

## ***REPORT***

### Planning, Design & Development Committee

Standing Committee of the Council  
of the Corporation of the City of Brampton

**Date:** September 26, 2006  
**File:** P25 OV  
**Subject:** RECOMMENDATION REPORT – Brampton Official Plan Review  
**Contact:** David Waters, Manager, Land Use Policy (905-874-2074)

#### **OVERVIEW:**

- Since its release at the end of April 2006, the draft Official Plan (OP) has been the subject of extensive public consultation. Major events include the Draft Official Plan Review Workshop on June 6, 2006, Open House and the Statutory Public Meeting on June 26, 2006.
- Input received shows support for the draft OP especially the direction taken to promote sustainability.
- Comments received primarily focus on several aspects including environment/natural heritage, transportation, the proposed North-South Corridor Protection Areas, flexibility of urban design policies and a number of site specific issues. Some respondents consider that there should be a better linkage between the environmental and other policies in the OP to support a sustainable planning framework.
- Input received has been duly considered by City staff and recommendations on plan revisions have been made as appropriate.
- Major changes proposed include revamping of the environment/natural heritage policies (Section 4.5) and the integration of environmental and sustainability considerations throughout the Plan to further strengthen the ecosystem approach and the sustainable planning framework. As well, housekeeping amendments are also recommended to improve the Plan's clarity, effectiveness and enforceability.
- The recommended changes are included in a "strike out" version of the Draft Official Plan without the accompanying photos attached for ease of reference. These changes will provide the basis for the preparation of a new OP which will be presented to City Council for adoption on October 11, 2006.
- The final phase 3 Approval of the OP Review will be initiated where the OP will be submitted to the Region of Peel for approval following its adoption by City Council. Late submissions and outstanding matters will be addressed through the Regional approval process for the new OP.

#### **RECOMMENDATIONS**

1. THAT the Report entitled "Recommendation Report-Brampton Official Plan Review" dated September 26, 2006 and attachments (File P25 OV) be received;

2. THAT staff be directed to undertake the necessary policy and mapping adjustments to the April 10, 2006 version of the Brampton Official Plan in accordance with the strikeout version attached hereto as Appendix F and Appendix G including the use of appropriate discretion to craft minor adjustments/corrections before submitting the new OP to Council for adoption;
3. THAT the new Official Plan be revised and submitted to City Council on October 11, 2006 for adoption by By-law; and,
4. THAT the City Clerk be directed to forward a copy of this staff report and Council resolution to the Regions of Peel, York and Halton, the City of Toronto, and to the local area municipalities of Halton Hills, Mississauga, Caledon and Vaughan for their information.

## **REPORT STRUCTURE**

The structure of this report is as follows:

### **Part I Background**

Strategic OP Review

Release of the Draft Official Plan for Public Review

Circulation of the Draft Official Plan to Agencies and Stakeholders

Public Consultation on the Draft Official Plan

Purpose of the Report

### **Part II Input Received and Staff Response**

Draft Official Plan Review Workshop

Open House/Statutory Public Meeting

Written Submissions Received from Agencies and Stakeholders

### **Part III Recommended Revisions**

Recommended Policy Changes

Recommended Schedule Revisions

### **Part IV Next Steps**

### **Attachments**

Appendix A List of Official Plan Review Reports since 2002

Appendix B Draft Official Plan Review Workshop Summary Report, July 2006

Appendix C Minutes of the June 26, 2006 Special Planning, Design and Development Committee Meeting (Statutory Public Meeting on the Draft Official Plan)

Appendix D Staff Response to Agencies' Comments Received on Draft Official Plan (dated April 10, 2006)

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| Appendix E | Staff Response to Stakeholders' Comments Received on Draft Official Plan (dated April 10, 2006) |
| Appendix F | Strikeout Version of the Draft Official Plan with Proposed Amendments                           |
| Appendix G | Draft Revised OP Schedules and Draft OP Schedules (dated April 2006)                            |

## **PART I BACKGROUND**

### **Strategic OP Review**

The current Official Plan (OP) for the City of Brampton was adopted by the City Council on June 28, 1993 and approved by the Ministry of Municipal Affairs and Housing on March 6, 1997. In accordance with Section 26(1) of the *Planning Act*, and input received at a Special Meeting held on June 3, 2002, City staff were directed to undertake a strategic review of the 1997 Official Plan focused on the following areas:

- Preparing a new set of *long-term growth forecasts* as part of updating the Official Plan to replace the 1998 forecasts;
- Assessing the *retail policies* of the Official Plan to assert their effectiveness in responding to retail trends;
- Updating the *office strategy* to reflect more realistic business development opportunities and to designate office land that is better matched to the locational requirements of the Greater Toronto Area office users;
- Updating the *environmental mapping* of the Official Plan by incorporating the most up-to-date mapping available and ensuring that the *environmental policies* of the City's Official Plan conform to current best practices and reflect the policy requirements and terminology of the applicable conservation authorities, the Region and the Province;
- Updating the *urban design policies* of the Official Plan based on the direction the City is taking in the area of civic design and urban form including the adopted City-wide Development Design Guidelines;
- Updating the *cultural heritage* policies to strengthen protection of heritage resources enabled by the latest Provincial, Regional and City policies and initiatives including the recently amended *Ontario Heritage Act*;
- *North West Brampton Urban Boundary Review*; and,
- Along with *general housekeeping* matters, including an update of the general format and layout of the Official Plan to make it more reader-friendly and contemporary.

In addition to the above, implementation of the Transportation and Transit Master Plan (TTMP) as adopted by Council in September 2004 has been included as part of the Official Plan Review to provide a means for the comprehensive consideration of all relevant transportation policy issues.

The City's Official Plan Review was initiated in June 2002 and has now reached the final stage of "Phase 2 Policy Review" where the Draft Official Plan has been the subject of extensive public consultation, revised and is ready to be presented to Planning, Design and Development Committee for review.

The progression of the Official Plan Review has been documented in a number of staff reports. The most recent of these entitled "Status Report: Brampton Official Plan Review" dated April 10, 2006 which presented the Draft Official Plan (dated April 10, 2006). The report was received by the Planning, Design & Development Committee on April 19, 2006 and the City Council at the meeting of April 24, 2006. City staff were given direction to, among other things:

- Release the Draft Official Plan for public review, including circulation to agencies and stakeholders for review and comment; and,
- Continue with the OP Review program to elicit public input including the convening of a statutory public meeting to consider the draft OP on June 26, 2006.

In a subsequent report entitled "Status Report-Brampton Official Plan Review" dated May 8, 2006, staff present a more detailed program for public consultation for the OP Review. In addition to the requisite Statutory Public Meeting on June 26, 2006, a workshop was held on June 6, 2006 to gather focus group feedback on the draft OP.

The report was received by the Planning, Design & Development Committee on May 15, 2006 and City Council on May 24, 2006 which directed staff to continue with the public consultation program as outlined in the report as a means of encouraging the public to continue participating in the review of the draft OP.

### **Release of the Draft Official Plan for Public Review**

The Draft Official Plan was completed and presented to the Planning, Design & Development Committee as part of the "Status Report- Release of the Draft Official Plan for Public Consultation" on April 19, 2006. At the meeting of April 24, 2006, Council passed a resolution to ratify recommendation PDD113-2006 that directed staff to release the draft Official Plan (dated April 10, 2006) to the general public and to circulate it to agencies and stakeholders for review and comment. Direction was also given to continue with the Official Plan Review public consultation program.



## **Circulation of the Draft Official Plan to Agencies and Stakeholders**

The draft Official Plan was circulated to agencies and stakeholders for review and comment on May 1, 2006 including government and public agencies (Provincial departments, Region of Peel and area municipalities); Conservation Authorities, utility companies, the development industry, business associations, interested consultants and environmental groups. Staff requested that comments be submitted to the City by June 2, 2006.

More than thirty agencies and stakeholders provided written submissions to the City regarding the Draft Official Plan to date. These are presented in the tables in Appendix D and E together with the responses from City staff.

## **Public Consultation on the Draft Official Plan**

The draft Official Plan is an important planning document for Brampton which charts the course for the City's sustainable growth over the next 20 to 30 years. In partnership with Corporate Communications Services (formerly the City's Public Relations Office), an extensive public consultation program has been launched since 2004 under the "Our Brampton, Our Future" campaign to proactively promote public consultation in the Official Plan Review. The communications plan continues to ensure that everyone who has an interest in the planning process, whether they be residents, industry or government agencies, are informed of and given an opportunity to participate in the Official Plan review.

Building on the success achieved in the earlier stages of the Official Plan Review, the City launched an extensive communications program in May and June 2006 to proactively promote public participation in the review of the draft Official Plan that consisted of:

- Posting of the Draft Official Plan on the special OP Review website (available since May 1, 2006) and information regarding the public consultation program and schedule;
- Distributing copies of the Draft OP to all City libraries for public review (available since May 1, 2006);
- A mailer to those on the Planning, Design and Development Department's OP Review mailing list (week of May 15, 2006);
- Newspaper advertisements (throughout the months of May and June 2006);
- Bus Shelter ads and posters (starting in mid May 2006);
- Posters/Flyers in all City libraries, public kiosks and recreation centers (starting in mid May 2006);
- News releases (ongoing); and,
- Updating Ward Reports (ongoing).

In addition, more structured and formalised events were held to elicit public participation which include the Draft Official Plan Review Workshop held on June 6, 2006 and the Open House and Statutory Public Meeting held on June 26, 2006.

### **Purpose of the Report**

This report is intended to:

- Advise Planning, Design & Development Committee of the results of the public consultation on the Draft OP;
- Present recommendations on revisions to the Draft OP; and,
- Seek direction on the recommended revisions to the OP as the basis for the preparation of the final document to be submitted to Council for formal adoption on September 25, 2006.

## **PART III INPUT RECEIVED AND STAFF RESPONSES**

### **Draft Official Plan Review Workshop**

The Draft Official Plan Review Workshop was held on June 6, 2006 at the Holiday Inn Select, Brampton. The daylong Workshop was intended to provide an additional opportunity for public feedback in addition to the statutory public meeting required under the *Planning Act*. The Workshop was well attended with over eighty participants representing a wide range of organizations.

The full report by Lura Consulting on the Workshop proceedings and related feedback is attached as Appendix B.

The workshop included a plenary presentation and discussion, followed by three breakout sessions to discuss six focus review topic areas including:

- Environment and Open Space;
- Urban Design and Cultural Heritage; and
- Office and Retail.

Each session explored four discussion questions on the specific review topic including:

- Supported policies and directions;
- Adjustments and refinements;
- Gaps and shortcomings; and
- Additional feedback on other aspects of Draft OP in general.

The participants stated their general support for the Draft OP especially the direction that it has taken to promote sustainability. Further strengthening of the linkages between the environment policies and other policies and a clearer definition for sustainable development was recommended. To further the objectives of sustainable development, the City was urged to give more emphasis on higher density development and consideration to setting up an environmental advisory committee, establishing a performance monitoring mechanism and providing incentives for the use of renewable energy. Some participants stated that the Plan should have more of a global outlook, particularly in addressing issues such as global warming, food shortage and environmental health.

Comments were also expressed on the need to ensure communities are self-contained, complete, sustainable, and well connected in terms of walkability and well-planned pathways. The Official Plan should provide for a variety of housing types and form and encourage more innovative and better community and development design.

Support was shown for the City's Flower City Strategy which is considered an important component of the Plan and should be given more prominence.

Agriculture needs to be addressed including transitional policies to protect existing uses.

Financial policies of the Plan should be strengthened to acknowledge the City's financial constraints and to examine alternative funding to maintain the service levels.

The Official Plan's new format is well received and considered very user-friendly and useful in assisting understanding of the Plan.

Detailed comments received in the breakout sessions are very similar to those raised in the written submissions from stakeholders and agencies. They will be addressed as part of the section on "Written Submissions Received on the Draft Official Plan" below.

### **Open House/Statutory Public Meeting**

In accordance with the *Planning Act* requirement, the Statutory Public Meeting for the Draft Official Plan was held in the evening of June 26, 2006 at the Council Chambers. Prior to the Meeting, an open house was held in the afternoon in the Atrium of Brampton City Hall to provide an additional opportunity for dialoguing with City staff. Official Plan materials were exhibited and City staff were on hand to answer questions and receive comments from the public.

