval of further development applications within the Sub Area 45-6 Block Plan boundary.

This Chapter will constitute the Block Plan for Sub-Area 45-6 of the Credit Valley Secondary Plan.

**2.0 Location**

The Sub-Area 45-6 lands comprise an area of approximately 34.3 hectares (85.0 acres) in southwest Brampton. This area is bounded by Sub-Areas 45-4 and 45-5 of the Credit Valley Secondary Plan to the north, Steeles Avenue West to the south, the Credit River to the west and the Orangeville Railway Development Corporation Rail Line to the east.

The lands are within the area described as Parts of Lots 1 and 2, Concession 3. W.H.S., in the former geographic Township of Chinguacousy, now in the City of Brampton. The lands subject to this amendment are specifically indicated on Schedule 'A' to this amendment.

### **3.0 Effect of this Chapter and its Relationship to the Official Plan and Credit Valley Secondary Plan**

Lands subject to Chapter 45-6 outlined on Schedule 'A' shall be developed in accordance with the policies of Chapter 45 of Part II and with Schedule SP45(a), and also in accordance with all other relevant policies and schedules of the Brampton Official Plan.

### **4.0 Sub-Area 45-6 Block Plan Principles**

The Sub-Area 45-6 Block Plan is to be designed to promote integration and compatibility between designated land uses, provide appropriate transitions between land uses, and incorporate natural and cultural heritage features.

The community vision for the 45-6 Block Plan Area is innovative and representative of sustainable development which protects elements of the existing natural and cultural heritage landscape of the Credit River Valley, and recognizes the settlement patterns of this area over the last century.

Principles for the development of the 45-6 Block Plan Area include:

- Preserve and protect the Credit River and its environmental components;
- Maintain the rural character of Old Creditview and Churchville Road;
- Create a safe, attractive, upscale and pedestrian-oriented community, offering a range of housing options;
- Create a distinct and attractive built form which will reinforce a high standard of quality and a positive visual image; and,
- Incorporate the City's Flower City Strategy through provision of civic design elements within public areas and at strategic points in the community.

### **5.0 Block Plan Development Policies**

Block Plan Sub-Area 45-6 shall be developed in accordance with the following policies:

- 5.1 Schedule 'A' illustrates the attributes of Block Plan Area 45-6 that address and implement the land use designations and policies of the Credit Valley Secondary Plan. Minor adjustments and relocations of community features and infrastructure can be made without an Official Plan Amendment as long as the general intent and policy direction of the Credit Valley Secondary Plan are maintained.

- 5.2 The Historic Eldorado Mills Resource, Old Creditview Road, Bowstring Arch Bridge, Primary Valleyland and established tree vegetation contribute to the conservation of cultural heritage resources within the Credit Valley Secondary Plan Area.
- 5.3 Prior to draft plan approval of any condominium/subdivision in Block Plan Sub-Area 45-6, 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.
- 5.4 All development applications submitted within Block Plan Sub-Area 45-6 shall conform to the approved Growth Management Report, which shall establish the specific detailed approach for matching development with required internal and external infrastructure such as roads, parks and services.
- 5.5 Safe and enhanced pedestrian access and connectivity along the roads within Block Plan Sub-Area 45-6, including, boulevards, sidewalks, bike lanes, trails and pathways will be obtained through future development applications and road widening conveyances.
- 5.6 Low Impact Development (LID) shall be encouraged within Block Plan Sub-Area 45-6 to the greatest extent practicable and to the satisfaction of the City, in consultation with Credit Valley Conservation.
- 5.7 Block Plan Sub-Area 45-6 should generally be developed in accordance with superior upscale executive residential design standards involving overall subdivision design, architecture, built form, landscaping and fencing.
- 5.8 All development applications submitted within Block Plan Area 45-6 shall include the submission of various supporting studies to be determined by the City, which should include but not be limited to studies regarding the natural heritage system, traffic impact, urban design, staging and sequencing and low impact development.
- 5.9 Prior to draft plan approval of any subdivision in Block Plan Sub-Area 45-6, an owner shall sign the Credit Valley Master Cost Sharing Agreement (CSA) and the Cost Sharing Agreement for Block Plan Sub-Area 45-6, and provide the City with a written acknowledgement from the Trustees appointed pursuant to the agreements that the owner has signed the agreements and is in good standing.