



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 255-93

To adopt Amendment Number 238
to the 1984 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, R.S.O. 1990, c.P.13, hereby
ENACTS as follows:

1. Amendment Number 238 to the 1984 Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 238 to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL,

this 8th day of November, 1993.

APPROVED	AS TO FORM
LAW DEPT	BRAMPTON
DATE	MM/YY

A handwritten signature of Peter Robertson.

PETER ROBERTSON - MAYOR

A handwritten signature of Leonard J. Mikulich, enclosed in an oval frame.

LEONARD J. MIKULICH - CITY CLERK

NG/oparetire.wp

8/93

**AMENDMENT NUMBER 238
TO THE 1984 OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA**

1.0 PURPOSE

The lands shown outlined on Schedule "A" to this amendment are designated for:

- *"Residential" purposes in the Brampton Official Plan; and,*
- *more specifically, "Low and Medium Density Residential" purposes within the applicable Secondary Plan (Official Plan Amendment Number 149, Secondary Plan Area Number 28).*

It is intended that the subject lands be developed for urban residential purposes in accordance with the policies of the above noted Secondary Plan, including the following community based activities, and supporting infrastructure, namely:

- *two Institutional/Church Sites;*
- *two Neighbourhood Parks;*
- *four Parkettes;*
- *a Public Elementary School site;*
- *a Separate Elementary School site;*
- *alignments for a collector road system to provide for safe and efficient automobile and transit circulation;*
- *a major engineered drainage facility; and,*
- *a major east-west pedestrian/bicycle link through the aforementioned neighbourhood parks and adjacent school sites, to connect with the Heart Lake Conservation Area on the west side of the proposed Highway Number 410 alignment.*

Notwithstanding the established planning intent to develop the subject lands for urban residential purposes, and the related land uses and infrastructure elements as described above, it is the purpose of this amendment to:

- *establish a "Special Policy Area" designation applying to the subject lands to enable an alternative residential development concept (an "active adult lifestyle community") to meet the housing and recreational/amenity demands of a mature population (i.e. retirement); and,*
- *establish appropriate planning policies for the alternative development concept permitted within this "Special Policy Area".*

The alternative development concept consists of the following elements:

- *a unique type of residential community, which through specific urban design, architectural, and on-site amenity characteristics, is intended to meet the housing demands of a segment of the population having both a mature age profile and small household composition;*
- *a range of generally small scale dwelling units, consisting of predominantly detached and semi-detached bungalow dwelling types, with some townhouse and small walk-up apartment dwelling types;*
- *private passive and active amenity and recreational nodes (including a nine hole golf course) which are linked through a series of pedestrian connections to a central recreational complex; and,*

- a community which may be developed in context of a condominium form of tenure, including the attendant privatization of internal roads, which are anticipated to appeal directly to the life style needs of the target population.

It is also the intent of this amendment to:

- enable the development approvals for the alternative development concept as described above to proceed by way of site plan approval, amendment(s) to the zoning by-law, and condominium plan(s); and,
- preserve the integrity of the existing land use designations and policies of the Secondary Plan applying to the subject lands for "Low and Medium Density Residential" purposes, related land uses, community based activities, and supporting infrastructure, should the alternative development concept not proceed.

2.0 LOCATION

The lands subject to this amendment comprise an area of approximately 129 hectares (318 acres), and are bounded by Countryside Drive to the north, Dixie Road to the east, the future Highway Number 410 to the west, and the future Sandalwood Parkway to the south. The lands are described as Part of Lots 13, 14, and 15, Concession 3, East of Hurontario Street, in the geographic Township of Chinquacousy.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

3.1 Amendment Number 238 :

The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) *by adding, to the list of amendments pertaining to Secondary Plan Area Number 28 set out in the first paragraph of 7.2.7.28, Amendment Number 238*
- (2) *by adding to the legend of Schedule "SP28 (A)", of Chapter 28, of Part IV, the designation of "Special Policy Area Number One", as shown on Schedule A to this amendment;*
- (3) *by adding to Schedule "SP28 (A)", of Chapter 28, of Part IV, the boundary of "Special Policy Area Number One", as shown on Schedule A to this amendment;*
- (4) *by adding to Chapter 28, of Part IV, Schedule "SP28 (C) - Special Policy Area Number One- Phasing of Development", as shown on Schedule B to this amendment;*
- (5) *by modifying on Schedule "SP28 (A)", of Chapter 28, of Part IV the Phase I/ Phase II Boundary, as shown on Schedule A to this amendment, to include Phase 1A only as shown on Schedule B to this amendment;*
- (6) *by adding to Chapter 28, of Part IV, "Appendix E- Development Concept Plan for Special Policy Area Number One", as shown on Schedule C to this amendment; and*
- (7) *by adding to Chapter 28, of Part IV, after policy 5.5, the following as policy 5.6 - "Special Policy Areas".*