The Statutory Public Meeting was attended by over 100 people and ten delegations were made. Comments raised included site specific as well as general comments on the Draft Official Plan as detailed in the meeting notes attached in Appendix C. The following section summarizes the major issues raised at the public meeting along with the staff response.

## Sustainability

A number of comments were made on sustainability including how much growth is anticipated in Brampton and how the forecasted growth can be sustained. A number of speakers stated that the Draft Official Plan has not provided for sufficiently high densities such as those mandated by the Growth Plan to achieve transit supportive development such that more greenspace can be conserved and to improve air quality. Several speakers suggested that intensification should be considered not only in Central Area but also other parts of the City as well.

### *Staff Response*

*The City is obligated to accommodate a share of the population growth expected in the Greater Toronto Area-Hamilton. Brampton is forecasted to grow to a population of 725,000 people and employment level of 310,000 jobs by 2031. The City has in place the Growth Management Program since 2002 to ensure that the rate and quality of growth is managed relative to the provision of infrastructure and related services. The City is committed to continue implementing a sustainable planning framework as set out in the Draft Official Plan to ensure that future planning and development will be undertaken in a sustainable manner.*

*Transit supportive, compact development as well as intensification is key components of the City's sustainable planning framework. Furthermore, the Draft Official Plan has also established a City structure which is comprised of nodes and corridors that are planned for higher densities in addition to the Central Area.*

Several speakers wanted a better definition of “Sustainable Development” and “Ecosystem Approach”.

### *Staff Response*

*Refinement has been made and additional policies and provisions have been included throughout the Official Plan to better define the two terms and to provide linkages between environmental and other policies to better integrate sustainability in all aspects of the Plan. See discussions in “Written Submissions Received from Agencies and Stakeholders”.*

A speaker commented that the Official Plan should include a more global perspective in addressing sustainability including issues such as energy conservation, food shortage etc.

*Staff Response*

*The ecosystem approach and sustainable planning framework adopted by the Official Plan give recognition to the dynamic, interrelationship of all elements of the biophysical community, and the wise use of resources. Such approach supports and contributes to the long term sustainability of the local as well as the wider ecosystem. Furthermore, specific policies have been added to the Plan respecting air quality and energy.*

**Growth Management and Related Issues**

Several speakers raised concerns regarding the adequacy and timing of the delivery of infrastructure and related services in meeting the anticipated growth, including roads, libraries, schools etc. Concern was also raised regarding potential escalation of housing prices due to potential reduction of residential land supply (as a result of the office, commercial and industrial development proposed in the Draft Official Plan) and the absence of a policy in the Official Plan to address such issue.

*Staff Response*

*As responded to in the above, the City has in place the Growth Management Program to ensure timely delivery of infrastructure and related services to meet forecasted growth.*

*Clarifications regarding funding for libraries were provided at the meeting by Councillor Hames.*

*In terms of housing supply and prices, Staff had advised at the meeting that the City is obligated to maintain a sufficient supply of housing land in accordance with Provincial Policy Statement.*

**Conformance with the Relevant Provincial Policies**

Several speakers requested clarification as to whether the Draft Official Plan is in conformance with the relevant provincial policies particularly:

- Growth Plan density targets;
- Provincial Policy Statement (PPS), and,
- Greenbelt Plan.

*Staff Response*

*The Draft Official Plan has been updated to conform with the latest provincial policies. The relevant PPS policies and the strategic policy direction of the Growth Plan have been incorporated throughout the OP. The City will undertake a separate review to address detailed conformity requirements of the Growth Plan and will work with other*

*municipalities in Peel Region to meet the Growth Plan intensification targets. See the updated Section 2.5.2 on Growth Plan.*

*The Greenbelt Plan is already addressed in Section 4.5.14 and the Provincial Greenbelt is depicted in the relevant schedules including Schedules “A” and “D”.*

### **Central Area**

Comments were expressed on the need to maintain sufficient parking provisions in Downtown to support GO Transit and other transit use; and to introduce more mixed use, higher density development which is not found in the draft OP.

#### *Staff Response*

*The Draft Official Plan policies establish the Central Area as a major node for intensification, mixed use and transit supportive development. Parking provisions and the appropriate development mix, uses and densities are being examined in the review of the Central Area Secondary Plans being led by the City’s Urban Design and Public Buildings section.*

### **Hazardous Facilities**

A speaker raised concern about whether and how buffer zones are determined for hazardous facilities, especially those in close proximity to food processing factories.

#### *Staff Response*

*Section 4.5.15.3 of the Draft Official Plan addresses hazardous facilities including buffer/separation from these uses. Staff had also advised at the meeting that a study is being conducted on hazardous uses in the City which will determine among other things buffer requirements for this type of land use.*

### **The Gore Road Widening**

Two speakers commented on the Gore Road widening and the potential impact of the project on the environment and quality of life of the neighbourhood.

#### *Staff Response*

*The Gore Road Widening is a Region of Peel project. The need for widening Gore Road is also identified in the City’s TTMP. The feasibility and potential impact of the project will be assessed in the future environmental assessment to be undertaken by the Region.*

## **High Rise Apartment Buildings Proposed at Conestoga Drive and Sandalwood Parkway**

Two speakers expressed their opinion about the proposal, and suggested that alternative uses for the site such as townhouses or recreation be considered instead of apartment buildings.

### *Staff Response*

*As has been clarified at the meeting, the proposal was presented to the City by a developer as a concept plan. City staff have already advised the developer that the City does not support a proposal of that scale at the subject location.*

## **New Document Format**

The new format of the Draft Official Plan was very favourably received but some speakers have comments on the captions and choice of photographs.

### *Staff Response*

*All photographs have been reviewed in the context of the document and captions have been included for all photographs to aid interpretation. These will be presented in the final revised OP.*

## **Written Submissions from Agencies and Stakeholders**

Over thirty written submissions were received from agencies and stakeholders. These are presented in the two Appendices D and E together with detailed responses from staff. Each submission is identified by a number (eg. 1A) for ease of reference. A summary of the comments and responses is provided below.

The agency and stakeholder comments received generally fall within three categories i.e., land use or policy specific, site specific and those of a more general nature. Where comments are of the same nature or related, they are grouped and discussed under one heading to provide for a comprehensive consideration of the issues. The issues are presented in the order as they appear in the Draft Official Plan.

## **General Comments**

The Region of Peel advises the City that there are two parts of the draft plan that the Region, as an approval authority, will not be able to approve if adopted in their current form but rather will have to defer to a later date. These two parts are the provisions relating to North West Brampton which is now in the hands of the Ontario Municipal

Board and the Special Policy Area policies relating to certain flood prone areas of the City which will require further discussion with the relevant Provincial Ministries and Conservation Authorities.

The Region is concerned that if the City intends to repeal the 1993 Official Plan as part of the adoption of the new Official Plan, Section 1 may not provide adequate protection to existing approved Secondary Plans that were adopted as amendments to 1993 and previous Official Plans. The Region of Peel suggests that the City include specific wording in the new Plan that clearly protects the status of these secondary plans similar to that employed in the 1993 Official Plan.

*Staff Response*

*Comment on possible deferral items is noted. Staff expects that this issue will be further addressed in the Region's circulation of the OP after adoption by City Council. Please note that staff is recommending that Section 4.5.15 Special Policy Areas be deleted as it is premature to put forth such policies in the OP when the issues regarding the SPAs are still under review by the Province, TRCA and the City. The existing policies in the relevant secondary plans will continue to address the SPAs until the review is completed.*

*Additional wording has been included in Section 1 similar to that in the current OP to address the retained Secondary Plans.*

## **Land Use/Policy Specific Comments**

### **Section 2 Context of the 2006 Plan**

Input received on this section concerns the strategic planning objectives related to the Six Pillars Strategic Plan and the interpretation of and conformance with the relevant provincial policies, in particular, the Growth Plan and the PPS.

The Region of Peel (ROP) notes that subsection 2.2 of the draft OP sets social planning objectives. They draw attention to Regional Official Plan Amendment (ROPA) No.11 which added new Human Services policies to the Regional Official Plan. Peel wishes to be advised on how the draft OP addresses the policies of ROPA 11. Of particular interest to the Region is how the City proposes to deal with the implications of changing demographics, ethnicity and promotion of affordable housing.

Peel recommends adding a new objective (e) that 'Promotes the efficient use of existing City and Regional services and infrastructure' to reflect ROP Section 5.3.2.3 which provides the following policy direction: "Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact urban forms of urban development and redevelopment."



ROP urges that Brampton to consider culture as the fourth pillar of sustainability. With growing diversity and immigration, it is expected the immigrant community will make significant cultural contributions to the City of Brampton over time therefore it would be appropriate for the Official Plan to recognize and promote these cultural assets as both economic and social opportunities.

Comments and suggestions from TRCA and CVC focus primarily on recognising environmental principles in the strategic objectives to strengthen the City's commitment to environmental protection and the ecosystem approach to planning. For example, in Section 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods, the objectives should make reference to the benefits of environmental protection from a recreational and connectivity perspective, but also provides invaluable ecological services such as maintenance of biodiversity, habitat for wildlife, control of flooding and erosion, moderation of temperature, production of oxygen, and sequestration of carbon dioxide.

In addition, CVC suggests a revision to the OP text to incorporate the Provincial Policy Statement as it relates to energy and air quality, the protection of the natural heritage system and protecting public health and safety.

With regards to Section 2.5.4 Neighbouring Municipalities, CVC notes that Brampton shares political boundaries, residential and industrial growth, transportation and servicing systems, and a regionally significant natural heritage system with Mississauga, Caledon, Peel, Halton and the GTA. The protection of this system must be properly espoused by both the local and regional municipalities. CVC thus suggests revising Objective (a) to include also the *long-term protection and enhancement of the natural heritage system*.

The Regional Municipality of Halton feels that the commentary on the Growth Plan (under Section 2.5.2) gives the impression that the Growth Plan provides for Brampton to absorb a larger portion of the growth in the western half of the GTAH into its greenfields with no intention of intensification in the built area. While greenfields will continue to provide ground-related housing opportunities, a major thrust of the Growth Plan is to direct an increasing share of annual residential production into built-up areas in medium and higher density forms of housing. The direction of the Growth Plan for the City should be clarified.

The Town of Caledon's comments are related to Growth Management and population forecasts. They draw attention to a number of inconsistencies regarding population and employment figures in various sections of the Plan including "Our Brampton, Our Future – The Vision", preamble in Section 2 Context of the 2006 Official Plan, and the table showing population, household and employment forecasts for 2011, 2021 and 2031 on page 2-2.

On page 2-1, it is noted that the Provincial population forecast for the GTAH in 2031 is 8.62 million and the population forecast for Brampton is 695,000 people. It should be noted that the Provincial forecast includes the census undercount, which the Region of Peel has determined is 4.2%, while the Brampton forecast does not include the

undercount. The chart on page 2-2 indicates that 4% should be added to the population forecasts to determine the total population including the census undercount. Based on a recent discussion with Region of Peel staff regarding the method for deriving the population with the undercount, the Region is using a different method. The Region indicated that the total population including the undercount would be considered 100%, and the population without the undercount is 4.2% less, or 95.8%. Regional staff is dividing the population without the undercount by 0.985 to determine the population with the undercount.

