



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

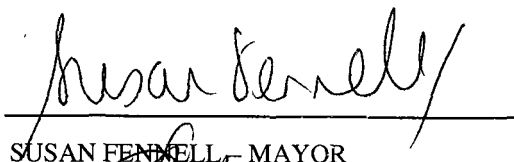
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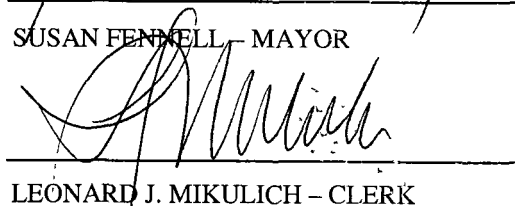
To adopt Amendment Number OP93- **154**
To the Official Plan of the City
of Brampton Planning Area

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, RSO 1990, c.P.13, hereby ENACTS as follows.

- Amendment Number OP93- **154** to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.

READ a FIRST, SECOND, and THIRD TIME and PASSED on OPEN COUNCIL, this **7th** day of **March**, 2001


SUSAN FENNEL - MAYOR


LEONARD J. MIKULICH - CLERK

Approved as to Content:



William H. Winterhalt
Director, Planning Policy and Research

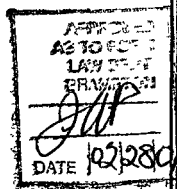


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AMENDMENT NUMBER OP93- 154

to the Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to refine the land use designations, for the lands shown outlined on Schedule E to this amendment, and to establish, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of Secondary Plan Area 49.

Development of the subject Secondary Plan Area will occur within an ecosystem context, with the West Humber River Subwatershed Study (Aquafor Beech Limited) forming the environmental basis of the Secondary Plan. The subject lands will be developed primarily for residential purposes, with designations intended to take advantage of the features and attributes of the West Branch of the West Humber River, Salt Creek and other natural features.

2.0 LOCATION

The lands subject to this amendment comprise an area of approximately 185 hectares (462 acres) in northeast Brampton, bounded by the significant valley west of Airport Road to the west, Countryside Drive to the south, Goreway Drive to the east and Mayfield Road (the Brampton Caledon municipal boundary) to the north. The lands are described as being Part of Lots 16 and 17, Concessions 6 EHS and 7 ND, in the geographic Townships of Chinguacousy and Toronto Gore, now in the City of Brampton.

The lands subject to this amendment are specifically indicated on the Schedules to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

1. The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:
 - (i) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the designations of “RESIDENTIAL”, “INDUSTRIAL” and “OPEN SPACE” to “RESIDENTIAL”, “INDUSTRIAL-SPECIAL STUDY AREA”, “SPECIAL STUDY AREA” and “OPEN SPACE” as shown on Schedule A to this amendment;
 - (ii) by adding to Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, “COLLECTOR” Roads (23 – 26 metres) in the locations shown on Schedule B to this amendment;

- (iii) by adding to or changing on Schedule 'E' OPEN SPACE thereto, the designations of "OPEN SPACE" to coincide with the "OPEN SPACE" designation as shown on Schedule C to this amendment;
- (iv) By identifying on Schedule 'G' SECONDARY PLAN AREAS thereto, the new area subject to Secondary Plan Area 49 and the remnant area retained as Secondary Plan Area 48, with their shared boundary being the valley just west of Airport Road, as shown on Schedule D to this amendment;
- (v) By adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.13 Special Study Areas" thereof, as subsections "4.13.2" and "4.13.3" the following text:

4.13.2 North Airport Road Industrial Special Study Area

The Industrial/Special Study Area designation centred on Airport Road extending southward from Mayfield Road defines an area that has been proposed for prestige industrial and commercial uses, but which needs further evaluation to ascertain whether the market can support this form of development in this location.

Policy 4.13.2.1 "The City shall conduct a study and analysis of the Mayfield Road/Airport Road Industrial/Special Study designation to determine if the demand for prestige industrial or additional commercial uses is strong enough to ensure that the area can developed in a manner that is complementary and supportive of the upscale executive housing objectives for the adjacent areas in this plan. If Industrial and Commercial designations are to be retained within this Special Study Area, the specific range of such uses and related restrictions will also be considered and prescribed through this special study process.

4.13.3 Mayfield Road/Goreway Drive Special Study Area

The land southwest of Goreway Drive and Mayfield Road extending southward and westward to the adjacent valleylands comprises a Special Study Area that needs further evaluation to determine an appropriate land use designation or mix of designations and associated access provisions in recognition of its isolated character relative to surrounding development lands.

Policy 4.13.3.1 The City shall conduct a study of the lands in the south-east corner of the Mayfield Road/Goreway Drive intersection, to determine if the demand for specific forms of residential, institutional or commercial uses, or combination thereof is strong enough to ensure that the area can develop in a manner that is

complementary and supportive of the upscale executive housing objectives for the adjacent areas in this plan. The specific range of such uses and related access and other restrictions to be provided for within this Special Study Area will be evaluated and determined through this special study process.”;

- (vi) by adding in Part II: SECONDARY PLANS thereof, under the sub-heading “Area 49 : Vales North” the following: “Part II, Chapter 49 of the 1993 Official Plan shall constitute the Vales North Secondary Plan”;
- (vii) by adding to Part II, SECONDARY PLANS thereof, as Schedule “SP49(a)”, of Chapter 49, Schedule E to this amendment;
- (viii) by adding to PART II, SECONDARY PLANS thereof, as Chapter 49, the following text:

"Chapter 49: THE VALES NORTH SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP49(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP49(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter will constitute the Vales North Secondary Plan.

2.0 LOCATION

The subject lands comprise an area of approximately 185 hectares (462 acres) in northeast Brampton, and are bounded by the significant valley west of Airport Road to the west, Countryside Drive to the south, Goreway Drive to the east and Mayfield Road (the Brampton Caledon municipal boundary) to the north, and are outlined on Schedule SP49(a). The lands are described as being Part of Lots 16 and 17, Concessions 6 EHS and 7 ND in the geographic Townships of Chinguacousy and Toronto Gore, now in the City of Brampton, as shown on Schedule SP49(a).

3.0 DEVELOPMENT PRINCIPLES

The Vales North Secondary Plan proposes residential land uses throughout most of the Secondary Plan Area, with an emphasis on upscale executive housing in the eastern and southeastern areas closest to Countryside Drive and Goreway Drive. Employment uses (prestige industrial and commercial) are being considered by means of a particular Special Study Area designation for lands located at the intersection of Airport Road and Mayfield Road and extending south along Airport Road. Two elementary schools, a neighbourhood park and woodlot are proposed to be located in the centre of the community and act as a focal point for the community. The upscale executive housing community envisioned through the designations and policies in the plan will be designed to take advantage of the natural features of the secondary plan area through thoughtful urban design. A “conventional” housing component will also allow for the development of units on smaller lots.

4.0 DEVELOPMENT POLICIES

The policies contained herein are specific to this Secondary Plan area. The City of Brampton Official Plan should be referenced for additional City-wide policies that apply to this Secondary Plan area.