"5.6 **Special Policy Areas:**

5.6.1 **Special Policy Area Number One:**

Special Policy Area Number One is shown outlined on Schedule SP28 (A) to include those lands located north of the future alignment of Sandalwood Parkway east of the future Highway Number 410 alignment, south of Countryside Drive and west of Dixie Road. These lands comprise approximately 129 hectares (318 acres) in Part of Lots 13, 14, and 15, Concession 3, E.H.S.

5.6.1.1 *Schedule SP28 (A) designates "Special Policy Area Number One" for "Low and Medium Residential" purposes, as well as for related land uses, community based activities, and supporting infrastructure comprised of the following components:*

- *two Institutional/Church sites;*
- *two Neighbourhood Parks;*
- *four Parkettes;*
- *a Public Elementary School site;*
- *a Separate Elementary School site;*
- *alignments for a collector road system to provide for the safe and efficient automobile and transit circulation;*
- *a major engineered drainage facility; and,*
- *a major east-west pedestrian/bicycle link through the aforementioned neighbourhood parks and adjacent school sites, to connect with the Heart Lake Conservation Area on the west side of the proposed Highway Number 410 alignment.*

It is the intent of Council to facilitate the development of "Special Policy Area Number One" in accordance with the land use designations now set out on Schedule SP28 (A), and the policies contained in Chapter 28, Part IV of this Plan. However, recent planning studies have found that there is development potential for the lands within "Special Policy Area Number One" for an alternative residential development concept oriented to a mature age profile and small household composition.

The alternative residential development concept will generally be developed in accordance with the development concept plan which forms Appendix E to this Plan. The development concept plan is not intended to be rigidly adhered to, but instead, provides design guidelines, a unified community theme, and the basis for further refinement of the development concept by way of site plan approval, amendment (s) to the Zoning By-law, and condominium plan (s).

The physical characteristics of this alternative residential development concept consists of the following:

- (i) *a range of generally small scale dwelling units, consisting of predominantly detached and semi-detached bungalow types, with some townhouse and walk-up apartment dwelling types;*
- (ii) *private recreational, open space, and amenity areas;*
- (iii) *only in conjunction with the "Low and Medium Density Residential" purposes, ancillary retail, commercial, and office purposes;*

- (iv) *a golf course to be integrated with the "Major Drainage Facility" shown on Schedule SP28 (A);*
- (v) *a network of private roads;*
- (vi) *a pedestrian/bicycle link through a portion of the subject lands which shall provide public access to the Heart Lake Conservation Area west of the future Highway Number 410 alignment;*
- (vii) *phasing of the development as identified on Schedule SP 28(C); and,*
- (viii) *the lands identified as sub-areas 3A and 3B on Schedule SP28 (C), may be developed for the purposes and associated community facilities currently permitted under the "Low and Medium Density Residential Purposes" designation, including either a public or private elementary school, and a church.*

5.6.1.2 *The development of the alternative residential development concept described in section 5.6.1.1 and Appendix E, shall be subject to the following development principles which include:*

- (i) *"Residential Land Use" (reference section 5.6.2);*
- (ii) *"Commercial Land Use" (reference section 5.6.3);*
- (iii) *"Institutional Land Use" (reference section 5.6.4);*
- (iv) *"Public Open Space" (reference section 5.6.5);*
- (v) *"Urban Design Guidelines" (reference section 5.6.6);*
- (vi) *the "Transportation Network" (reference section 5.6.7);*
- (vii) *"Phasing of Development" (reference section 5.6.8);*
- (viii) *"Major Drainage Facility" (reference section 5.6.9);*
- (ix) *"Interpretation" (reference section 5.6.10)"*

5.6.2 RESIDENTIAL LAND USE

5.6.2.1 *The lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), may be developed for the alternative residential development concept described in section 5.6.1.1 comprising a range of low and medium density dwelling types, including semi-detached and street townhouse dwellings, subject to policy sections 5.1.1 and 5.1.8 of this Chapter;*