#### *Staff Response*

*Wording changes suggested by the Peel region, TRCA and CVC have been incorporated into the revised OP accordingly. Responses to other specific issues are set out below.*

*Human services planning is the responsibility of the Region. There are provisions and policies included throughout the OP that facilitate delivery of such services by the Region and other agencies. Examples include Sections 2.2 (a) to (c); 2.3 (a); 2.4.5 (a) and (b); Section 4.6 Recreational Open Space Objective (d), Section 4.6.10 Specific Needs of Residents; and various sub sections of Section 4.8 Institutional and Public Uses such as Objective (a); Sections 4.8.6, 4.8.7, 4.8.8, and 4.8.9 that address the changing needs of the population. Section 4.1 Residential Objective (a) provides for a range of housing choices to meet the needs of the diverse community as described throughout this section while Section 4.1.6 speaks to Affordable Housing specifically and Section 4.1.7 speaks to Special Housing Needs.*

*In response to Peel's comment, "cultural diversity" has been added to Section 2.4.4 Objective (a) to recognize its contribution to the local economy.*

*The Official Plan directs growth to both greenfield as well as to the built-up areas of the City through infill/intensification as required by the Provincial Policy Statement. For clarity, the portion of the first statement in the third paragraph "for ground related .....employment development" has been deleted. Updating of the section has also been made to account for the Growth Plan released in June 2006. A separate review will be undertaken to address the detailed conformity requirements of the Growth Plan within the timeline specified.*

*The most up-to-date forecasts for 2031 are those shown in the table on page 2-2 which has been updated to include the Census undercount. The latest forecasted population is 723,000 by 2031. The text in the Vision, and the preamble of Section 2 has been updated to reflect the same. An explanation for the Census undercount has also been included.*

### **Section 3 Sustainable City Concept**

There is strong support for the City's adopted approach to the OP which is based on a Sustainable Planning Framework and Sustainable City Structure as described in this

section. This view echoes input received from the Workshop, and the Statutory Public Meeting. Suggestions are made by a number of commenting parties on further strengthening the sustainable planning approach by integrating sustainability considerations in all aspects of planning in addition to environmental policies. Specific suggestions are presented below.

Peel Regional Police suggests placing more emphasis on a “safe” city.

The City of Toronto generally supports the directions and policies in the Plan. Brampton’s “City Concept” is similar to the “Urban Structure” in Toronto’s new Official Plan: a strong downtown, intensification in transit-based corridors, the importance of retaining employment lands and priority for protecting natural heritage.

The City also supports the emphasis on transit-oriented development, and suggests that the statement in Section 4.10.3.3 that ‘Development that supports the use of transit is thus the focus of this Plan’ be also explicitly stated in this Section.

The City of Mississauga notes that Brampton has included reference to sustainable development in terms of environmental planning and are moving forward with an ecosystem approach to land use planning and development in the traditional sense, i.e. protection of natural features, including headwater streams and woodlands. There are no additional policies regarding recent initiatives for low impact development or “green development” standards being promoted by the Conservation Authorities.

The Region of Peel commends the City on taking the progressive approach of basing the new Plan on the principles of sustainable development.

TRCA states that since the City of Brampton serves as a unique and integral component of the TRCA’s watersheds, it should be commended for embracing a ‘Sustainable City Concept’ as the foundation for the City’s updated Official Plan. TRCA is also pleased that City staff continue to recognize the value of promoting a holistic, systems-based approach to planning in which a balance between the social, economic and natural environmental requirements of the community are reached.

To better promote natural resource conservation and for consistency throughout this Plan, TRCA recommends a number of provisions be added to the Sustainable Planning Framework (Section 3.1) as follows:

#### Residential/Urban Design

Include a new provision which promotes incorporating best management practices (BMPs) in urban design such as green urban and building design standards (i.e. principles of ‘Leadership in Energy and Environmental Design (LEED)’ advocated by the Canada Green Building Council). These ‘green’ standards provide practical ways to reduce resource dependant activities and promote increased efficiency in the provision and use of infrastructure by introducing progressive energy, soil, water and air conservation standards to traditional designs.

## Natural Areas and Environmental Management

To clearly state the relationship between natural heritage systems and natural hazard management, TRCA suggests that the title of this subsection be revised to “Natural *Heritage Systems and Hazard Management*”. Additionally, a number of wording changes are suggested to further strengthen the natural resource conservation component of this Plan including the addition of the following principles:

“...Promote conservation of resources, particularly non-renewable resources, through reduction of unnecessary consumption, recycling and reuse. *In addition, the City of Brampton will strongly encourage the use of best management practices which promote air, water, soil and energy conservation*”; and,

“...Work closely with the Conservation Authorities ~~to conduct watershed~~ *on planning matters, at all levels, to continue to provide a comprehensive, systems-based approach to environmental planning.*”

### 3.2.1 Central Area

A significant portion of the City of Brampton’s Central Area has been designated a ‘Special Policy Area (SPA)’ by the Province due to its location within a floodplain. To reinforce the City of Brampton’s high standard for public safety and risk management, and to ensure that this Plan clearly does not conflict with Provincial natural hazard management policies, TRCA suggests that reference to public safety requirements be included in this subsection.

CVC notes that throughout the document, the natural heritage and recreational-parks are discussed as interchangeable components of the municipal open space system as in Section 3.2.8 Open Space System. It is important to clearly define the two components to eliminate confusion for the development community and the public. CVC recommends wording change to clarify this issue.

Sustainable Urban Development Association (SUDA) finds that quite a few adjustments have been made in the draft OP to promote more sustainable development styles. However, they are of the impression that the Plan still provides a great deal of latitude for development to continue in traditional low-density fashion, and that the separation of uses written into the plan will reinforce the dependence on travel by personal automobile.

As indicated in their previous comments, and in discussions with City staff regarding the Bram West Secondary Plan, the residents of Brampton would benefit from a much more aggressive move to promote higher densities, mixed use, and transit-oriented urban (not suburban) communities in the city.

The ultimate test of sustainability for Brampton in terms of efficient land use, and for sustainable transportation, is the overall density rate. The City of Mississauga, an example of suburban sprawl, will have (at maturity) a residential density of just under

2,900 persons per square kilometre, plus 1,800 jobs within that area as well (all this after removing Pearson international Airport and the Credit Valley lands from the calculation). If the 683,000 residents and the eventual 1:2 jobs-to-residents ratio are achieved by the year 2031 and represent the fully built-out scenario, and the resulting density for Brampton will be substantially less than Mississauga's. SUDA expects that Brampton can do better. They encourage more urban, rather than suburban, environments that are pleasant, safe, effective and sustainable in many ways.

#### *Staff Response*

*Staff are encouraged by the support for the Sustainable City Concept. Staff agree that there should be a better integration of sustainability considerations throughout the OP to strengthen the commitment to sustainable development. The suggested changes have been incorporated into this section as well as other relevant policy sections such as residential, transportation, urban design etc. to strengthen the overall planning framework for sustainability. For example, suggested additional policies promoting sustainable management practices, low impact development, "green" building/development standards etc. have been included in the sections of Residential, Commercial, Industrial, Urban Design etc.*

*With regards to SUDA's comments, the City is committed to implementing higher densities, mixed uses and transit-oriented development. This however does not mean that a single type of development is preferred over another. To ensure sustainability, there is a need to design for a range of housing types to provide choices and to meet the diverse needs of the population with various social, cultural and economic background in accordance with the City's Strategic Plan and the new PPS.*

*To support public transit as a means of achieving sustainability, higher density and mixed-use development are proposed along major transit corridors, and at existing and proposed major nodes as proposed in the Official Plan. In terms of density targets, the Growth Plan for the Greater Golden Horseshoe proposes 200 people and jobs combined per hectare for Downtown Brampton and 50 people and jobs per hectare for greenfield areas of the City. Conformity studies will be undertaken as a separate review to comply with the requirements of the Growth Plan, including density targets.*

*In response to Peel Regional Police's submission, additional provisions have been included throughout the Plan to place more emphasis on promoting safety considerations in particular the CPTED principles (see Section 3.1 Urban Design, Section 4.1.8 Residential Design, Section 4.6 Recreational Open Space Objectives, and policy 4.6.1.19, Section 4.10 various sections such as Objectives, Street Network, and Implementation).*

*It is one of the objectives of the draft Official Plan to distinguish policies for conservation open space (Natural Areas) from recreational open space which are now provided in two separate sections (Sections 4.5 and 4.6) and mapped on two separate schedules (D and E). Recognition of the interrelationship amongst the various functions and systems is the basis of the City's ecosystem approach. This has been reflected throughout the policies*

*of the Plan in particular Section 4.5. Where open space is used as a more general term such as in the Sustainable City Structure, the context has been explained, usually in respect of distinguishing built /development versus green/recreational/ undeveloped areas which include both the natural heritage areas/features as well as recreational open space. The relevant text has been refined for clarification and to address CVC's comments.*

## **Section 4.1 Residential**

Peel's concerns on Section 4.1 revolve around Provincial Policy Statement (PPS) conformity as there appears to be some duplication in both the policies and the Tables which appear to be from the current 1997 Official Plan. Many of the policies in this section are the same as in the current Official Plan including the Tables on existing Housing Mix and Density Categories. Peel is requesting confirmation on whether Policies 1.4.1 and 1.4.2 of the PPS regarding supply, allocation of population and units are met.

TRCA and CVC's comments and suggestions are for integrating environmental and public safety/hazard protection and management considerations in the residential policies including infill/intensification projects. To further advocate for sustainable community design, they also recommend strengthening the text in the various subsections to reference sustainable management practices and green building/design standards for site and building designs and natural heritage system protection. To this end, both TRCA and CVC recommend that all of the natural heritage system protection provisions stated in Policy 4.1.3.4 should be broadly applied to all types of residential development policies, not just Estate Residential.

Caledon notes that Section 4.1.5 Residential Intensification indicates the areas where intensification is encouraged. On the understanding that Brampton intends to undertake a study to determine intensification potential as part of the Growth Plan conformity exercise, it would be helpful in the context of the Regional forecasting exercise for the OP to refer to a future intensification study, since intensification in Brampton will play a role in addressing conformity to the Provincial forecasts.

### *Staff Response*

*The Old Housing Mix and Density Categories table is still applicable for the interpretation of older secondary plans while the new City-wide density target (Section 4.1.1.4) will be reviewed as part of the Growth Plan conformity exercise to be conducted separately.*

*Policies 1.4.1 and 1.4.2 of the PPS with respect to supply, allocation of population and units have been addressed in many sub-sections of Section 4.1 but specifically by Sections 4.1.9 to 4.1.11. The policy framework includes the City's Growth Management Program, secondary plans and community block plans.*

*TRCA and CVC's suggested changes have been incorporated. Staff also support the suggestion of applying policy 4.1.3.4 to not only all residential but also other types of development (including commercial, institutional etc.). As such, the policy has been moved to Section 4.1.1.13 (under General Policies – Residential) and added to Section 4.5.6.22 (under Natural Heritage System) to reinforce these natural heritage protection principles for development design.*

*Additional wording has been included in "Growth Plan" under Section 2.5.2 and the preamble of Section 4.1.6 to refer to the intensification study and conformity review to be undertaken by Brampton to meet with the Growth Plan requirements.*

Sustainable Urban Development Association (SUDA) finds that high-level executives to be located outside the downtown core of Brampton are to be housed almost exclusively on large lot estates. They would like to suggest that many of these executives and their families would be quite happy to reside in luxury-style condominiums in vibrant, cultural urban settings, where amenities are close by, and where the drudgery of property maintenance does not exist.

*Staff Response*

*Opportunities for luxury apartment and townhouse condominium development with amenities are designated in the Central Area of Brampton.*

## **4.2 Commercial**

To further the City of Brampton's commitment to a 'Sustainable City Structure', TRCA would like the City to articulate its desire to further best management practices for commercial development in terms of waste reduction, and water, soil, air and energy conservation (i.e. green urban and building design, and promoting LEED standards).

TRCA also suggests including provisions for public safety and hazard management in the various Central Area policies and programs such as Sections 4.2.2.8 and 4.2.2.9 including Community Improvement Programs, planning policies, development standards or financial assistance programs to be consistent with Provincial and Regional policy, and to provide clarity relating to Brampton's Downtown Core (Provincial) SPA and development in this area.

*Staff Response*

*Staff support TRCA's suggestions and changes have been made accordingly. References to sustainable management practices have been included in the various policies including Sections 4.2.3.7 and 4.2.8.6.*

Peel questions Section 4.2.5 as to why residential uses are not permitted near Bramalea Road and Steeles Avenue. Allowing higher density residential uses or mix uses there would enable a gradual transition from lower to higher density residential uses along Bramalea Road down to Steeles Avenue. The GO Station could be considered as an incentive for higher density in this area in relation to Urban Node policies contained in the ROP and PPS.