4.1 Residential

- 4.1.1 The various residential designations shown on Schedule SP49 (a) are categories in which the predominant use of land is low density residential. Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan.

Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations, or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the

residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

- 4.1.2 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 or industrial uses.
- 4.1.3 Residential lots shall be oriented toward and have primary access to the local road system to the greatest extent practicable.

Upscale Executive Housing

- 4.1.4 The lands designated Executive Residential and Low Density 1 are intended to reflect the “core executive” and “transitional” areas intended by the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a community vision that includes the following principles:
- Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;
 - Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
 - Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks;
 - Establishment of a community focal point, through the location and design of a campus area containing a neighbourhood park, two schools and a woodlot;
 - Creation of a green corridor along the significant tributary in the east half of the plan area, as well as the preservation of segments of Salt Creek and the West Branch of the West Humber River which cross this Secondary Plan area; and
 - Provision of a variety of high-quality housing choices expressed through attention to detail in

the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

- 4.1.5 Refer to the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” for the extensive and detailed guidelines which expand on the above principles to ensure that the design attributes of each of the Vales North Upscale Executive Housing areas are thoroughly compatible with their Upscale Executive Housing role.
- 4.1.6 In accordance with Part I of the Official Plan, in the Vales North Secondary Plan Area, a minimum of 500 executive housing units having lot sizes exceeding 464.5 square metres (5,000 square feet), with a minimum lot frontage of 15 metres (50 feet) are to be provided within the residential lands.

Executive Residential

- 4.1.7 Lands within the Executive Residential designation shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area.
- 4.1.8 In areas designated Executive Residential (core executive) on Schedule SP49(a), the following policies will apply:
- Only single detached homes shall be permitted;
 - A maximum density of 14.8 units per net residential hectare (6 units per net acre);
 - A minimum lot width of 15 metres (50 feet);
 - A range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;
 - Anchor areas within the designation shall be provided with lot frontages of 20 metres (70 feet) and greater: and
 - The essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

Low Density 1 Residential

- 4.1.9 Lands within the Low Density 1 Residential designation on Schedule SP49(a) shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area and act as a transition between the “core executive residential” and “conventional” areas of the community.
- 4.1.10 In areas designated Low Density 1 Residential (transitional executive) on Schedule SP49(a), the following policies will apply:
- Only single detached homes shall be permitted; and
 - a maximum density of 19.8 units per net residential hectare (8 units per net residential acre), and a minimum lot width of 12.2 metres (40 feet);
- 4.1.11 Lots abutting or directly adjacent to the Executive Residential designations 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.

In the context of the above, “directly adjacent” refers to the lotting situations where the Low Density 1 Residential lots are separated from an Executive Residential designation by either a road, valley, or similar narrow separator and where there are no intervening lots, housing, or non-residential development.

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 sizes shall be permitted as long as the maximum density of 19.8 units per net hectare (8 units per net acre) is maintained.

Low Density 2 Residential

- 4.1.12 In areas designated Low Density 2 Residential on Schedule SP49(a) only single detached dwellings are permitted. The maximum density of the Low Density 2 Residential designation on Schedule SP49(a) shall not exceed 22.2 units per net hectare (9 units per net acre). Minimum lot frontage in the Low Density 2 designation shall be 10.4 metres (34 feet).

4.2 Employment

Commercial

- 4.2.1 Development within Commercial designations shall, to the extent practicable, 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.
- 4.2.2 The designated commercial sites in the Vales North Secondary Plan area shall be sized in conjunction with sites in adjacent areas to accommodate the demand forecasts set out in the Vales North Commercial Opportunity Study by Hemson Consulting Limited, or in any more recent comprehensive commercial studies prepared for and endorsed by the City of Brampton.
- 4.2.3 Development within Commercial designations shall respect the following principles:
- No outdoor storage of goods or materials shall be permitted;
 - Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
 - Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations.

Neighbourhood Retail

- 4.2.4 In accordance with the Local Retail hierarchy set out in Part 1 of the Official Plan, a Neighbourhood Retail use is designated for the north side of the westerly entrance road to the Secondary Plan area from Airport Road. Notwithstanding the general definition of Neighbourhood Retail in the Official Plan, the size of a supermarket on this site shall be limited to a maximum gross leasable area of 1,858 square metres (20,000 square feet).
- 4.2.5 The designated Neighbourhood Retail centre shall be planned, developed and managed as one integrated entity, regardless of whether such centre is in more than one ownership or is to be developed in phases. No portion of any site shall be developed until an integrated plan for the whole retail centre has been approved by the City.
- 4.2.6 Lands in the Neighbourhood Retail designation shall be developed in accordance with the following principles in order to contribute to an attractive development character:
- to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community Design concept ;
 - service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
 - Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
 - To ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed;

- Common access arrangements and linked parking areas may be required to serve multiple land uses; and
- High quality and compatible urban design of this site in relation to the overall upscale executive community design concept may be achieved as appropriate through Site Plan Control, Holding Zone provisions or related mechanisms.

Commercial/ Industrial Special Study Area

- 4.2.7 Special Study areas are designated on Schedule SP49(a) to encompass the potential commercial and industrial uses proposed at the intersection of Airport Road and Mayfield Road, and extending south on both sides of Airport Road.
- 4.2.8 Further analysis is necessary to determine if the demand for prestige industrial or additional commercial uses is strong enough to ensure that the area can develop in a manner that is complementary and supportive of the upscale executive housing objectives for the adjacent areas in this Plan. If Industrial and Commercial designations are to be retained within this Special Study Area, the specific range of such uses and related restrictions will also be considered and prescribed through this Special Study process.
- 4.2.9 Appropriate buffering from the commercial and industrial uses shall be provided on adjacent properties as determined through the development approval process and may include measures such as setbacks, berming, fencing, and landscape planting. In reviewing development proposals on adjacent properties in advance of the completion of the Special Study, consideration shall also be given to the potential for residential development within this Special Study Area and to the flexibility that needs to be incorporated in the adjacent plans to ensure compatibility with such potential additional residential uses in accordance with this Secondary Plan. ♦

4.3 Open Space

Valleylands

- 4.3.1 Lands designated Valleyland on Schedule SP49(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility, but these lands also contribute to the ecological integrity of the West Humber River watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for stormwater management purposes and complementary uses in accordance with the relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the TRCA.
- 4.3.2 The West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the Conservation Authority, will be implemented within the Secondary Plan area through the preparation of Environmental Implementation Reports (EIR's). These reports are to be submitted as part of the review of draft plans of subdivision, and shall be based upon the conclusions and recommendations of the above mentioned reports.
- 4.3.3 Lands designated Valleyland on Schedule SP49(a) identify natural corridors that are to be protected from development. Modifications and alterations will only be considered in the context of minimal impact on the ecological function of the valley and the impact on fish habitat.
- 4.3.4 Lands designated Valleyland on Schedule SP49(a) conceptually reflect the extent of the meander belt width of the valley corridor, as well as natural corridors, woodlands and wetland areas that provide a functional contribution.