5.6.2.2 *With respect to the Low and Medium Density Residential dwelling unit types permitted within "Special Policy Area Number One", the following development criteria shall apply:*

- (i) *For Low Density Dwelling Unit Types:*
 - (a) *maximum number of bedrooms = two;*
 - (b) *a building height of one and one half storey;*
 - (c) *maximum floor area per dwelling unit= 186 square metres;*

(ii) For Medium Density Dwelling Unit Types:

- (a) *maximum building height = 3 storeys;*
- (b) *maximum number of bedrooms = two;*
- (c) *maximum floor area per dwelling unit= 140 square metres;*

5.6.2.3 *The lands identified as "Special Policy Area Number One" on Schedule SP28 (A), shall have a gross residential density range of 12 to 20 units per hectare, and a maximum of 1,800 dwelling units.*

5.6.2.4 *The lands identified as Phase 1A on Schedule SP28 (C) shall have a gross residential density range of 12 to 18 units per hectare, and contain a range of 225 to 300 dwelling units.*

5.6.2.5 *Notwithstanding section 5.1.14 of the Plan, the lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), shall contain a supply of affordable housing in accordance with the Provincial Policy Statement on Housing, to the satisfaction of the Commissioner of the Planning and Development Department.*

5.6.3 COMMERCIAL LAND USE

5.6.3.1 *It is intended that the residential population generated by the alternative residential development concept within "Special Policy Area Number One" will be served by the planned hierarchy of Commercial Land Use set out in section 5.3 of this Chapter. However, it is intended that small scale retail and service commercial uses may be developed within "Special Policy Area Number One" in accordance with the following policies:*

- (i) *the permitted retail and service commercial uses shall be designed to serve the needs of the resident population within "Special Policy Area Number One"; and,*
- (ii) *the maximum floor area of all the permitted retail and service commercial uses within "Special Policy Area Number One" shall not exceed 929 square metres.*

5.6.4 INSTITUTIONAL LAND USE

Schools

5.6.4.1 *The lands designated "Public Elementary School" and "Separate Elementary School", contained within "Special Policy Area Number One" on Schedule SP28 (A), may be used for the alternative residential development concept described in section 5.6.1.1; or, these designations and associated facilities may:*

- *be re-located to the lands identified as sub-areas 3A and 3B of Schedule SP28 (C), subject to the approval of the applicable School Board; or,*
- *be re-located to other areas within Secondary Plan Area 28, to the satisfaction of the City, and the applicable School Board.*

5.6.4.2 *If "Special Policy Area Number One" on Schedule SP 28 (A) does not develop for the alternative residential development concept described in section 5.6.1.1, and/or, does not develop beyond the northerly boundary of sub-area 1B and 2B on Schedule SP28 (C), then the provisions of section 5.4.3 to 5.4.9 inclusive shall apply.*

5.6.4.3 *The relocation of the above referenced school facilities arising from the*

- 5.6.4.3 *The relocation of the above referenced school facilities arising from the implementation of the alternative residential development concept may be permitted without the necessity of an Official Plan Amendment, provided approval has been obtained from the City of Brampton, the Peel Board of Education, and the Dufferin-Peel Roman Catholic Separate School Board.*

Churches

- 5.6.4.4 *The lands designated "Institutional (Church)", contained within "Special Policy Area Number One" on Schedule SP28 (A), may be varied with respect to size and location provided that the alternative locations are deemed to be acceptable relative to the criteria of policy 5.4.13, and that the requirements of policy 5.4.10 to 5.4.15 continue to apply.*

PUBLIC OPEN SPACE

- 5.6.5.1 *Schedule SP28 (A) designates a continuous pedestrian/bicycle link through the subject lands to the Heart Lake Conservation Area. It is the intent of City Council to protect the integrity of this link as now designated on Schedule SP28 (A). However, if the alternative residential development concept as described by section 5.6.1.1 proceeds beyond the northerly boundary of sub-areas 1B and 2B as identified on Schedule SP28 (C), then it may be necessary to relocate the pedestrian/bicycle link to follow an alignment along the "Major Drainage Facility" abutting Dixie Road, along Countryside Drive, and incorporated into the future design of the cloverleaf overpass at the Highway Number 410. Such a relocation of the pedestrian/bicycle link may occur without the necessity of an amendment to this plan, subject to the approval of the City of Brampton, the Metropolitan and Toronto Region Conservation Authority, and the Ministry of Transportation.*