*Staff Response*

*The Bramalea Road and Steeles Ave Office Node and related land uses was the subject of a major OMB hearing in 2000. The OMB decision ruled against introducing high density residential uses into this area and approved a new Secondary Plan for the Bramalea Road Steeles Avenue frontage based on higher order office and retail uses.*

Sustainable Urban Development Association (SUDA) comments that live-work designations should not be assumed to be simple mom-and-pop situations where a single dwelling unit exists above a shop. Ground-level retail uses that are topped by multi-storey, multi-unit apartment-style uses should be a widespread practice

SUDA questions the policy that residential uses in industrial corridors are limited to supportive housing. Besides sending a negative message about the social status of residents of supportive housing, general apartment-style uses can be quite appropriate in these areas, in support of closer live-work proximities. Most industrial activity does not occur at night, and occupants of such buildings will know beforehand the environment they are renting or buying into.

*Staff Response*

*The Official Plan has provided for a range of live-work opportunities ranging from home occupations to live-work units to integrated mixed use development in Central Area, Transit-Supportive Nodes and Intensification Corridors.*

*However, residential use is a sensitive land use which should not be located close to industrial uses. As well, industrial area of Brampton must be protected by not introducing sensitive land uses such as residential.*

SUDA notes the 0.5 FSI for office uses in Section 4.3.1.2 (1) is typical for a sprawl environment and asks the City to consider increasing this to 1.0 or higher, in the context of improved transit access and alternative parking standards. Traditional zoning for non-residential uses has been a key component in inefficient land use, and is generally not smart growth.



The need for regional and district retail centres (and stand-alone, single-use retail centres in general), and their appropriateness in a sustainable urban environment, is questionable. Locating the centres as proposed (in spite of intentions to be transit-friendly) will ensure that accessibility by means other than personal automobile will be awkward and inconvenient; 90% or more of visits to these centres will be by automobile. Many of the shops to be permitted in these centres can in fact be served in different settings -- in particular, in a main street or 'urban corridor' environment, with the largest retail stores located directly on transit intersections, similar to downtown Toronto. Parking can be accommodated via shared public facilities nearby.

*Staff Response*

*The draft OP has identified four areas, in addition to the Central Area, that have the potential to transition into areas of office concentration. Policy 4.2.3.1 states that appropriate densities and concentrations within these Office designations will be determined in the relevant Secondary Plans. An FSI of 0.5 is considered appropriate for the small scale offices that are expected to locate within the Business Corridor designation. Higher FSI's would require structured parking, resulting in a type of office development that is appropriate in the Central Area and the other Office designations.*

*A hierarchy of retail centres, with regional and district centres serving the higher order shopping needs of a regional population is a reality even in densely populated cities.*

*Regional retail sites will be located at arterial intersections and served by primary transit routes, so that they are accessible by transit and automobiles.*

*The Regional Retail designation permits a broad range of uses including residential that could be integrated into the Regional Retail area as part of a multi-use plan. As such, higher order retail centres represent potential catalysts for mixed use higher density development.*

*Retail centres are seen as a place-making opportunity and must be located in suitable locations that are well served by public transit and the local road network.*

There are two comments requesting for more flexible design policies for commercial development. Zelinka Priamo Ltd. refers to Section 4.2.8.5 which identifies a number of items that the City "shall" undertake to do with respect to Urban Design. They submit that design considerations are subjective and may not apply to all types of commercial development. As such, more flexible or "softer" language should be incorporated to recognize that certain uses by virtue of their specific location, size and site requirements may not be able to achieve some of the requirements, but still can provide an effective site design. Language such as "may" instead of "shall" will provide sufficient flexibility so that a development proposal is not subject to a potential official plan amendment because it has been deemed that the development does not comply with the Urban Design

policies of the Plan, even though it may meet all other requirements of the Official Plan and Zoning By-law.

Glen Schnarr & Associates Ltd. submits that in the context of the Mississauga Road Corridor (Section 4.2.4) and Employment Land (Section 4.3) policies, there is a need for a significantly greater degree of land use and urban design policy flexibility to accommodate market place realities. Such an approach coincides with the recommendations of the Employment Land Study for the Bram West Secondary Plan Review prepared by Hemson Consulting.

With respect to the Mississauga Road Corridor (Section 4.2.4), the land use and urban design policies are too prescriptive for an Official Plan document and they take issue with the same. The Bram West Secondary Plan document should contain such specific directives regarding land use/urban design and Orlando requests confirmation that their existing OMB appeal settlement's terms, Official Plan Amendment policies, Zoning provisions and approved Urban Design Guidelines will continue to prevail and take precedence.

#### *Staff Response*

*Section 4.2.8.5 has been included in the draft OP as part of OP93-260 that implemented the City's Development Design Guidelines (DDG), which came into force in March 2006.*

*The DDG guidelines were prepared through extensive consultation with the public and the development industry and are intended to achieve the City's vision and civic design objectives.*

*The policies within this subsection address design, safety, environmental protection and accessibility issues. As such, the policies address design from a comprehensive community design perspective and should not be regarded as subjective. The DDG helps address community design issues early through the Block Planning process.*

*Section 4.2.4 requires a "high" or "superior" standard of design, as opposed to the "highest" standards of design. As such, the policies are not inconsistent with market realities.*

*Policy 4.2.4.3 states that the ultimate development of the Mississauga Road Corridor will be prescribed by the Bram West Secondary Plan. Chapter 40(b) of the Secondary Plan addresses Orlando's OMB settlement.*

### **Section 4.3 Employment Lands**

Section 1.3 of the PPS and Section 7.8.2.11 of the Regional OP requires the preparation of a Regional financial model to analyze the fiscal impact of proposals when there is "substantial change from non-residential land uses to residential land uses as designated

in an area municipal official plan”. Peel is unsure if the PPS and the Regional OP policy were considered during drafting of the Plan and further discussion is required in light of the Growth Plan’s release.

*Staff Response*

*Section 4.3.1.15 speaks to the need for a comprehensive review in accordance with the PPS in considering the conversion of industrial land to any other use. The OP has also included an objective to protect employment lands.*

Zelinka Priamo Ltd. requests further clarification on Section 4.3.2.3 (b) as to what type of retail uses, other than a food store/supermarket, are considered to be engaged in the selling of food and are not already accommodated within the retail hierarchy for non-industrial areas. For instance, Shopper’s Drug Mart has traditionally been considered as a pharmacy use. However, the newer format Shopper’s stores also include a wide range of food products as well. It would be unfair to permit Shopper’s Drug Mart, or any other use that has an accessory food component but is not classified as being “engaged in the selling of food”, within the Industrial designation.

*Staff Response*

*Staff are of the view that Section 4.3.2.3 provides adequate clarity by stating that retail uses that are normally accommodated within the retail hierarchy for residential areas will not be permitted within the Industrial designation.*

*Drug stores, such as Shopper’s Drug Mart, have been identified as having a retail function consistent with the local retail hierarchy for residential areas and typically function as convenience centres in today’s marketplace.*

Bousfields Ltd. refers to Section 4.3 (Objectives) and their previous comments on the Secondary Plan review and wish to ensure that the City incorporates, as a fundamental principle in the distribution of land uses, the policy set out in Section 1.1.3(g) of the Provincial Policy Statement i.e. that major facilities (such as industries) and sensitive land uses (including residential uses) are “appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants.” As a means to achieve this, Bousfields suggests that an additional objective be added to this effect, which would also be supportive of proposed policies 4.3.2.14 and 4.3.2.16. They also suggests that it would aid in the interpretation of the term “heavy industrial uses” are defined or illustrated especially in the context of Policy 4.3.2.16.

*Staff Response*

*Suggested objective has been added as Objective “h” in Section 4.3.*

*“Heavy Industries” refers to industries that operate on a 24-hour basis and are characterized by large volumes of material and products, fugitive emissions, outside storage, truck traffic etc. Additional wording has been included to aid interpretation of this term and the related policies.*

Glen Schnarr & Associates Ltd. submits that the principle of flexibility in employment land use and urban design needs to be more dominant in the wording of the draft policies. Secondary Plans and more particularly Zoning By-laws should contain the more prescriptive measures as warranted, not the Official Plan. With respect to Sections 4.3.2.17 to 4.3.2.19, the preceding comments are pertinent.

*Staff Response*

*Sections 4.3.2.17 to 4.3.2.19 have been included in the draft OP as part of the Development Design Guidelines OPA (OP93-260), which came into force in March 2006. The DDG guidelines were prepared through extensive consultation with the public and the development industry and are intended to achieve the City’s vision and civic design objectives. The policies within this subsection address design, safety, environmental protection and accessibility issues. As such, the policies address design from a comprehensive community design perspective.*

#### **Section 4.4 Transportation**

MTO in their comments expressed concern with some of the City’s assumption on the proposed road network component of the overall transportation system plan provided in Section 4.4.2.1.

MTO commented that Section 4.4.2.1 (v), the municipality should be aware that Highway 410 extension would be constructed as a 4-lane facility not a 6-lane from Bovaird to Highway 10 and the completion timing has yet to be determined.

*Staff Response*

*Brampton’s network analysis is based on Brampton’s Transportation and Transit Master Plan, which reveals that in order to maintain a good level of service, the Official Plan needs to advocate and ensure that transportation infrastructure requirements of various responsible jurisdictions are adequately met to satisfy transportation demand in a timely fashion. This is a statement of network needs, not of any specific commitment by any one agency.*

Some of the other comments from MTO pertaining to Section 4.4.2.1 are set out below.

4.4.2.1 (vii) “ The Ministry has not established the construction timing of Highway 427 extension and therefore the date of “2011” must be removed. Furthermore, the current EA study terminates at the Oak Ridges Moraine. The Official Plan’s reference to the extension to Highway 9 and beyond has not been identified as an initiative in the final Growth Plan and therefore must be removed.

*Staff Response*

*Section 4.4.2.1 (vii) has been revised to read as “The extension of Provincial Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the Green Belt in the vicinity of Brampton’s northern boundary.”*

Section 4.4.2.1(ix) stipulates that:

“Further network planning and corridor protection for a Peel/Halton North-South Transportation Corridor and related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401/407 to the vicinity of Bovaird Drive by 2011, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule “B” with financing directly from the Provincial Government. The expanded municipal revenue sources may be used for carrying out the network and related roadway planning.”

*Staff Response*

*Section 4.4.2.1(ix) has been revised to read as: “Further network planning and corridor protection for North-South Transportation Corridor in the vicinity of the Peel-Halton boundary and for a related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401 or Highway 407 to the vicinity of Bovaird Drive by 2021, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule ‘B’.*

MTO emphasizes that “City should recognize a GTA West Transportation Corridor as conceptually identified in the final Growth Plan released by the Province in June 2006. To support the transportation policy directions in the Growth Plan, MTO has initiated the planning and environmental assessment process to study the long-term provincial transportation needs and recommend improvements in the GTA West Corridor”.

*Staff Response*

*A new policy 4.4.2.1(x) respecting GTA West Corridor has been added and reads: “Support and work with the Province, the Region of Peel and other GTA and Golden Horseshoe municipalities in planning and implementing the long-term higher order roadway and transit improvements identified in the Provincial Growth Plan including the GTA West Transportation Corridor”.*

MTO requests that in policy 4.4.2.2 regarding Road Functional Plan, “we will require that the category dealing with Provincial Highways be entitled as “Provincial Highways” with no reference to Tollways. The word “Tollways” must be removed”.

MTO further requests that all Provincial highways in the text and on all schedules be referred to as “Provincial highways” rather than freeway. MTO requires that all official plans identify our highways by jurisdiction rather than by function (freeway) and on this basis we request the Plan be amended to address this item.

*Staff Response*

*As suggested, the highways under the jurisdiction of Province have been entitled as Provincial Highways in both the text & schedules. Additionally, their function in Section 4.4.2.2 of the Official Plan will be revised to state that Provincial Highways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Interchanges with other roadways will be grade separated with full access control to the abutting land uses.*

MTO commented that in “Section 4.4.4 Public Transportation, policy 4.4.4.1 should identify the 407 Transitway as one of the components. It should indicate that the 407 Transitway is being planned by MTO initially as a bus way with the flexibility to convert to LRT technology in the future if required.