Based on a site specific determination of the limits of development, areas determined as not located between the primary tops of bank and not required for appropriate setbacks to protect against erosion and safeguard valley corridor function will revert to the adjacent land use designation without an amendment to this Plan.

- 4.3.5 Building setbacks shall be imposed from the margin of valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.
- 4.3.6 Where developable tablelands beyond the stable top of bank are identified in the MESP/EIR or other studies as environmentally sensitive areas or as areas which must be preserved to maintain the valley corridor function, these areas will be considered to fall within the valley corridor, and shall be protected from development. If such areas are retained in public ownership, they may be considered within the net developable area calculation, subject to appropriate limitations if necessary to ensure the achievement of other broad objectives of this Plan respecting housing mix and density and high quality urban design.
- 4.3.7 In keeping with the objectives of this Secondary Plan, small parcels of land created through the location of valley edge roads, which may serve as vista blocks, shall not be calculated as parkland dedication under the Planning Act, if such parcels are not usable as active parkland.

Neighbourhood Park

- 4.3.8 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP49(a) in accordance with the Neighbourhood Park policies of the Official Plan.
- 4.3.9 The Neighbourhood Park designated on Schedule SP49(a) abuts elementary school sites of each School Board and it

is the intent of the City to co-operate with both School Boards to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

4.3.10 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space system such as valleylands.

4.3.11 In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots where practicable.

Parkette

4.3.12 Parkettes shall be identified in the Community Design Concept Plan and shall be addressed in greater detail in the Community Block Plan.

Woodlot

4.3.13 The land designated Woodlot on Schedule SP49(a) is a tableland woodlot identified for its practical and aesthetic value as a key urban design component to executive housing in the Vales North Secondary Plan area. Further study is necessary to determine how best to incorporate the woodlot into the future urban environment. Such further study regarding the preservation or treatment of the woodlot identified on Schedule SP49(a) shall be carried out in accordance with the West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the TRCA.

4.3.14 The woodlot will be gratuitously conveyed to the City by the landowners in recognition of the importance of retaining this feature as a key component of the central school/park/woodlot and as a primary feature contributing to the upscale executive housing character of the area.

Tree Preservation

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

Cemeteries

- 4.3.17 The regulations set out in the Cemeteries Act shall apply in circumstances where development may impact burial sites which are not registered cemeteries.
- 4.3.18 The regulations set out in the Cemeteries Act shall also apply to the cemetery located within the Special Study Area designation. The Cemetery is located on the west side of Airport Road south of Mayfield Road. Its location and designation shall be further refined in conjunction with Special Study Area designation and subsequent amendment to this area of the Plan.

4.4 Institutional

School Sites

- 4.4.1 The lands designated Elementary School on Schedule SP49(a) are intended to accommodate one elementary school site for each School Board in a campus type development that will also incorporate a Neighbourhood Park and a woodlot. The School Boards are strongly encouraged to develop a joint elementary school building as part of this campus development to maximize economies of scale and enhance the usability of the complex for other community functions. In accordance with the Community Services and Education Facilities policies and other relevant policies of the Official Plan, if

any part of the overall school site is not required by either the Peel District School Board or the Dufferin-Peel Catholic District School Board, it may (subject to the Official Plan Amendment process) be released and used for other purposes that are compatible with the campus concept and the upscale executive housing objectives of this plan.

4.4.2 Appropriate adjustments to the location of the school sites within the overall campus area will be permitted without an amendment to this plan at the draft plan of subdivision or zoning approval stage if required to improve its functionality or the effectiveness of the overall campus as a key component of the Vales North Community.

4.4.3 The shape, size and frontage of abutting and associated Open Space and Institutional (school site) designations shall be arranged to the satisfaction of the school boards and the City in relevant draft plans of subdivision to facilitate the development of school/ park campuses involving shared buildings or shared outdoor areas. Landowners may also be required to demonstrate at the draft plan of subdivision stage how school sites can be redeveloped for suitable alternate use should any particular school site or portion thereof be released or not required for school or park purposes.

4.4.4 Prior to approval of plans of subdivision, the City shall:

- require landowners within the Secondary Plan area to enter into agreements with each other for the purpose of providing for the equalization of all the costs associated with establishing the school sites designated on Schedule SP49(a), unless this purpose is satisfied by another effective mechanism; and
- require that arrangements satisfactory to both School Boards and the City have been made for the commitment of lands for educational facilities within the first phase of development in the Vales North Secondary Plan.

Special Study Area

- 4.4.5 A Special Study Area designation is shown on Schedule SP49(a) for the area of land at the southwest corner of Mayfield Road and Goreway Drive. The southerly and westerly limit of this study area is the limit of the adjacent valley corridor as determined through the EIR (Environmental Implementation Report) and detailed site investigations to the satisfaction of the City and the TRCA. Institutional uses and a broad range of alternative uses will be studied further and reviewed as part of the Special Study Area process. At the conclusion of that Special Study, more specific Secondary Plan designations for this area will be implemented by an amendment to the Official Plan.
- 4.4.6 A comprehensive plan for the development of this area shall be prepared to the satisfaction of the City prior to the area being zoned.
- 4.4.7 This area has been identified as a potential institutional use area based on the relatively small size of the parcel (approximately 15 acres) and its isolation from the remainder of the Secondary Plan area, which makes it relatively unsuitable for conventional low-density residential uses. The market for commercial uses is also considered to have limitations with respect to supporting commercial uses on these land in competition with lands in both Brampton and Caledon at the intersection of Airport and Mayfield Roads. Among the potential uses under consideration for this area are a seniors housing complex, place of worship sites, and/or specialized commercial uses.

5.0 TRANSPORTATION POLICIES

5.1 Roads

- 5.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with the designations and policies of the Official Plan and with the designated road classification on Schedule SP49(a). The new elements of the road system indicated on Schedule SP49(a) consist of the Collector and Minor Collector Roads comprising a central loop surrounding a

park/school campus and radial connections to the surrounding Arterial Road system. These new elements of the transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the West Humber River Subwatershed Study (Aquafor Beech Limited, 1997). Additional Minor Collector or Local Road links to serve the two designated Special Study Areas shall be considered in conjunction with those Special Studies and implemented as required by Official Plan Amendment.

- 5.1.2 The right-of-way requirement for Airport Road shall be 45 metres to accommodate a 6 lane arterial road with centre median, as determined by the Region of Peel.
- 5.1.3 The right-of-way requirement for Mayfield Road shall be 50 metres to accommodate a 6 lane arterial road with centre median, as determined by the Region of Peel.
- 5.1.4 The right-of-way requirement for Goreway Drive shall be 36 metres to accommodate a 4 lane arterial road north of Castlemore Road as determined by the City of Brampton.
- 5.1.5 The right-of-way requirement for Countryside Drive shall be 36 metres to accommodate a 4 lane arterial road as determined by the City of Brampton.
- 5.1.6 The right-of-way requirement for Collector and Minor Collector Roads designated on Schedule SP49(a) shall be 23.0 to 26.0 metres.
- 5.1.7 To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.
- 5.1.8 Other than those indicated on Schedule SP49(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.