- 5.6.5.2 *If "Special Policy Area Number One" as shown on Schedule SP 28 (A) does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or does not develop beyond the northerly boundaries of sub-areas 1B and 2B as identified on Schedule SP 28 (C), then the provisions of section 5.2 of this Plan shall apply respecting the amount, type and allocation of public open space to be provided on the remaining developable lands.*

URBAN DESIGN

- 5.6.6.1 *Comprehensive Design and Architectural Guidelines shall be prepared and approved to the satisfaction of the City respecting the urban residential uses described in section 5.6.1, prior to the enactment of the Zoning By-law (s) implementing the alternative residential development concept. These approved Design and Architectural Guidelines will recognize the unique form and type of urban residential development permitted within "Special Policy Area Number One", while maintaining similar standards of architectural and landscape treatment as are specified in currently approved guidelines for the Plan.*

TRANSPORTATION

- 5.6.7.1 *Schedule SP 28 (A), Schedule G, and Schedule H of this Plan outline the alignments, right-of-way widths and relationships to abutting land uses of the various roads contained within the Plan area. Any modifications to these designations and associated policies as they relate to the lands designated "Special Policy Area Number One" shall be subject to the following policies.*

- 5.6.7.2 *The alternative residential development concept as described in section 5.6.1.1, may entail the approval of residential plan (s) of condominium which would permit development on the basis of a private road network.*

This private road system would not necessitate developing the collector road system as now designated within "Special Policy Area Number One" on Schedule SP28 (A). In this regard, the development of a network of private roads within the area identified as "Special Policy Area Number One" on Schedule SP28 (A), including modifications to the existing designated collector road network, specific alignments, geometrics, right-of-way widths, and integration with a public road network on adjacent lands, shall be to the satisfaction of the City and the Region of Peel. Furthermore, prior to the enactment of a zoning by-law, or the granting of site plan approval for the alternative residential development concept described in section 5.6, the applicant shall enter into an agreement to the satisfaction of the City, which enables the City to assume the private roads as public right-of-ways should the alternative residential development concept not proceed, or proceed in part.

- 5.6.7.3 *Emergency access shall be provided to serve development within "Special Policy Area Number One" to the satisfaction of the City of Brampton and the Region of Peel.*
- 5.6.7.4 *A transit system serving the subject lands shall be developed in conjunction with the City's public transit system. This system will have regard to the provisions of section 6.3 of this Plan.*
-) 5.6.7.5 *Adjustments to the Highway Number 410 alignment as shown on Schedule SP28(A) may arise as a result of the selection of the exact alignment of Highway Number 410 by the Ministry of Transportation or an Environmental Hearing Board. Therefore it is recognized that the lands identified as "Special Policy Area Number One" on Schedule SP28 (A), shall be subject to the provisions of section 6.1.1 and section 6.1.2 of this Plan.*
- 5.6.7.6 *If "Special Policy Area Number One" as shown on Schedule SP28 (A), does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or, only a portion of the subject lands as identified on Schedule SP28 (C) develop, then the provisions of section 6.1 of this Plan shall apply to the lands which are not subject to the alternative residential development concept.*
- 5.6.8 **PHASING**
- 5.6.8.1 *In addition to section 5.6.8.2, the development of the lands identified as "Special Policy Area Number One" on Schedule SP28 (A), including the lands identified as sub-area 1A on Schedule SP28 (C), shall be staged to the satisfaction of the City and the Region of Peel in accordance with sections 8.1, 8.1.3, 8.1.5, 8.1.6 and 8.1.7 of this Plan. In this regard, among other matters, staging of the development of the lands identified as "Special Policy Area Number One" shall be based upon timing of road improvements, both within, and outside of the area of this Plan, and the timing of the provision of other essential services and facilities for the subject lands as deemed applicable by the City and the Region of Peel. In this regard, the development of the lands identified as "Special Policy Area Number One" will be governed by a phasing agreement satisfactory to the City of Brampton and the Region of Peel.*
- 5.6.8.2 *The alternative residential development concept permitted within "Special Policy Area Number One" on Schedule SP28 (A), shall be phased in accordance with Schedule SP28 (C). Development of lands beyond Phase 1A as indicated on Schedule SP28 (C) shall only be permitted upon the approval of City Council and the Region of Peel, upon consideration of the following factors:*
 - (i) *traffic impact and circulation on the surrounding road network;*