*Staff Response*

*Section 4.4.4.1 (ii) respecting Highway 407 transit way is revised as suggested and states that the Highway 407 transit way planned initially as a bus way with the flexibility to be operated as an LRT corridor in the future and to be constructed in stages during the period of this Plan. Additionally, the Highway 407 transit way and stations shown on Schedule “C” are in accordance with the MTO Study.*

Submission from the Region of Peel includes comments on various policies dealing with the transportation system plan.

Peel’s comments on Section 4.4.2 dealing with the Road Network concentrate on the assumptions that the Official Plan has made on the future transportation system in terms of the number of lanes and the issue of timing for the provincial highway facility to be operational. The Region is concerned with the policies on the widening of Highways 410 and 407 to 6 and 8 lanes at certain segments and the conformity of this section to ROPA 16. Other comments pertain to the North-South Corridor policies. Peel notes that there is a lack of Regional Road representation in both the policies and Schedules of the Official Plan.

*Staff Response*

*The transportation demand for Brampton has been assessed based on the listed assumptions in Section 4.4.2.1. If the required road network improvements are not completed in accordance with the stated year of completion, Brampton could experience congestion and reduced level of service on its road network.*

*Brampton's TTMP analysis reveals that in order to maintain a good level of service on City roads, it needs to advocate/ ensure that transportation infrastructure requirements (from all jurisdictions) are adequately met to satisfy transportation demand in a timely fashion. As such, this represents a statement of network needs, not of any specific commitment.*

*Further, Policy 4.4.2.1(vii) has been revised to address the comments related to Highway 427 extension which will state that the extension of Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the Green Belt in the vicinity of Brampton's northern boundary.*

*Policy 4.4.2.2 (ii) on the Road Functional Plan has been amended to state that major arterials include roads under the jurisdiction of either the Region of Peel or the City.*

*The Region of Peel's comments pertaining to the North-South Corridor Protection Area have been addressed by incorporating new policies setting out corridor protection along with related policies in Section 4.13. Among other things, they reference the role of the key Halton-Peel Transportation Network Review Study. This study will determine the role of a North-South Corridor and also address the potential that alternative roadway facilities may be recommended.*

*Overall, the transportation policies under Section 4.4 and Schedule "B", "B1", "C" have been revised appropriately to provide a better representation of the Region's transportation infrastructure requirements especially in the context of Regional Roads.*

The comments provided by the Region of Halton and Town of Halton Hills basically focus on North West Brampton and the representation of North-South Transportation Corridor and the Corridor Protection Area on various schedules. They want to ensure that the transportation policies of the Official Plan, to the greatest extent possible, incorporate a wide range of transportation solutions.

*Staff Response*

*In Section 4.4.2, new policies have been added that prescribe policies of the Corridor Protection Area along with Section 4.13.2. Among other things, they reference the role of the key Halton-Peel Transportation Network Review Study. The study will determine the role of a N-S Corridor and address the potential that alternative roadway facilities may be recommended.*

*New and amended policies have been added that define the role of a Halton/Peel Transportation Network Review Study and the potential for alternative roadway facilities to be recommended.*

*Additionally, Schedule B and Schedule B1 have been refined accordingly.*

The Cities of Toronto and Mississauga emphasize the need of collaborative approach while dealing with transportation issues in the context of roadways, transit and pathways connections, especially concerning the issues of cross-boundary municipal connections.

*Staff Response*

*The connections shown on the various transportation schedules beyond Brampton's boundary represent the need for future EA studies to assess and ascertain the travel demand on the specified corridor in an attempt to provide a coordinated transportation services across the municipal boundaries.*

*Policies 4.4.4.8 and 4.4.6.19 have been added to the OP. In addition, Section 4.4.6.19 has also been amended to strengthen the intent of cooperation between Brampton and its neighbouring communities.*

The Town of Caledon's comments relate to the policies in Section 4.4.2 that respect the GTA West Corridor, the assumptions for the transportation system especially on the timing and number of lanes for Provincial Highways and the comments on Section 4.13 regarding the North- South Transportation Corridor.

*Staff Response*

*New and revised policies have been incorporated into the OP that address the role of a N-S corridor or alternative roadway facilities. The referenced Halton/Peel transportation network review study will provide an opportunity for the Town of Caledon to provide input into the process. Section 4.13 has been amended accordingly and it is noted that the Halton/Peel transportation network review study will play a key role in addressing overall road network.*

*The City of Brampton supports the MTO GTA West Corridor study. A new policy will be added to Section 4.4.2.1(x) to this effect.*

*Brampton's TTMP reveals that in order to maintain a good level of service on City roads, it needs to advocate/ ensure that transportation infrastructure requirements (all jurisdictions) are adequately met to satisfy transportation demand in a timely manner.*

The comments provided by CN Railways basically pertain to providing greater recognition to the rail network in Brampton's overall transportation system given the



pivotal role it plays in the movement of both passenger and goods. CN Rail suggests that the rail network and yards/terminals should be shown on Schedule “C” and likewise a policy (or policies) be added to Section 4.4.8 acknowledging the importance of rail infrastructure.

CN further requests that a policy be added to Section 4.4.10 respecting appropriate safety measures for the proposed developments adjacent to railways and another policy to deal with the implementation and maintenance of any required rail noise, vibration and safety measures such as setbacks, berms and security fencing where appropriate.

*Staff Response*

*The location of the CN Intermodal facility along with rail lines have been highlighted and labelled on the appropriate schedules in the OP. However, Schedule ‘C’ primarily pertains to transit and focuses on the transportation infrastructure where the City is the main provider.*

*The importance of rail infrastructure has been further recognized and its role has been elaborated in the preamble of Section 4.4.8.*

*New policies 4.4.10.7 and 4.4.10.8 as suggested have been added to Section 4.4.10.*

The comment from Sustainable Urban Development Association (SUDA) refers to the funding of transit from senior governments. They believe that the statement in Section 4.4 which reads “However, a major shift from automobiles to transit use also requires senior government funding of transit” should be deleted, as it is not necessarily true. SUDA believes that the main purpose of this policy is to provide an excuse for delaying transit improvements. SUDA believes that it is necessary to raise public awareness and acceptance of much higher local investments in public transit. Also, the stated Strategic Plan goal for transit inappropriately places limitations on levels of public transit in most areas of the City. They believe that there is much that can be done to improve transit coverage and frequency throughout Brampton.

*Staff Response*

*The City of Brampton continues to be a leader in providing transit services. The policies in the OP respecting transit and its implementation of transit program are Brampton’s commitment towards delivering quality transit services to a growing municipality. For Brampton to provide smooth and reliable transit services a sustained and stable funding is necessary, especially with the focus on redevelopment and intensification being mandated in the recently approved Growth Plan.*

Candevcon is concerned with the extent of the Highway 427 Arterial Network Protection Area, which encompasses the area bounded by Clarkway Drive, Mayfield Road and

Regional Road 50. They recommend that the “Protection Area” be more focussed and that it more appropriately and realistically reflects the transportation Network Options currently being evaluated.

Candevcon also notes that there are graphical inaccuracies in Schedules B, B1 which should be corrected.

*Staff Response*

*MTO has commenced the Highway 427 extension EA study, which besides other things would examine various alignments and terminus options. Additionally, a joint municipal transportation network planning study (involving Peel and York Regions, Brampton, Vaughan and Caledon) is also underway to address long-term arterial and highway network connectivity concerns in East Brampton and West Vaughan. The conclusions of these two studies will narrow the network and terminus options resulting in a more focussed Corridor Protection Area for Highway 427. At this stage, the broader protection area needs to be reflected in the Official Plan until the basis for its reduction has been approved by Council.*

*Policies have been added and schedules will be revised/refined to clarify the process.*

Malone Given Parsons Ltd’s submission was made for Great Gulf Homes. They express concerns respecting Schedule “B1” related to City Road Right-of-Way Widths indicating a 30-metre width for both Heritage Road north of Financial Drive and the internal north-south collector east of Heritage Road.

*Staff Response*

*The request is reflected in the current revision to Schedule “B1”, with only the section of existing Heritage Road south of Financial Drive retained a 30 metre right-of-way. Heritage Road north of Financial Drive is designated as a 23-26 metre ROW.*

Bousfields made a submission on behalf of Maple Lodge Farms regarding the Financial Drive alignment as shown on Schedule “B” which shows the road intersecting with Winston Churchill Boulevard between Lots 3 and 4. Bousfields advises that the road in this location encroaches into the 600 metre buffer area. Additional comments were provided in the North-South Corridor as depicted on Schedule “B”.

Bousfields also notes that the Schedule “C1” entitled “Citywide Pathway” shows a pathway link along the TransCanada pipeline easement through Maple Lodge farms property is not in public ownership and there should be no expectation of public access.

### *Staff Response*

*The alignment of Financial Drive on the latest revision to Schedule B1 falls within a slightly reduced buffer distance of 450 metres that Maple Lodge Farms have agreed to as part of the Bram West Secondary Plan Review.*

*Issues relating to the North-South Transportation facility, its final alignment and the Credit River crossing will be determined through an Environmental Assessment. As such, the North-South Transportation facility is shown conceptually in the draft OP.*

*The pathway depicted along the TransCanada pipeline easement is one of the options being looked at. Other potential option includes routing the pathway along the proposed ROW of Bram West Parkway.*

## **Section 4.5 Environment**

### Overview of Comments and Suggestions – Favourable Responses to the Ecosystem Approach

Substantial input was received regarding the environmental policies of Section 4.5 including the following written submissions from agencies and stakeholders:

- City of Toronto
- City of Mississauga
- Region of Peel (ROP)
- Toronto and Region Conservation Authority (TRCA)
- Credit Valley Conservation Authority (CVC)
- The Region Municipality of Halton
- Carl Brawley, Glen Schnarr & Associates Inc.
- Nancy Mather, Stonybrook Consulting Inc.
- The Greater Toronto Airports Authority
- The Town of Orangeville
- CN Business & Real Estate

The commenting agencies and stakeholders are generally supportive of the City's adopted ecosystem approach that promotes a holistic, systems approach to planning and strives to reach a balance between the social, economic and natural environmental requirements of the community. However, Glen Schnarr & Associates have a different opinion that environmental and open space policies "must not be given any higher priority than other planning consideration such as economic, social, development efficiency and other matters in the context of the PPS and the planning process".

*Staff Response*

*As stated in the preamble of Section 4.5, the policies ensure that environmental considerations are evaluated equally with social and economic concern to ensure that land use planning is undertaken in a holistic manner. This forms the basis of the City's adopted ecosystem approach to planning.*

Region of Peel, TRCA and CVC have provided comprehensive comments and suggestions which are intended to:

- Strengthen the City's desire to implement a systems-based ecosystem approach to planning by better linking the plan's strategies and policies;
- Strengthen the text in terms of natural heritage systems and hazard management terminology and policies to be more consistent with the new PPS;
- Strengthen the documents framework and policies in terms of requiring BMPs (i.e. Sustainable Management Practices);
- Revisit the proposed natural hazard management framework and strategies outlined in the document;
- Further consider recognizing ROP and CA's strategies and plans within the document,
- Broaden the scope of the proposed density bonus/transfers identified for some natural heritage features to more broadly apply; and,
- Revise Schedule D to reflect most recent data sets.

Comments submitted by the Cities of Toronto and Mississauga are related to specific environmental policies including pollution, air quality and the need to consult adjacent municipalities on watershed plans and subwatershed strategies. The stakeholders offer comments on a wide range of policies including buffer requirements, valleyland/watercourses, stormwater management, woodlands/the Urban Forest, etc. The GTAA and railway operators have suggestions regarding noise and vibrations policies.

Halton Region finds that Brampton's draft policies are consistent with the direction of their ROPA 25 with regards to natural areas and environmental management. Brampton's treatment of certain headwater tributaries appears appropriate; however, Conservation Halton and the CVC will comment accordingly. Much of the boundary between Halton-Brampton is already included under established subwatershed studies and the policies of these studies are supported by Halton's ROPA 25.