- 5.1.9 The local road system will be subject to approval as part of the subdivision approval process, in accordance with the Development Principles set out in this Plan.

5.2 Public Transit

- 5.2.1 The major road system within and abutting this Secondary Plan and consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.
- 5.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 5.2.3 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

5.3 Pedestrian/Cyclist Links

- 5.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including tableland parks, school sites and valleylands.
- 5.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.

6.0 SERVICING AND DESIGN CONSIDERATIONS

6.1 Heritage Resource Preservation

- 6.1.1 Heritage resource management activities within the Vales North Secondary Plan Area shall be undertaken in accordance with the relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural or archaeological value, significance or interest.
- 6.1.2 Proponents of development are encouraged to retain and conserve buildings of architectural or historical merit on their original site, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- 6.1.3 Appendix C to this Plan identifies those heritage resources identified as “Recommended for Designation under the Ontario Heritage Act” by the Cultural Heritage Analysis Study completed by Archaeological Services Inc. for the Secondary Plan. These structures are considered to be of architectural and historic merit and recommended to be retained and conserved on their original sites.
- 6.1.4 Where a development proposal will impact a heritage resource identified on Appendix C, 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 resources, including alternative development in order to retain the structure on site.
- 6.1.5 Where development is undertaken within the Vales North Secondary Plan area through subdivision plan approval, site plan approval or other development approvals or agreements, appropriate archaeological resource assessments will be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Citizenship, Culture and Recreation.

6.2 Noise Attenuation

- 6.2.1 A satisfactory comprehensive road noise attenuation feasibility study or individual subdivision based noise attenuation feasibility studies in accordance with the relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications and prior to overall draft approval, so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.
- 6.2.2 Where development, for which noise control measures will be required, precedes the presence of the noise source, the City will nevertheless require, as a condition of development approval, that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

6.3 Potentially Contaminated Sites

- 6.3.1 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 such study shall be submitted along with any application for development. Development of any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

6.4 Storm Water Management

- 6.4.1 Storm Water Management Facilities are permitted in all land use designations on Schedule SP49(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City. However, notwithstanding this policy that Stormwater Management Facilities such as ponds, channels or valleylands 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 or the School Boards unless it can be demonstrated that the long term functionality of

the park and school is not impaired or the effective usable area of the sites is not reduced.

- 6.4.2 Storm water management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines, and the Open Space provisions of the City's Design Workbook For Brampton's Upscale Executive Special Policy Areas.
- 6.4.3 The final location of all storm water management facilities shall be subject to the approval of the City and the Conservation Authority.
- 6.4.4 Storm water management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within Vales North shall be determined by the Conservation Authority and the City in accordance with the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority.
- 6.4.5 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority, in conjunction with the related Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.

The Storm Water Management Plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts, minimize erosion and siltation in the West Humber River and associated tributaries during and after the construction period. The Storm Water Management Plan will be

consistent with and implement the recommendations of the final Vales North Secondary Plan Area Master Environmental Servicing Plan, as approved by the City and the Conservation Authority, subject to additional impact assessment, mitigation and downstream land owner authorization as related to proposed diversions, and shall identify a monitoring program.

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

6.4.6 The main watercourse and valleyland corridors of the West Branch of the West Humber River are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation, conveyance, and water quality. The functional importance of these features must be documented along with other environmental and water management issues by the Environmental Implementation Report.

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

6.5 Sanitary Sewage and Water Supply

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

6.5.2 The approval of the proposed interim servicing plan as proposed in the Sewer and Water Servicing Study (Candevcon Limited) shall be subject to the following condition:

- The landowners within the Secondary Plan area will be responsible for all costs associated with the pumping station and forcemain, including, but not limited to design, construction, inclusion of the

station in the SCADA System, maintenance and operation, decommissioning and connecting the pumping station to a gravity outlet when available.

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

6.5.4 The detailed design and installation of services within the Secondary Plan area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority.

6.5.5 In accordance with the policies of Part I of the Official Plan, the City and the Region may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the Region's ability to finance and construct new services.

6.6 Public Utilities and Facilities

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

6.7 Other Design Policies

6.7.1 All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote

proper design and the effective use of the built environment, as considered appropriate by the City.

- 6.7.2 Where Residential land use designations interface with Commercial or Industrial land use designations on Schedule SP49(a), the City will require buffering and mitigation measures to be implemented in accordance with the Environmental Management policies and other relevant policies, contained in Part I of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer and/ or other appropriate methods.

7.0 IMPLEMENTATION AND INTERPRETATION

7.1 Planning Process (Submission Requirements)

- 7.1.1 The requirements for the submission of applications for the development of the Vales North Secondary Plan Area are based on a new approach to ensure that civic design considerations are address in a comprehensive and up-front manner. The requirements of this process are outlined in the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas". All development applications within the Secondary Plan area will follow the proceedings and policies as outlined in the "Design Workbook", or such other guidelines/policies as may supplement or replace them.

Community Design Concept Plan

- 7.1.2 Two Community Design Concept Plans shall be prepared for the Vales North Secondary Plan area. The Plans shall be prepared based on the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and or such other guidelines/policies which may supplement or replace them.
- 7.1.3 One Plan shall be prepared for the predominantly residential area to the East of Airport Road, and another Plan shall be developed for the area identified on Scheduled SP 49(a) as Industrial/Special Study Area. There may be some overlap in these Plans, as both of them may address the non-residential uses on the east side of Airport Road.

7.1.4 A Community Design Concept Plan for the majority of the Vales North Secondary Plan Area is attached as Appendix 'A'. This Plan establishes a vision for the community, and includes a visual landscape and built form analysis. All development applications within the portion of the Vales North Secondary Plan Area described by this Plan shall be generally in conformity with this Community Design Concept Plan.

7.1.5 The Community Design Concept Plans shall be approved by Council and incorporated into the Secondary Plan as an appendix.

Community Block Plan

7.1.6 Prior to draft plan of subdivision or zoning approval a "Community Block Plan" shall be prepared which establishes a street hierarchy plan, a community open space plan, a built form plan, an enclaves plan and a construction sequencing plan to achieve the principles enunciated in this Secondary Plan.

The construction sequencing plan will ensure that a visible upscale executive image is established at the outset of construction and is maintained throughout the construction period to full buildout of the upscale executive housing areas.

7.1.7 The Community Block Plan represents a further refinement of the vision for the community as outlined in the Community Design Concept Plan. The Community Block Plan shall be in compliance with the Community Design Concept. The Plan shall be prepared based on the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and or such other guidelines/policies which may supplement or replace them.

7.1.8 The scale of the Community Block Plans required in the Vales North Secondary Plan area shall be determined by the City of Brampton. Generally, the Community Block Plans should reflect the boundaries of the Community Design Concept Plans.