- (ii) *the development of a satisfactory transit system to serve the residents of the development with appropriate integration with the City's transit system in accordance with section 6.3;*
- (iii) *the extent of the projected impact on community services and facilities such as schools, public open space, and health care; and,*
- (iv) *the applicant preparing an occupancy characteristics study of Phase 1A on Schedule SP 28 (C), to the satisfaction of the City and the Region of Peel, prior to the approval of any subsequent phases;*
- (v) *the designation of fire break lots; and,*
- (vi) *other matters as deemed appropriate by City Council.*

5.6.8.3 *If "Special Policy Area Number One" on Schedule SP28 (A) does not develop in accordance with the alternative residential development concept described in section 5.6.1.1, and/or, only a portion of the subject lands as shown on Schedule I develops, then the provisions of section 8.1 of this Plan shall continue to apply to the lands not subject to the alternative residential development concept.*

5.6.8.4 *Only Phase 1A on Schedule SP 28 (C) is included within the Phase I lands as defined on Schedule SP28 (A) of this Plan.*

5.6.9 MAJOR DRAINAGE FACILITY

5.6.9.1 *Both a pedestrian/bicycle link, and a golf course, may be permitted within the boundaries of the "Major Drainage Facility" as shown on Schedule SP 28 (A), provided that the provisions of policy sections 5.2.26 to 5.2.30 inclusive apply.*

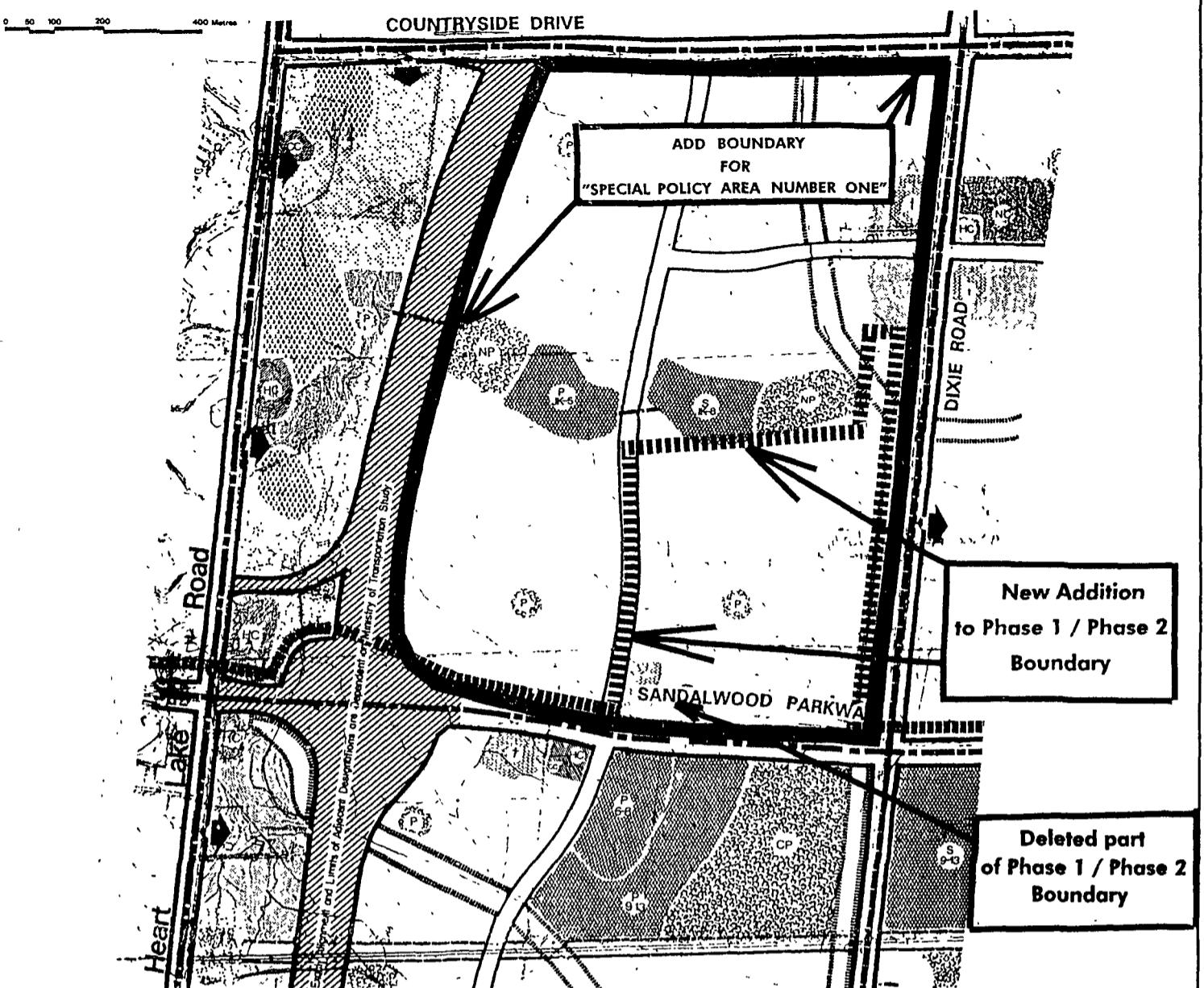
5.6.9.2 *Save and except for the pedestrian/bicycle link, either a portion, or the whole of the "Major Drainage Facility" as shown on Schedule SP28 (A), may be in private ownership, subject to the approval of the City of Brampton and The Metropolitan Toronto and Region Conservation Authority.*