*Staff Response*

*City Staff have met a number of times with the representatives of ROP, TRCA and CVC to discuss their comprehensive input on policies as well as mapping. Substantial changes have been made to Section 4.5 which include structural, substantive/policy specific, and wording/terminology to address the comments.*

*The title of the section has been changed to “Natural Heritage and Environmental Management” to reflect contemporary terminology and give recognition to the systems approach to natural heritage and the need to consider features, functions and linkages. In line with this change, Schedule “D” has also been re-titled “Natural Heritage Features and Areas”. Contemporary terminologies including natural heritage, environmental resources and sustainable management practices have been used throughout the OP.*

*Comments on the specific sections of the environmental policies are addressed below which are arranged in the same order as they appear in Section 4.5.*

#### 4.5.1 Watershed Plans and Subwatershed Studies

ROP, TRCA and CVC’s comments and suggestions include additional policies and rewording to improve clarity and to strengthen the role of watershed plans and subwatershed studies in the City’s ecosystem approach which is consistent with the PPS.

Updating of subwatershed studies need to be addressed in the policy. Whereas Section 4.5.1.5 identifies opportunities to “update” subwatershed studies, CVC suggests that the City should consider requiring a 5 year review of any studies that identify recommendations to be implemented through development, including subwatershed studies, EIR, MESP, guidelines etc. A review can be strategic in consideration of new science or modelling, monitoring results, and/or specific revisions to other studies/reports.

CVC will ultimately prepare a Watershed Plan that integrates the information and recommendations of current watershed strategies/plans such as the Credit River Water Management Strategy Update, Credit River Fisheries Management Plan, etc. Therefore, CVC encourages the City to utilize information and recommendations from the CA watershed strategies/plans to help them achieve the goals and policies of the OP.

The Cities of Toronto and Mississauga request that downstream municipalities should be consulted if there are likely to be potential impacts on downstream watercourses. The same comment applies to environmental reports.

#### *Staff Response*

*Suggested additional policies and rewording are included in the revised Draft Official Plan including the need for updating and reviewing subwatershed studies. New provisions have also been included to address the Cities of Toronto and Mississauga’s comment that adjacent municipalities will be consulted regarding these plans and studies if there is likely to be potential downstream impact.*

*The City will continue to work with CVC in implementing the various watershed plans and strategies to protect, enhance and restore this important component of the ecosystem.*

#### 4.5.2 Environmental Implementation Reports

Peel considers the policies requiring Environmental Implementation Reports (EIRs) in implementing subwatershed studies are comprehensive and supported. The policy should be clarified to indicate the types of development applications that may be subject to discretionary EIRs.

TRCA advises the difference between EIR and MESP and suggests this be clarified in the policy. Environmental Implementation Reports (EIRs) are not referred to as Master Environmental Servicing Plans (MESPs) by the TRCA. Although these documents are similar in their intent and content, traditionally EIRs do not require the level of detailed design in terms of environmental protection, stormwater management and functional servicing that an MESP do. In addition, MESPs generally require a detailed implementation strategy in terms of compliance with higher order plans, restoration and/or mitigation measures, phasing, interim measures, participating landowners etc. As these types of environmental reports go beyond traditional environmental protection issues such as natural heritage feature protection and require more detail in terms of engineering and design, TRCA recommends noting that stormwater management and functional servicing plans may also be included as components.

CVC and ROP both recommend that the scope of these studies (in old Section 4.5.2.1 and now renumbered to 4.5.2.2) be refined to clarify requirements and to include the provision for Adaptive Environmental Monitoring (AEM).

Stonybrook Consulting puts forth a similar comment and requests clarification regarding whether the scope of EIR and MESP is the same, or only that the terminology is different as adopted by different agency. They also seek clarification regarding the definition of “sensitive areas” as set out by Section 4.5.2.5: “Environmental Implementation Reports shall consider an area adjacent to sensitive areas and shall consider such additional related or linkage features and areas as are appropriate in the circumstances”.

#### *Staff Response*

*The difference between the EIRs and MESPs has been clarified in the text and definitions added in Section 5.2. Other suggested changes have also been made.*

*With regards to Section 4.5.2.5 which has been renumbered as Section 4.5.2.6, CVC’s suggested rewording has been implemented as follows which clarifies the definition of “sensitive areas” as well as adjacent lands within the context of this policy:*

*“An Environmental Implementation Report shall identify and consider the features and functions of lands adjacent to identified natural heritage features to determine whether protection and/or management of the adjacent lands is appropriate.”*

#### 4.5.3 Stormwater Management

CVC suggests that the policies in this section be reorganized and reworded as appropriate to better prioritize the Stormwater Management issues, and to improve on clarity and consistency. They also recommend adding a reference for low impact development and the need to meet the latest standards set by the City, relevant Conservation Authority or Ministry of Environment, or through a study such as an EIR.

Stonybrook Consulting shares similar view about the wording in Section 4.5.3.3. Regarding Section 4.5.3.7, they suggest that the consideration of development form, planning objectives and maintenance are equally as important as technical considerations when assessing various stormwater management alternatives. As such, they have recommended that the words, "... and compatible with planning and engineering objectives" be added to the end of this policy.

Glen Schnarr & Associates refers to Policy 4.5.3.4 which requires SWM facilities (ponds) for both quality/quantity control when their experience in a number of developments in the GTA has clearly demonstrated that on-site quantity control is a more efficient and practical solution notwithstanding that these methods are consistent with provincial initiatives which encourage more efficient land use.

The ongoing enforcement of a moratorium on on-site rooftop and parking lot SWM quantity controls is of major concern. The moratorium is not justified or warranted solely on the basis that such SWM controls cannot be guaranteed in employment areas and conflicts with PPS principles relating to efficient development. If such controls continue to remain in place, they will negatively impact the City in achieving its' full potential in terms of employment and total GFA of taxable employment floor space.

#### *Staff Response*

*Staff has included the changes as suggested by CVC and Stonybrook Consulting.*

*The moratorium referred by Glen Schanrr & Associates is not a policy of the Draft OP. Section 4.5.3 and proposed amendments provide for a stormwater management system that includes opportunities for onsite control as well as concepts for low impact development and green technology. The OP policies also provide for the examination of these issues through subwatershed studies, EIRs, MESP etc to ensure that a comprehensive stormwater plan would be provided on a subwatershed and/or Block Plan basis.*

#### Former Section 4.5.4 Water Supply and Conservation

Peel considers it more appropriate to address water supply and conservation as part of the infrastructure policy and therefore recommends that Sections 4.5.4, 4.5.4.1 and 4.5.4.2 be moved to section 4.7.2. CVC shares the same view.

*Staff Response*

*ROP and CVC suggestions have been implemented, including wording changes and moving sections of the water supply policies to Section 4.7.2.*

New Section 4.5.5 Ground Water Resources (formerly Section 4.5.5)

In order to address the impacts of development on private well supplies in urbanizing areas, the Region has requested that policies be added to this section as well as Sections 4.7.2, 5.4, 5.5 and 5.6 of the Plan to require private well monitoring, protection and mitigation through the development approval process. It should however be noted in the policy that only limited development should be serviced by private wells such as limited development in the estate residential area where municipal water may not be available.

*Staff Response*

*Staff has included the suggested additional policies to formalise the existing practice in recent secondary and block plans.*

New Section 4.5.6 Natural Heritage System (formerly Section 4.5.7 Natural Features and Functions)

ROP advises that the Regional Greenlands Systems must be protected and supported through the Regional OP and local area municipal official plans. The intent of the Greenlands System policies is to establish a Regional Greenlands System containing Core Areas and complementary local core areas defined in the Regional OP as Natural Areas and Corridors (PNACs). At a minimum, the City OP policies must recognize, identify and protect the Core Areas of the Region of Peel Greenlands System. ROP is unclear which features on Schedule D of the draft OP comprise the Natural Areas designation and if those features include all the Core Areas of the Regional Greenlands System. Furthermore, the identification and protection of the natural heritage system from development and site alteration needs to be clearly stated in the OP policies.

To this end, Peel is recommending revisions to the existing policies as well as the new additions to establish natural heritage system policies, modelled on the City's current approach that uses watershed planning and subwatershed studies to identify and define a natural heritage system. These changes represent the most significant enhancement to the Official Plan that will strengthen the Plan and set its natural heritage policies apart as a leading example in the region. Furthermore, the policies provide clarity and consistency to ensure the policies of the PPS and Regional Official Plan are adequately addressed. The added policies also address requirements for conformity with the Regional Official Plan (ROP) and consistency with the Provincial Policy Statement (PPS).



TRCA finds that there is an opportunity to reference the TRCA's Terrestrial and Natural Heritage System Strategy (TNHSS) in this subsection of the plan. The TNHSS provides the basis for TRCA's recommended 'Target System' which is required to achieve TRCA's 'Living City' objectives for regional biodiversity. The TRCA's 'Target System' is essentially a cohesive network of natural heritage features and surrounding lands that are required to meet minimum sustainable targets for quantity, quality and distribution throughout their jurisdiction. TRCA staff has previously supplied City staff with a digital copy of the TRCA's Terrestrial and Natural Heritage 'Target System', and suggests that this mapping be referenced in the text and included as an appendix to the OP.

Regarding Policy 4.5.7.6, TRCA has determined that there is currently a net ecological deficit in terms of a long term sustainable terrestrial and natural heritage system within urbanizing areas in TRCA's jurisdiction that includes Brampton. To ensure this portion of the plan is consistent with Provincial and Regional policy concerning improving and/or enhancing natural heritage feature forms and functions, TRCA suggests including additional language promoting achieving a 'net ecological gain' where feasible to make the existing system more robust.

TRCA staff strongly encourages the City to consider adopting the tiered approach taken by the Regional Plan to strengthen the City's current approach for Natural Heritage System protection and the commitment to enhance the natural system by including 'Restoration Areas' in the model (as discussed, restoration areas may be modelled on the CA's terrestrial and aquatic natural heritage system strategies - target system - which are continually being investigated and updated). Including more specific policies relating to lands adjacent to natural heritage features and resources (termed Adjacent Lands) is also supported by TRCA.

CVC stresses that the OP needs to provide comprehensive environmental policies that reflect a systems approach to defining and protecting the natural heritage system-features, functions and linkages, including environmental resources and natural hazard lands. The relationship of environmental planning with regards to municipal planning and approval agencies should be demonstrated through the inclusion of the Environmental Planning Process chart that was developed by the City. The protection of the natural heritage system is intrinsic to both the health of the City and its residents through the prevention of damage to people or property arising from environmentally hazardous lands and to ensure a self sustaining natural heritage system for clean waters and lands.

CVC's recommends the title of this section be revised to state "*Natural Heritage System - Features, Functions and Linkages*". CVC also suggests including in the general policies of natural heritage system those policies provided in other sections of the Plan, i.e. density bonusing, etc. and reordering the policy sections in terms of significance and priority – i.e. – Natural Heritage System - Features, Functions and Linkages; Environmentally Significant Areas; Areas of Natural and Scientific Interest ;Valley and Watercourse Corridors, Wetlands, Woodlands, Fish and Wildlife Habitat; Groundwater Recharge/Discharge; Environmental Buffers, Setbacks and Linkages.

CVC further suggests that policies on establishing a natural heritage inventory and stewardship be included.