- 7.1.9 Because of the need for two Community Design Concept Plans in the Vales North Secondary Plan area, the Community Block Plans shall coordinate development between those lands designated Commercial and Industrial on the east side of Airport Road and the predominantly residential lands east of Airport Road.
- 7.1.10 The Block Plan for the lands to east of Airport Road shall also coordinate development between the “upscale executive” and “conventional” portions of the community.
- 7.1.11 Community Block Plans may be submitted concurrently with Community Design Concept Plans.
- 7.1.12 Community Block Plans shall be approved by Council and incorporated into an appendix to the Secondary Plan along with the Community Design Concept Plans.

Detailed Community Design Guidelines

- 7.1.13 The Detailed Community Design Guidelines represent the final level of analysis required prior to draft plan of subdivision approval. They represent a further refinement of the vision for the community as outlined in the Community Design Concept Plan and the Community Block Plan.
- 7.1.14 The Detailed Community Design Guidelines shall be in compliance with the Community Design Concept and 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 which may supplement or replace them. These submissions documents shall be prepared by a ‘qualified architectural and landscape consultant’.
- 7.1.15 The scale of the Detailed Community Design Guidelines required in the Vales North Secondary Plan area shall be determined by the City of Brampton. Generally, the Detailed Community Design Guidelines shall reflect the boundaries of the Community Block Plans.

7.1.16 Detailed Community Design Guidelines may be submitted concurrently along with Community Block Plans and Community Design Concept Plans.

7.1.17 Detailed Community Design Guidelines shall be prepared to the satisfaction of the City of Brampton.

7.2 Implementation Measures

Development Phasing

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

7.2.2 The intent of the City and the Region is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with the policies of Part I of the Official Plan, the City may refuse approvals, or the Region may deem approvals premature, for any development for which adequate sewer and water services, storm water management facilities, schools, roads or any other essential service are not available or committed.

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

Small Holdings

7.2.4 Landowners of small holdings of less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of

comprehensive planning and expediting their development proposals.

- 7.2.5 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 SP49(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.
- 7.2.6 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter.

Cost Sharing

- 7.2.7 The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners as appropriate to implement development of the Secondary Plan area and equalize the cost of development for common studies, infrastructure, facilities and works, including the establishment of school sites and retention of the designated woodlot. However, the City will not be a party to this agreement nor be involved in its negotiation or administration.
- 7.2.8 The City shall require that such a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Plan is executed and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreement deals with all pertinent matters equitably and can reasonably be imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions on subdivision or development approval.
- 7.2.9 The Woodlot designated on Schedule SP49(a) shall be gratuitously conveyed to the City at the collective expense of the Vales North Secondary Plan developers, in addition to the City's full parkland dedication requirements under the Planning Act.

Environmental Assessment Act

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

Interpretation

- 7.2.11 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP49(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Vales North Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:

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

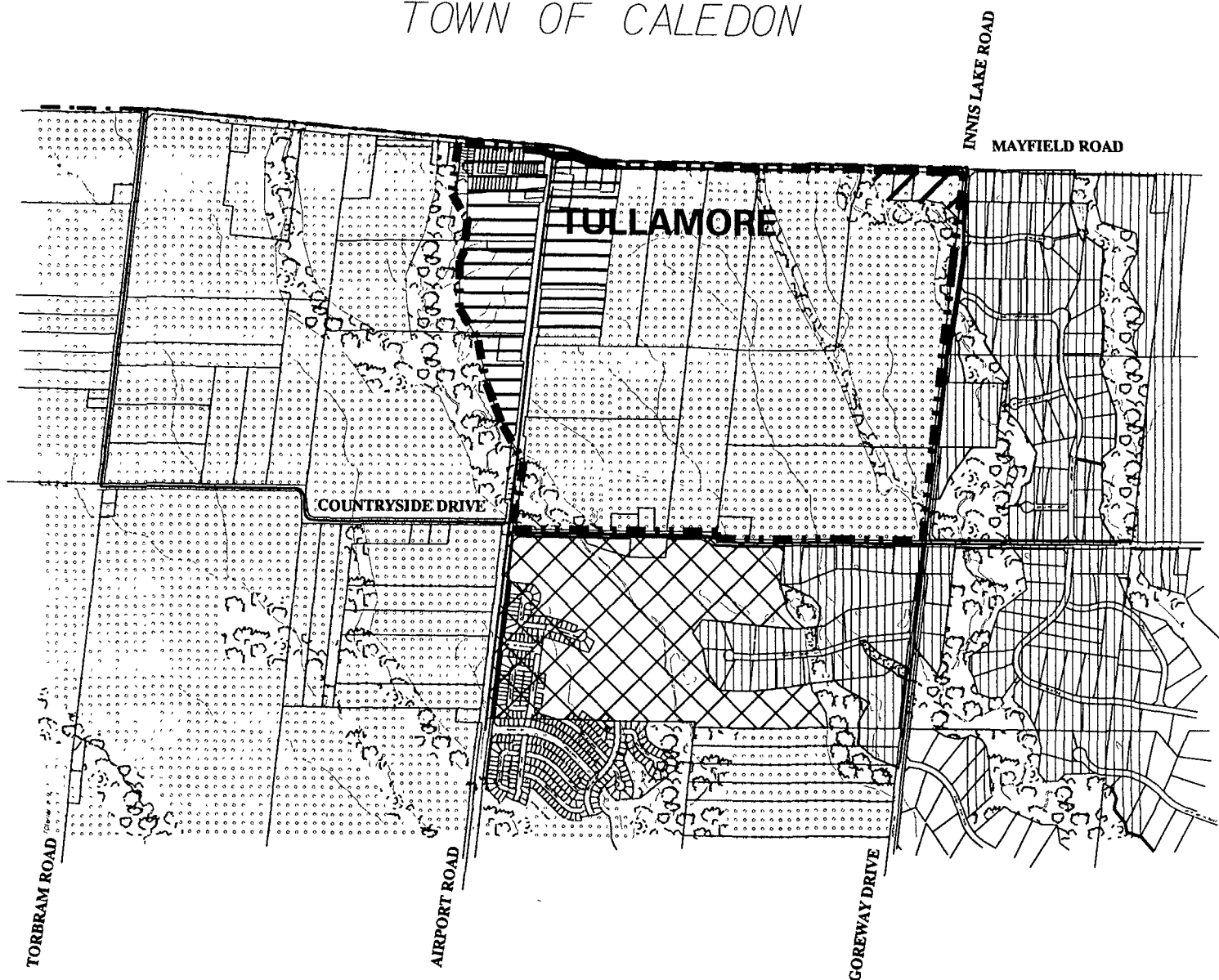
- 7.2.12 The provisions of Part I of the Official Plan shall also apply to the implementation and interpretation of this chapter.