5.6.9.3 *The location, design, and extent of the "Major Drainage Facility" as shown on Schedule SP28 (A), including the golf course and pedestrian/bicycle link, shall be subject to the approval of the City of Brampton and the Metropolitan Toronto and Region Conservation Authority.*

5.6.10 INTERPRETATION

5.6.10.1 *All the remaining policies of the Plan shall continue to apply to the lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), but in the event of a conflict, the provisions of Section 5.6 shall prevail.*

5.6.10.2 *If the lands identified as "Special Policy Area Number One" on Schedule SP 28 (A), are not developed for the alternative residential development concept described in Section 5.6 of this Plan, and/or, only a portion of the lands are developed, then the remaining developable lands shall be subject to the provisions of all of the other policy sections comprising this Plan.*



SANDRINGHAM - WELLINGTON SECONDARY PLAN

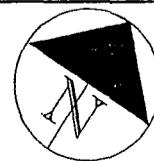
SECONDARY PLAN AREA NO. 28

Secondary Plan Designations – Legend

- | | |
|---|------------------------------------|
| Low Density Residential | Separate High School* |
| Medium Density Residential | Convenience Commercial |
| High Density Residential | Neighbourhood Commercial |
| Parkette | District Commercial |
| Neighbourhood Park | Regional Commercial |
| Community Park | Highway Commercial |
| Special Park | Service Commercial (Office) |
| Woodlot | Provincial Highway No. 410 |
| Pedestrian/Bicycle Links | Major Arterial Road |
| Valleyland | Minor Arterial Road |
| Ponds / Marshes | Minor Collector Road Access |
| Major Drainage Facility | Collector Road |
| Institutional (Hospital, Church ^① , Fire Station, Library ^① , Police Station ^①) | Trans-Canada Pipeline Right-of-Way |
| Public Elementary School* | Transit Terminal |
| Public Senior Elementary School* | Phase 1/Phase 2 Boundary |
| Public High School* | |
| Separate Elementary School* | |