*Staff Response*

*Staff agree with the comprehensive suggestions provided which strengthen the systems approach and the protection, enhancement and restoration of natural heritage features, functions and linkages. To this end, this section has been revamped. The section title has been revised to “Natural Heritage System” to reflect the same approach.*

*Staff however consider ROP’s suggested changes in respect of introducing a three-tier natural heritage system (Core, Supportive Core and Restoration Area) not necessary at this stage. The current policy framework of identification and refinement of the natural heritage system through watershed plans, subwatershed studies and environmental studies already serves the same purposes while allowing for more flexibilities in terms of the need to update the mapping i.e. the suggested Figure D-1.*

*As well, the three-tier system represents a major change from the draft document which has been subject to extensive public consultation. Incorporating this change at this time will require another round of public consultation before Council adoption.*

*Notwithstanding that the tiered system is not applied, the intent and principles of the suggested policy have been incorporated into the general policies for the Natural Heritage System (renumbered as Section 4.5.6) as well as the specific policies for the relevant features/areas. In this section, new policies on “Adjacent Lands” and “Restoration Areas” have been included and the “net ecological gains” objective is further strengthened as suggested.*

*Reference to TRCA’s TNHSS has been made in the text including Section 4.5.11 Environmentally Sensitive/Significant Areas. Staff has also reviewed the Target Area mapping and found Schedule “D” to be generally representative of the key features mapped therein. As such, it is not necessary to include the map in the appendix.*

*An inventory of the natural heritage system will be achieved as and when watershed plans, subwatershed plans and strategies and environmental studies are prepared. Staff do not consider it necessary to include a specific policy on this matter at this stage. Suggested policy on stewardship has been added as Section 4.5.6.21.*

New Section 4.5.7 Valleylands and Watercourses (formerly Section 4.5.8)

Comments/suggestions received on this section concern several aspects including terminology, structuring of natural hazards policies, permitted uses, additional considerations for new or existing development, re-designation of a valleyland or watercourse corridor feature, access to/for development within and/or adjacent to the floodplain.

CVC suggests that the section title should be revised to “Valley and Watercourse Corridors”. The limits of the corridors should be defined by the environmental hazards associated with flooding, erosion (and meander belt width hazard) and slope stability, and sensitive lands including vegetation, fisheries buffers, etc. Existing lots of record and/or development in corridors, and particularly in hazardous areas must be recognized by appropriate policies. Both TRCA and CVC are of the view that policies on natural hazard should be grouped in either Section 4.5.16 (which has been re-numbered to Section 4.5.15) or a new section.

On permitted uses, TRCA expresses that they generally do not advocate for new stormwater management and/or golf course facilities to be located within valley and stream corridors for long term maintenance and ecological protection reasons. Considering the above, and to be consistent with the policy in the Stormwater Management section (Section 4.5.3.10), TRCA recommends removing new stormwater management facilities from the list of permitted uses within these features. In addition, removing the term ‘golf courses’ from the permitted uses within these features and replacing it with ‘private passive recreational facilities’ is also being recommended by TRCA.

CVC does not advocate development in valley and watercourse corridors (i.e. stormwater management facilities or golf courses), due to potential negative impacts to the natural heritage systems and the continuing remedial costs to the public/private sector. However, CVC recognizes that there are opportunities to mitigate that the impacts of existing development. It is also appropriate to recognize existing open space/recreational uses in the corridors for context, particularly to identify permitted uses.

CVC recommends additional considerations to be included (Section 4.5.8.5 which has been renumbered to Section 4.5.7.1) in reviewing new or existing development within valleylands and watercourse corridors. Furthermore, CVC suggests a policy to be provided to recognize issues related to access for development within and/or adjacent to the floodplain.

Peel suggests clarifying Policy 4.5.8.10 (now renumbered to 4.5.7.10) so that it cannot be interpreted to allow for the re-designation of a valleyland or watercourse corridor feature resulting from adverse impacts associated with development or site alteration. Re-designation can only occur when the boundaries of the feature are refined through further study and the adjustment and re-designation is appropriate, in consultation with the Conservation Authorities.

Using the York, Peel, Durham and Toronto (YPDT) model policies for watershed planning as guidance, Peel is suggesting policy 4.5.8.2 be reworded and renumbered to provide direction in cases where lands to be conveyed to the City are contaminated. Essentially, the policy should require that prior to conveyance, the transferor, at the discretion of the City, will restore the lands and submit a Record of Site Condition to the City, and to satisfy any other requirements of the City regarding contaminated sites. The proposed changes to these policies complement the Contaminated Lands policies in

Section 4.5.16.3 (which has been renumbered to Section 4.5.15.4) and CVC comments on this issue.

*Staff Response*

*Staff will revise the subsection title to “Valleylands and Watercourse Corridors”.*

*Staff do not consider it necessary to move the natural hazard policies to Section 4.5.16 (which has been renumbered to Section 4.5.15) which has already made reference to these policies being included in the preceding sections.*

*Regarding the two permitted uses, Staff do not support TRCA’s suggested changes of not permitting stormwater management and golf course facilities as these are permitted uses in the current Official Plan and the suggested policy change will remove development rights. These uses are subject to a planning approvals process that includes the requirement for environmental studies to demonstrate that there will be no adverse impact on valleylands and watercourse corridors before they are allowed to proceed. This is also recognized by CVC.*

*Staff agree with the other suggestions which have been incorporated accordingly into the revised OP.*

New Section 4.5.8 The Urban Forest (formerly Section 4.5.9)

CVC considers the use of the term “urban forest” very appropriate as Brampton continues to develop greenfields characterized by natural woodlands, many that are intact, even in the current agricultural landscape. PPS requires that municipalities define “significant” woodlands based on local forest cover. However, the existing urban area is characterized by urban forests - woodlands impacted through urban activities, and planted trees such as in parks/valleys or orchards/hedgerows/boulevard/residential lots that should be recognized as contributing features to the natural heritage system. On this basis, CVC recommends that this section be titled “Woodlands and the Urban Forest”.

CVC’s other suggestions are editorial to improve clarity of the policies.

Peel agrees with CVC’s suggestion to rename this section to “Woodlands and the Urban Forest”. They also share CVC’s view regarding the need to clarify some policies (such as the old Sections 4.5.9.1 and 4.5.9.2) such that woodlands will be evaluated and identified for their level of significance in relation to their function within the overall natural heritage system and that development and site alteration may only occur in woodlands that are not significant such as outside of the Region’s Core Greenlands.

TRCA supports the concept of density bonusing and/or density transfer to encourage the conservation of natural heritage features and systems (former Policy 4.5.10.1.) As such, they recommend that this concept also be applied to preserve all of the natural heritage features noted throughout this section including valleylands and watercourses, wetlands,

environmentally sensitive areas and area of natural and scientific interest, environmental buffers, setbacks and linkages.

*Staff Response*

*Staff agree with suggestions which have been incorporated accordingly.*

*TRCA's support for density bonusing is welcomed and their suggestion has been applied to the policy for the rest of the Natural Heritage features. As well, staff has included an additional measure ie. cost sharing agreement into the same policy to further promote natural heritage protection.*

New Section 4.5.9 Wetlands (formerly Section 4.5.8)

Both the Region and CVC advise that the preamble and Sections 4.5.10.1 and 4.5.10.2 (now renumbered to Section 4.5.9.1-2) have misquoted Sec. 2.1.2 and 2.1.6 of PPS which state that development and site alteration shall not be permitted in provincially significant wetlands. For development and site alteration on lands adjacent to such features shall not be permitted unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the wetland features or ecological functions. The relevant provisions and policies must be revised to conform with the PPS.

CVC informs that mitigation for the loss of local and unevaluated wetlands has been successfully demonstrated in the Credit Valley Secondary Plan, Blocks 1 & 3 EIR – with the creation of two wetland blocks and wetlands within the Springbrook Creek and Tributary 8B realigned corridors. CVC is requesting that the City add a policy supporting wetland mitigation.

*Staff Response*

*The relevant policies and provisions have been revised to conform with the PPS and to address other comments from CVC and ROP.*

New Section 4.5.10 and Environmentally Sensitive Areas and Section 4.5.11 Areas of Natural and Scientific Interest

Peel recommends separating ESA and ANSI policies into two sections, as these features are identified using different methodologies and as such should be considered differently in the context of policy within the OP.

Rewording and reordering of some policies are necessary to clarify that development is prohibited in ESAs (the former Section 4.5.11.5) while development and site alteration may only occur within Earth Science ANSIs (the former Sections 4.5.11.3 and 4.5.11.8) and not Life Science ANSIs as has also been commented on by CVC.

Peel questions the intent of the former Section 4.5.11.6 that these policies should be excluded from an Environmental Assessment (EA). Policies in an Official Plan pertaining to these features should be considered in an EA through both the Municipal Class EA procedure and pursuant to the *Environmental Assessment Act*. As such, Peel is recommending that the policy be deleted.

TRCA advises that they no longer implement the Environmentally Sensitive Area (ESA) program. As previously described, the TRCA has adopted the 'Terrestrial and Natural Heritage System Strategy (TNHSS). In this regard, TRCA suggest referencing the TNHSS in this section, where appropriate, making specific reference to the TNHSS's 'Target System' schedule suggested to be added to this section as commented on the subsection 'Natural Features and Functions' herein.

CVC advises that their ESAs are now called "Environmentally Significant Areas". For clarity, CVC is recommending separate sections for ESAs and ANSIs in the text and the mapping of Schedule 'D'. ESAs are identified by CAs and/or the municipality, as they are not provincial. Consideration for the recommendations of watershed, subwatershed studies, etc. need to be provided. As previously noted, the CA's terrestrial strategies and modelling to address a systems approach, may integrate ESAs with other significant natural heritage features.

#### *Staff Response*

*As suggested, the section has been divided into two sections: Section 4.5.10 Environmentally Sensitive/Significant Areas and Section 4.5.11 Areas of Natural and Scientific Interests and policies have restructured accordingly. Other suggested changes have also been made accordingly in the revised OP.*

*Regarding TRCA's suggestion on TNHSS, and as responded previously, reference has been included in the text. Staff do not consider it necessary to append the "Target System" map to the OP at this stage but mapping of Schedule "D" will continue to be updated to ensure consistency.*

#### Section 4.5.12 Habitat Fisheries and Wildlife

Both CVC and ROP advise that this section needs to recognize PPS policies regarding these features including habitat of endangered/threatened species (Sec. 2.1.3), significant wildlife habitat (Sec. 2.1.4) and fish habitat (Sec. 2.1.5). Specifically, development and site alteration is not permitted within habitats of vulnerable, threatened or endangered species (VTEs), as well as the level of protection fish and wildlife habitat and VTEs have within the City's natural heritage system. The OMNR and CAs have prepared Fisheries Management Plans that qualify both the classification of fish communities, and management zones for each watercourse and its tributaries. These management plans should be referenced by the City for both information and habitat protection requirements.

Additional policies and rewording of some existing policies are suggested to reflect the PPS and these plans. Peel also recommends that this section be re-organized to begin with prohibitive policies first, followed by detailed policies.

For consistency and correct terminology, it is also suggested by CVC that the title be revised to “*Fish and Wildlife Habitat*”, and also reference to “fisheries” should be revised to state “fish” only.

*Staff Response*

*Policies have been revised to better align with the PPS. Suggested reordering of policies and wording changes have also been made including revising the section title.*

Section 4.5.13 Environmental Buffers, Setbacks and Linkage Policies

To avoid confusion, TRCA is suggesting the City to include the following explanation to clarify the difference between buffers and setbacks:

*“In the context of natural heritage protection, the terms buffers and setbacks are often confused and incorrectly used interchangeably. The term ‘buffer’ is generally used in environmental management and refers to the distance between a natural heritage feature(s) or hazard land(s), and the adjacent land uses. Buffers are considered to be an integral component of the natural heritage system, and typically remain within the open space block containing the feature(s) and are dedicated as such. The term ‘setback’ is generally a term used in zoning which refers to the distance between a structure and another regulated area such as a lot line or a zoning boundary. Setbacks are considered to be part of a development lot or block and remain in private ownership.”*

This view is echoed by CVC which further advises their success in implementing a 5 metre development buffer and having it placed in municipal ownership. For floodplains, they have revised the requirements from a 5 metre horizontal buffer to ensuring a minimum 0.3 metre (1 foot) freeboard between the Regulatory Storm floodplain elevation and rear lot lines. They have been able to achieve the 0.3 m freeboard using existing grades, therefore, being able to achieve both a freeboard and a horizontal buffer. CVC encourages the City to include a freeboard within the 10 metre buffer, as a precautionary measure. To reflect this suggestion and to ensure that this section adheres to policies and standards set by the Province, Region, and other external agencies, and to be consistent with recent terminology as has also been commented on by TRCA, CVC recommends refinement of Section 4.5.13.7.

To be consistent with Provincial policy and ensure that the long term interests in terms of maintenance and/or future community services are maintained, both TRCA and CVC

suggest referencing that fragmentation of ownership of natural heritage features and systems is discouraged (Policy 4.5.13.6).