Approved as to Content:



William H. Winterhalt
Director, Planning Policy and Research

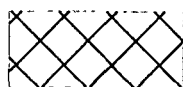
TOWN OF CALEDON



LEGEND



RESIDENTIAL



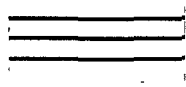
PRIVATE COMMERCIAL RECREATION



SPECIAL STUDY
AREA



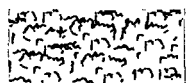
ESTATE RESIDENTIAL



INDUSTRIAL /
SPECIAL STUDY AREA



AREA SUBJECT TO THIS AMENDMENT



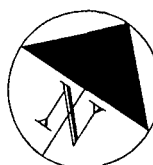
OPEN SPACE

GENERAL LAND USE DESIGNATIONS
SCHEDULE 'A'



OFFICIAL PLAN AMENDMENT 93 - 154

Schedule A



CITY OF BRAMPTON
Planning and Building

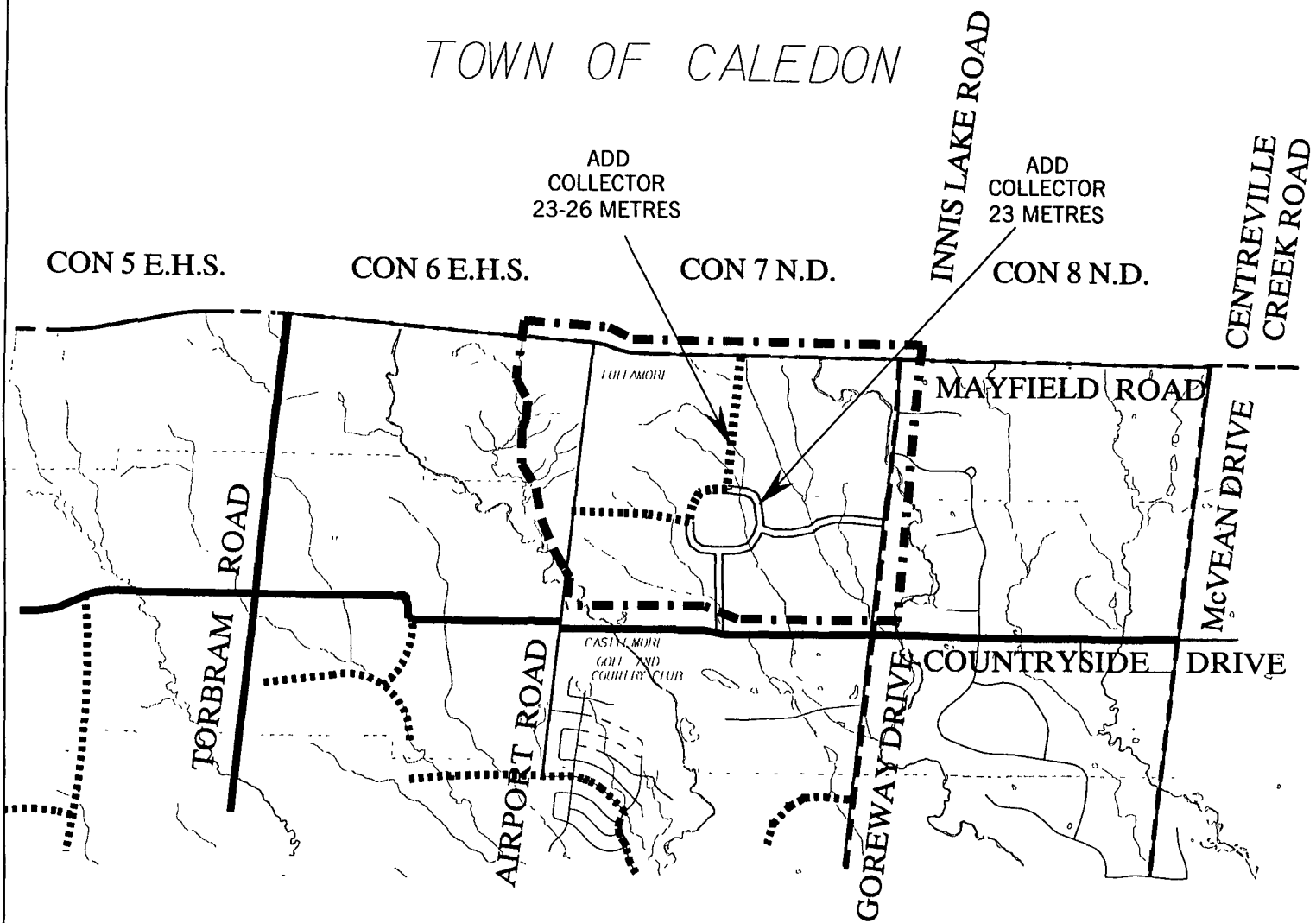
Date: 00 / 10 / 02

Drawn by: JK


File no. opa_a93.dgn

Map no.

TOWN OF CALEDON















LEGEND

 Area Subject to This Amendment

MAJOR ROAD NETWORK
RIGHT-OF-WAY WIDTHS
SCHEDULE 'B'

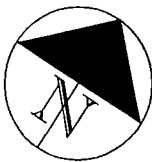
LEGEND

-  FREEWAY
-  HIGHWAY
- MAJOR ARTERIAL
 -  50 Metres (165 Feet)
 -  40 - 45 Metres (130 / 150 Feet)
 -  36 Metres (120 Feet)
- MINOR ARTERIAL
 -  36 Metres (120 Feet)
 -  30 Metres (100 Feet)
 -  26 Metres (86 Feet)
- COLLECTOR
 -  30 Metres (100 Feet)
 -  23 - 26 Metres (76 - 86 Feet)
 -  23 Metres (75 Feet)
 -  Alternative Alignment