SPECIAL POLICY AREA NUMBER ONE

OFFICIAL PLAN AMENDMENT NO. 238

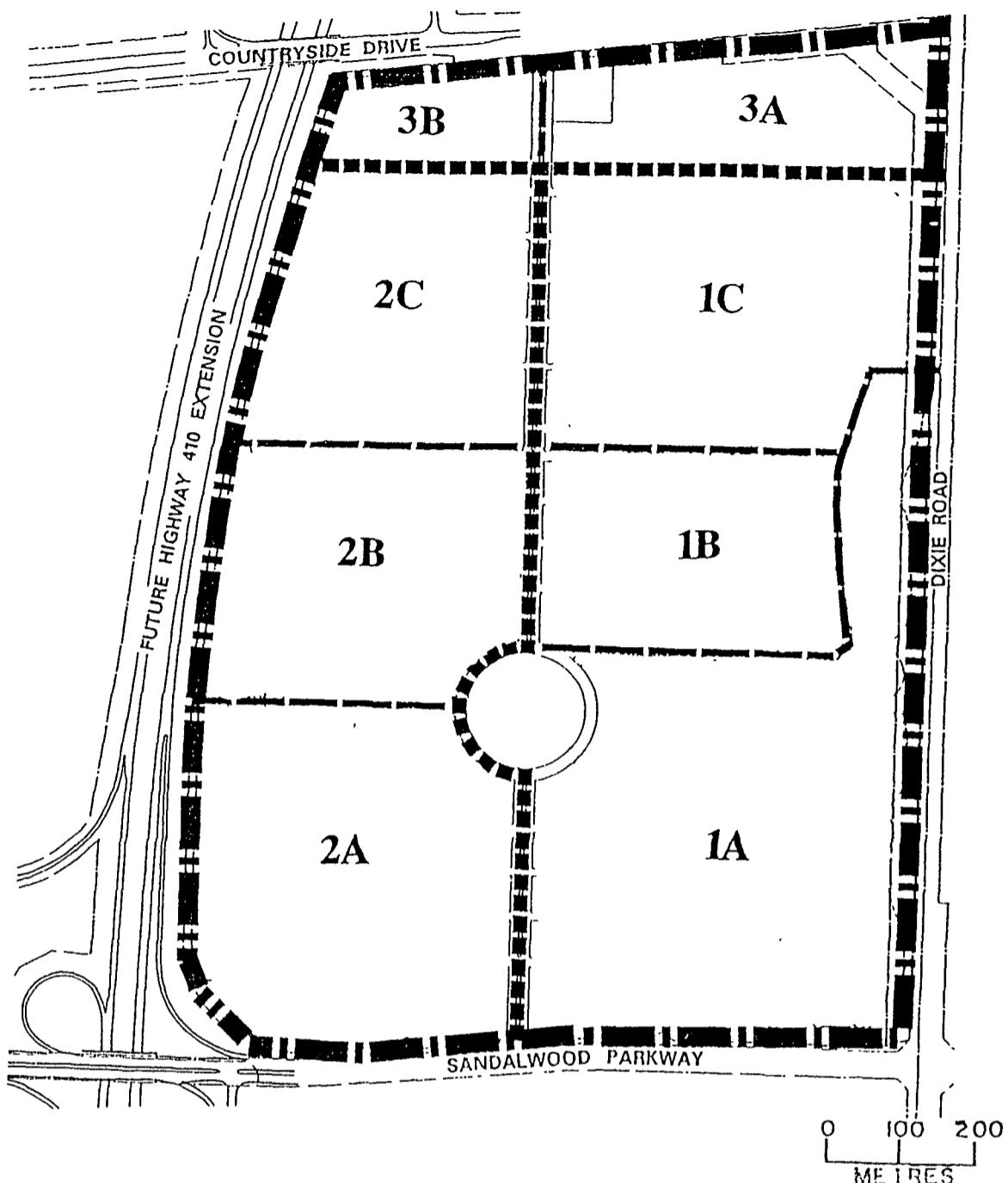


CITY OF BRAMPTON

Planning and Development

Date: 1993 08 19 Drawn by: K.M.H.

File no. C3E13.2 Map no. 27-4G



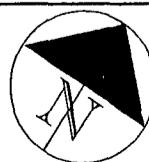
**SANDRINGHAM - WELLINGTON SECONDARY PLAN
SECONDARY PLAN AREA NO. 28**

■ ■ ■ ■ ■ SPECIAL POLICY AREA NUMBER ONE

SCHEDULE SP28(C)

Special Policy Area Number One – Phasing of Development

OFFICIAL PLAN AMENDMENT NO. 238

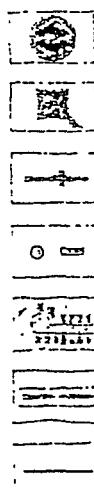


CITY OF BRAMPTON
Planning and Development

Date: 1993 08 20 Drawn by: K.M.H.