OFFICIAL PLAN AMENDMENT 93 - 154

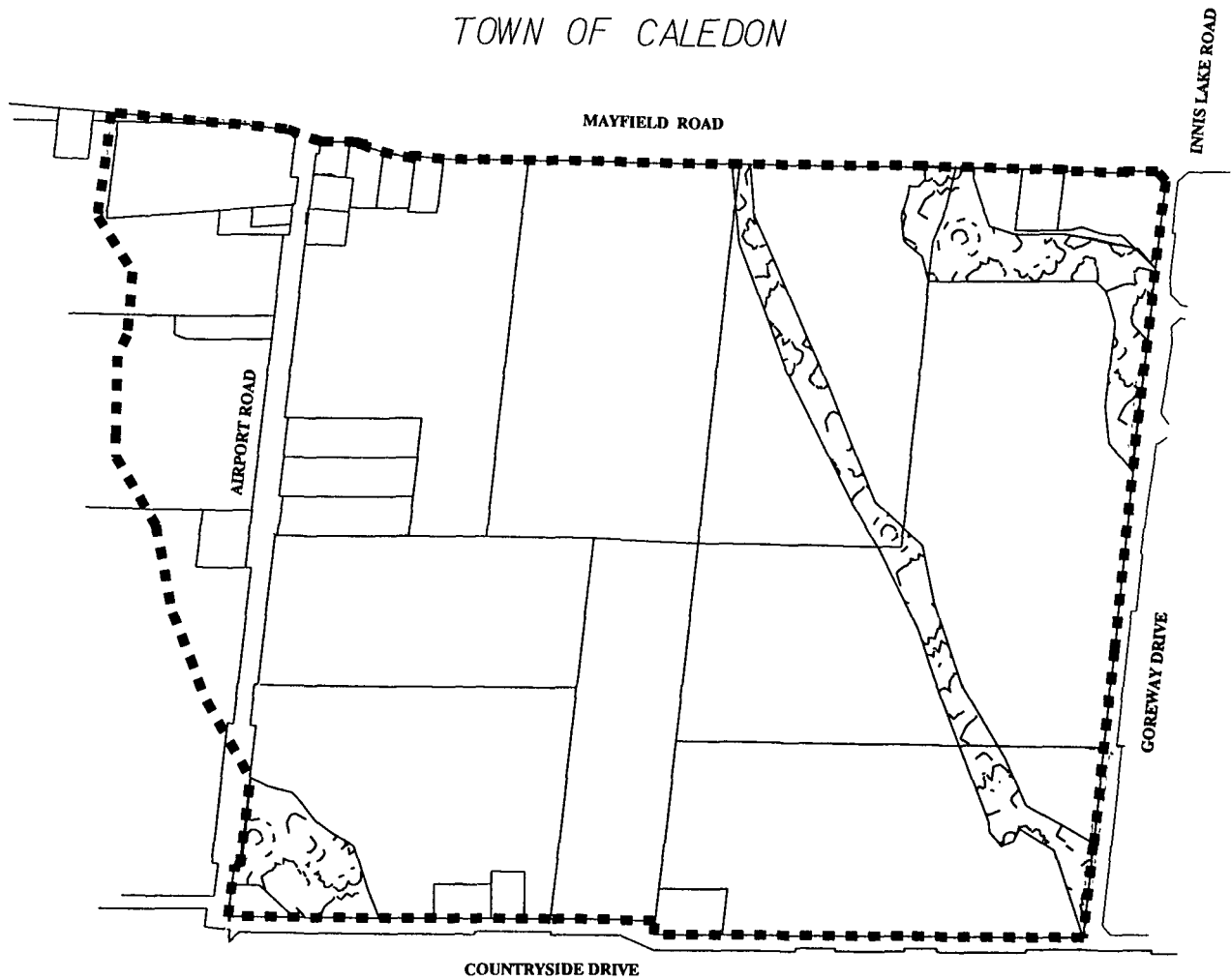
Schedule B



CITY OF BRAMPTON
Planning and Building

Date-00/10/19
File no. roads dgn
Drawn by: JK
Map no.

TOWN OF CALEDON



..... Area Subject to This Amendment

LEGEND:

 Open Space

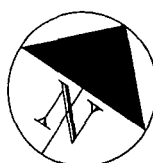
OPEN SPACE

SCHEDULE 'C'



OFFICIAL PLAM AMENDMENT 93 - 154

Schedule C



CITY OF BRAMPTON

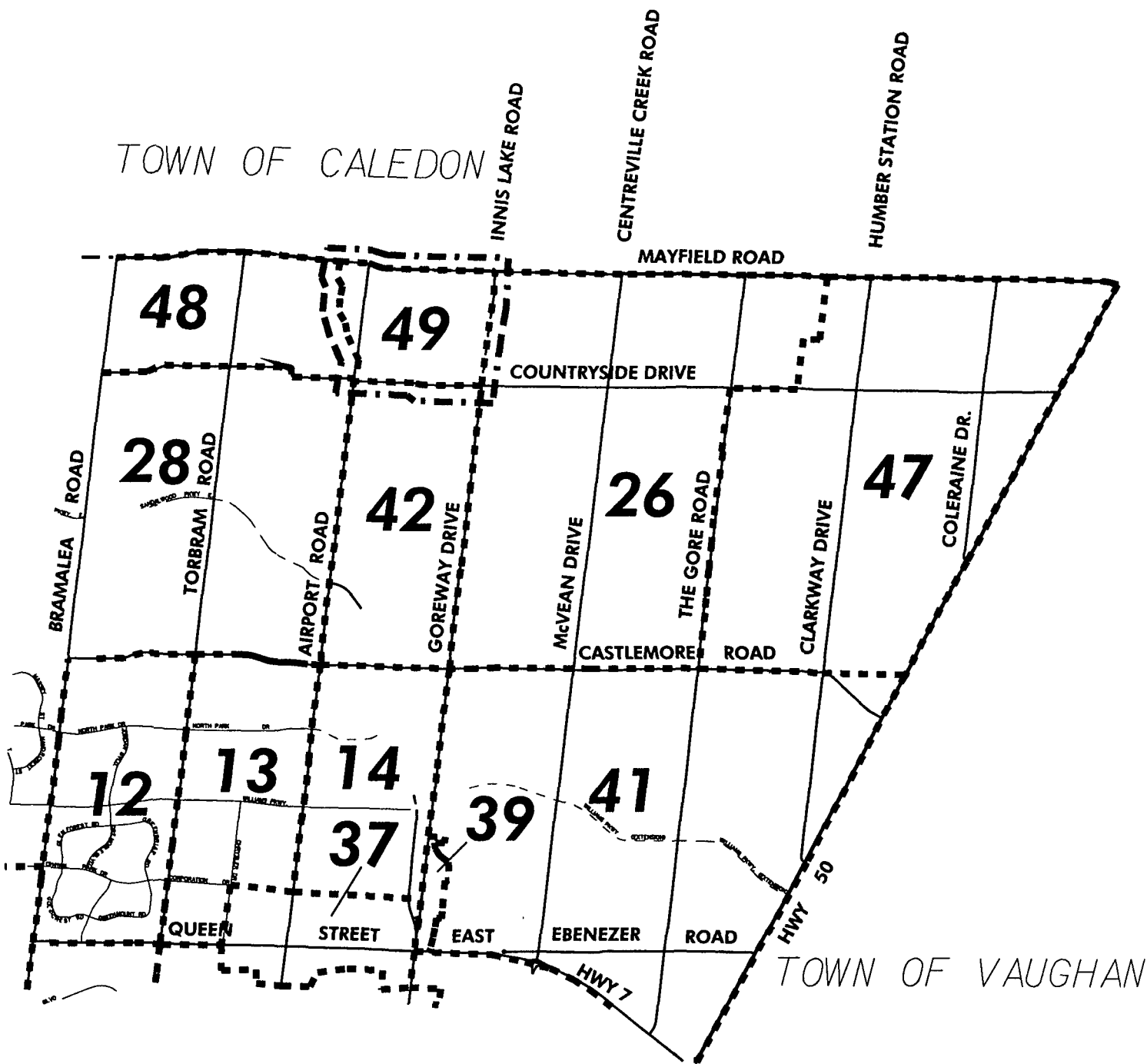
Planning and Building

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Map no.



----- Area Subject to This Amendment

LEGEND

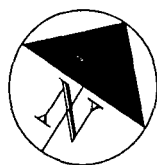
----- AREA BOUNDARIES

SECONDARY PLAN
AREAS
SCHEDULE 'G'



OFFICIAL PLAN AMENDMENT 93 - 154

Schedule D



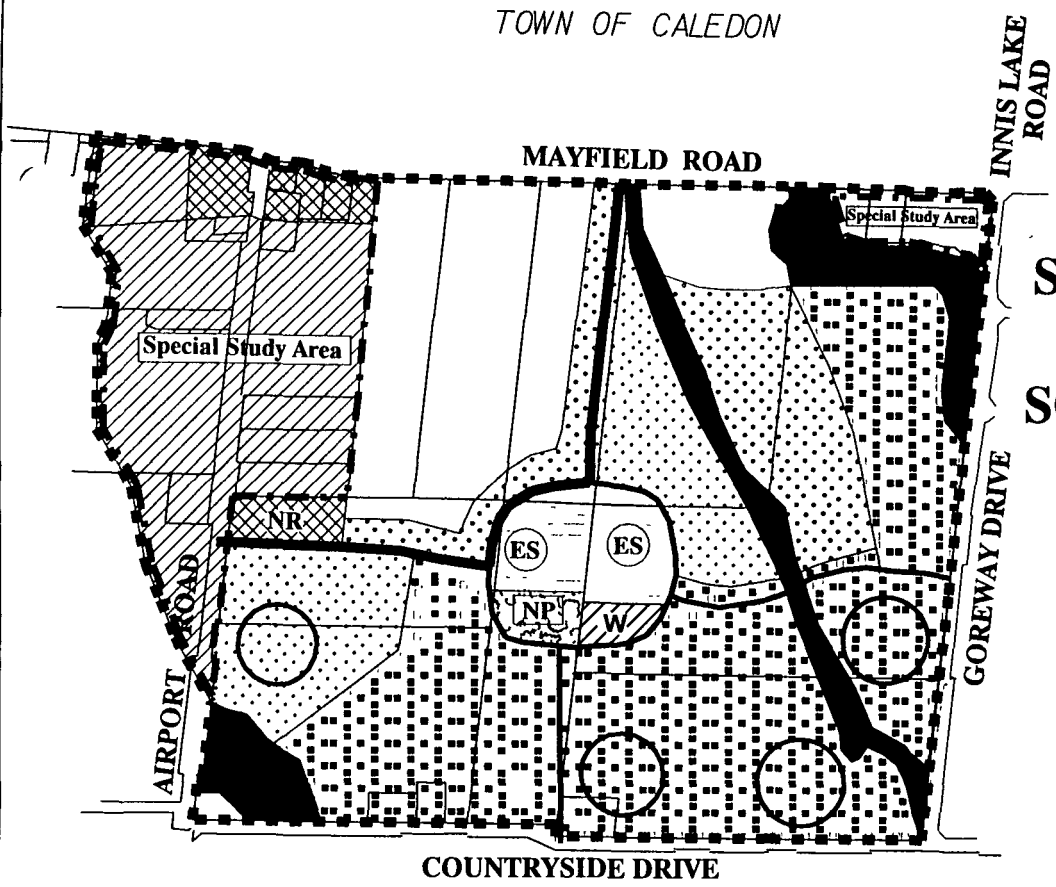
CITY OF BRAMPTON
Planning and Building

Date: 00 / 10 / 02

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File no. opa_d93.dgn

Map no.

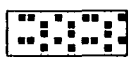
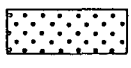
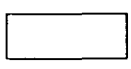


**VALES NORTH
SECONDARY PLAN**

SCHEDULE SP 49(a)

LEGEND :

RESIDENTIAL

-  Executive Residential
-  Low Density 1
-  Low Density 2

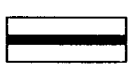
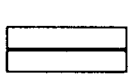
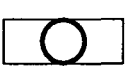

INDUSTRIAL

-  Industrial Special Study Area

INSTITUTIONAL

-  Elementary School

TRANSPORTATION




-  Collector Road
-  Minor Collector Road
-  Storm Water Management Facility
-  Area Subject to This Amendment

COMMERCIAL

-  Commercial Special Study Area
-  Special Study Area

-  Neighbourhood Retail

OPEN SPACE

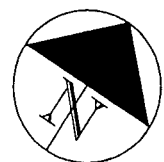
-  Valleyland
-  Woodlot
-  Neighbourhood Park

THE BOUNDARIES AND ALIGNMENTS OF DESIGNATIONS ON THIS SCHEDULE
ARE APPROXIMATE AND ARE NOT INTENDED TO BE SCALED



OFFICIAL PLAN AMENDMENT 93 - 154

SCHEDULE E



CITY OF BRAMPTON
Planning and Building

Date. 01 / 02 / 21 Drawn by. JK
File no. opa_e.dgn Map no.

IN THE MATTER OF the *Planning Act*, R.S.O. 1990,
as amended, section 17;

AND IN THE MATTER OF the City of Brampton By-law 64-
2001 being a by-law to adopt Official Plan Amendment No.
OP93-154 pursuant to an application by City of Brampton
(File: P26S 49)

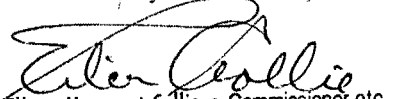
DECLARATION

I, LEONARD JOSEPH MIKULICH of the City of Brampton, in the Region of Peel, DO SOLEMNLY
DECLARE THAT:

1. I am the Clerk of The Corporation of the City of Brampton and as such have knowledge of the matters herein declared.
2. By-law 64-2001 was passed by the Council of the Corporation of the City of Brampton at its meeting held on the 7th day of March, 2001.
3. Written notice of By-law 64-2001 as required by section 17(23) of the *Planning Act* was given on the 16th day of March, 2001, in the manner and in the form and to the persons and agencies prescribed by the *Planning Act*, R.S.O. 1990 as amended.
4. One notice of appeal was filed with me within 20 days from the date of written notice of the adoption of the amendment and the matter was referred to the Ontario Municipal Board.
5. The Ontario Municipal Board was advised of the appeal and its withdrawal and, pursuant to section 17(30) of the *Planning Act*, has now closed its files in this matter and the decision of Council is final and binding.
6. That in all other respects this Official Plan Amendment has been processed in accordance with all of the *Planning Act* requirements including regulations for notice.
7. That OP93-154 is deemed to have come into effect on the 4th day of July, 2001, in accordance with Section 17(30) of the *Planning Act*, R.S.O. 1990, as amended.

And I make this solemn declaration conscientiously believing it to be true and knowing that it is of the same force and effect as if made under oath.

DECLARED before me at the)
City of Brampton in the)
Regional Municipality of Peel)
this 17th day of December, 2001)


Eileen Margaret Collie, a Commissioner etc..
Regional Municipality of Peel for
The Corporation of The City of Brampton.
Expires March 23, 2002.