File no. C3E13.2 Map no. 27-4H

LEGEND



Village Centre

Village Square

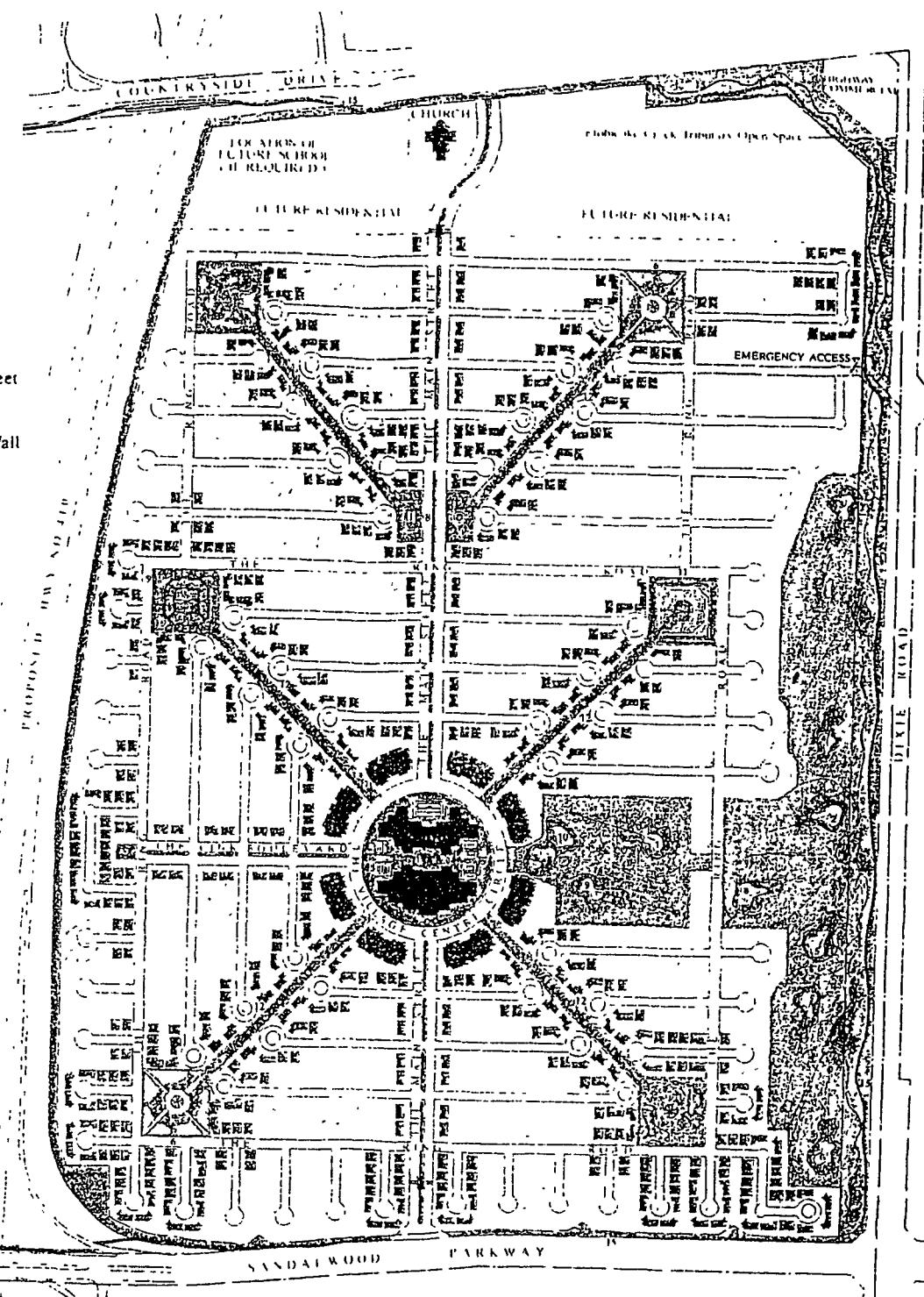
Gatehouse

Gazebo

Housing Cluster

Boulevarded Main Street

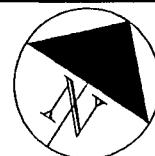
Decorative Security Wall



**SANDRINGHAM - WELLINGTON SECONDARY PLAN
SECONDARY PLAN AREA NO. 28**

**APPENDIX "E" - DEVELOPMENT CONCEPT
PLAN FOR SPECIAL POLICY AREA NUMBER ONE**

OFFICIAL PLAN AMENDMENT NO. 238



CITY OF BRAMPTON
Planning and Development

Schedule C

By-Law 255-93

Date: 1993 10 28 Drawn by: K.M.H.
File no. C3E13.2 Map no. 27-4J