TRCA advises their understanding that buffers from river valley corridors within the Province of Ontario's designated Greenbelt generally requires a minimum 30 metre vegetation protection zone from the boundaries of key natural heritage and/or hydrologic feature(s) (Policy 4.5.13.9).

To be consistent with similar policies within this plan (i.e. policy 4.5.8.1), TRCA suggests including text within this policy to clarify that the dedication of buffers to the City is required through the development process (Policy 4.5.13.10).

*Staff Response*

*Staff agree with comments and suggested changes have been made accordingly.*

Glenn Schnarr & Associates takes issue with policy 4.5.13.7 which suggests that the City will implement a 10m buffer block adjacent to defined natural features versus the current Conservation Authority (CVC) policy which requests a 5 metre buffer.

*Staff Response*

*The buffer requirements are imposed to ensure protection of natural heritage features/areas and are defined taking into consideration development setback guidelines of the Conservation Authorities including CVC and TRCA as well as setback and buffer requirements found in the Official Plan of other municipalities. For example, the Town of Markham specifies a minimum 10 m buffer for from top of bank or the Regulatory Flood Line, from Provincial Significant Wetlands, etc. The proposed buffer requirements are also supported by both CVC and TRCA. Refinement to Section 4.5.13.7 has been made to add clarity for the requirements and to address CVC and TRCA comments on this issue.*

Section 4.5.14 Greenbelt

The Town Of Caledon offers the following comment on the Greenbelt policy in the Draft Official Plan:

“Section 4.5.14. on page 4.5-20 regarding the Greenbelt references the Provincial Greenbelt designations in Brampton and the designated areas are shown on Schedules “A” and “D”. There is, however, no reference to the “River Valley Connections (Outside the Greenbelt)” in the Greenbelt Plan. These connections represent the extension of watercourses that form part of the Greenbelt Natural Heritage System in Caledon southward into Brampton. Section 3.2.5 of the Greenbelt Plan contains policies directing that the external connections be maintained and/or enhanced and



measures for stewardship of urban river valleys. These policies should be acknowledged in the Brampton OP.”

*Staff Response*

*Section 4.5.14.1 already speaks to the need to refer to the “applicable” policies in the Greenbelt Plan. As well, a number of policies in Section 4.5 address protection of watercourses and the need to consult adjacent municipalities where there may be potential downstream impacts, including Section 4.5.7 Valley and Watercourse, Section 4.5.1 Watershed Plan and Studies and Section 4.5.2 EIRs.*

Section 4.5.15 Special Policy Areas

TRCA provides a number of comments/suggestions on Special Policy Area as follows:

- inserting the SPA policies under the heading of ‘Natural Hazards’ within subsection 4.5.16 ‘Protecting Public Health and Safety’;
- further clarifying the definition of a (Provincial) SPA by including the definition of the Provincial Policy Statement (2005) (Section 6.0, page 36) for consistency;
- clarifying that there are only 3 approved (Provincial) SPAs in Brampton - the Brampton Central Core (includes the flood susceptible areas in the downtown core), Brampton East (includes the flood susceptible areas south of Clarence Street, in the vicinity of Meadowland and Nanwood Drive), and Avondale (includes certain developed flood susceptible areas north of Steeles Avenue, and east of Dixie Road) SPAs.
- including additional text to refer to potential requirements for a risk feasibility report to be consistent with Provincial policies (Policy 4.5.15.5)
- adding a new policy to express the City of Brampton’s commitment to public safety and risk management and to comply with the approved policies set forth by the province for the SPAs within Brampton (see City of Brampton By-law 33-88 relating to the Avondale SPA)as follows:

*“The City, in conjunction with the TRCA, shall explore means of alleviating flood risk through remedial works such as culvert and minor channel improvements”;*

CVC recommends that a policy be included to recognize that site specific SPA studies may identify policies that vary from the OP policies to account for specific environmental issues and/or requirements for the new SPA.

Peel advises that the wording of Policy 4.5.15 Special Policy Areas may require amendments pending review of the Master Drainage Plan currently underway for

Downtown Brampton. Any policy changes from the current OP document require approval from the Ministry of Natural Resources and Ministry of Municipal Affairs and Housing.

*Staff Response*

*Staff is recommending that Section 4.5.15 Special Policy Areas be deleted as it is premature to put forth such policies in the OP when the issues regarding the SPAs are still under review by the Province, TRCA and the City. The existing policies in the secondary plans will continue to address the SPAs until the review is completed.*

Section 4.5.16 Protecting Public Health and Safety

Noise and Vibration

The Greater Toronto Airports Authority requests adding to the OP a schedule illustrating the Composite Noise Contour Map and a map showing the boundaries of the Airport Zoning Regulations that impact the City of Brampton.

*Staff Response*

*Staff do not consider it necessary to show detailed NEF/NEP contours on any schedule in the Official Plan. The inclusion of the LBPIA on Schedule "A" and associated policies throughout the Plan is sufficient to provide policy direction regarding this matter.*

*Given that the Toronto Lester B. Pearson International Airport Zoning Regulations are already registered on the title of affected land parcels, inclusion of the zoning map in the Official Plan is redundant and not necessary. Reference to the Toronto Lester B. Pearson International Airport Zoning Regulations has been included in Section 4.5.15.1.7 to provide further direction regarding these restrictions.*

Orangeville Railway Development Corporation and CN Business and Real Estate suggest adding a reference to consult the appropriate railway with respect to noise and vibration studies (Section 4.5.15.1-2). In addition, CN Business and Real Estate requests including the following additional policies on rail noise:

"New residential development will not be permitted within 300 metres of a rail yard."

"All residential development or other sensitive land uses located between 300 m and 1000 m of a rail yard will be required to undertake noise studies, to the satisfaction of the City and the appropriate railway, to support its feasibility of development and, if feasible, shall undertake appropriate measures to mitigate any adverse effects from noise that were identified."

*Staff Response*

*Suggested changes have been made.*

Contaminated Sites and Waste Disposal Sites

Peel advises that a policy is required to be added to Section 4.5.16.2 (now renumbered to 4.5.15.3) to state that the Region of Peel will not accept dedication of lands which are contaminated if there is the potential for contamination without a Record of Site Condition undertaken as stated by PPS Policies 1.1.3.3 and 3.2.2.

The City of Mississauga suggests adding a new policy as follows:

“A Record of Site Condition is also required where a property is changing use from a non-sensitive use, such as industrial or commercial, to a more sensitive use such as residential, institutional or parkland.”

*Staff Response*

*Suggested changes have been made.*

Air Quality

A number of comments have been received during public consultation that a policy to address air pollution and related issues is missing from the OP environmental policies. These include comments expressed at the Workshop, by several speakers at the Statutory Public Meeting and written submissions from the City of Toronto and the City of Mississauga.

*Staff Response*

*A new section “Air Quality and Energy” has been added as Section 4.5.15.2 to address these issues. Through implementing the sustainable planning framework and sustainable City structure as set out in Section 3 of the OP, the City will endeavour to enhance air quality and to contribute to energy conservation through the land use planning process.*

Schedule “D”

TRCA comments that mapping of the Wetlands is inconsistent with the data layers provided by their office including the relevant data from TRCA’s Ecological Land Classification and Jurisdictional Habitat data layers for the ‘Other Wetlands’ category, and those available from the Ministry of Natural Resources.

Additionally, it appears as though portions of some of the provincially significant wetland complexes are not correctly illustrated on Schedule “D” (for example portions of the Heart Lake Wetland Complex north of Bovaird Drive and east of Heart Lake Road). The City should obtain the most up-to-date data for the Provincially Significant Wetlands from the Ministry of Natural Resources.

The boundaries of the Environmentally Sensitive Areas and Areas of Natural and Scientific Interest appear to be misrepresented on Schedule “D”. The schedule generally illustrates the location of the MNR designated ANSI (Life Science) ‘Heart Lake Forest and Bog’ but does not appropriately illustrate the ANSI (Earth Science) ‘Brampton Buried Esker’ which is also predominately located within the Heart Lake Conservation Area. The MNR has identified this natural feature as a ‘provincially and/or regionally significant representative geological feature’ as it provides important ecological functions as well as unique educational and recreational opportunities. As such, the TRCA continues to recommend that the City of Brampton identify this natural feature, as well as all other ANSIs (life and earth science) identified in the most recent MNR dataset.

CVC comments that it is difficult to distinguish between Woodlands – Other Wetlands; and Special Policy Area – ESAs due to the colours. In addition to the revisions proposed below, there are many new evaluated wetlands that are part of woodland features, and mapping at this scale to reflect both natural heritage features will be challenging. CVC’s other suggested revisions to Schedule “D” include watercourse realignments, wetlands, woodlands including the East and Centre Branched of Fletcher’s Creek, the section of Springbrook Creek along Creditview Road etc.

CVC also notes that many woodlands appear smaller than depicted on recent aerial photographs.

Peel advises that the City should review the mapping of individual features on Schedule “D” and ensures that the mapping is current and consistent with the latest Regional, conservation authority and/or MNR data as appropriate. At a minimum, the following features types should be mapped separately on Schedule “D”:

- Regionally significant valley and stream corridors
- Locally significant or other valley and stream corridors
- Regionally significant woodlands  $\geq$  30 hectares in area
- Locally significant or other woodlands  $<$  30 hectares in area
- Provincially significant wetlands
- Locally significant or other wetlands
- Regional Life Science ANSIs
- Regional Earth Science ANSIs
- Environmentally Sensitive or Significant Areas
- Habitat of Threatened or Endangered Species (policy should indicate that these areas are designated but not shown on Schedule D)

*Staff Response*

*Schedule “D” has been updated in content and presentation based on input received from ROP, TRCA and CVC. The mapping for the various features has been updated based on the latest data received from TRCA, CVC, ROP and MNR. With regard to CVC’s comment on Woodlands, the discrepancies may be attributed to the City’s use of the most recent air photos taken in 2005 as opposed to 2002 used by CVC. “Special Policy Areas” have been deleted from Schedule “D” to correspond with staff’s recommendation of deleting the policies on the same (the previous Section 4.5.15). Changes to Schedule “D” are detailed in Part III “Recommended Amendments to Schedules” below.*

*All the features listed by the Region of Peel have been mapped on Schedule “D”. Regional Significant Woodlands and Valleylands are already included in the mapping of woodlands and valleylands/watercourse corridors on Schedule “D”.*

*Additional text has been included in the preamble of Section 4.5 to explain the data sources for the mapping of Schedule “D”.*

#### **Section 4.6 Recreational Open Space**

CVC comments on this section are intended to ensure consistent terminology respecting natural heritage in accordance with previous sections of the Plan.

TRCA advises that the lands owned by the TRCA which are not operated as Conservation Areas should be removed from Schedule “E” i.e. remove all lands owned by TRCA except those associated with the Heart Lake and Claireville Conservation Areas.

*Staff Response*

*Schedule “E” has been updated to remove the TRCA owned lands that are outside of the two Conservation Areas. Suggested wording changes by CVC have been made in the revised OP.*

#### **Section 4.7 Infrastructure and Utilities**

Bell Canada and Peel Region provide the bulk of the comments on this section while the City of Mississauga has concerns about the potential impact that power generating facilities located in Brampton may have on their municipality. The Town of Caledon has a comment on a specific sewer line.

Bell Canada suggests that the City consider using a broader and more contemporary term such as “telecommunication(s)” in the Official Plan to recognize the broad nature of the

services provided now and in the future. Bell also suggests adding a new objective as follows:

“Ensure that adequate utility networks are/or will be established to serve the anticipated development and that they will be phased in a way that is cost-effective and efficient.”

Other comments/suggestions from Bell Canada are on Section 4.7.4 Hydro-Electric Power, Telecommunications and other Cabled Services including:

- Revising Section 4.7.4.1 to provide greater clarity; and,
- Adding a new policy that enables all interested utilities and telecommunication providers to confirm if services can be provided to support the proposed development; including the appropriate locations for large utility equipment and utility cluster sites prior to approval of development within a secondary Plan area.

*Staff Response*

*Suggested term “telecommunications” has been used in place of “telephone” in the Official Plan.*

*Staff agree with the suggested new policy and wording changes in general except for Section 4.7.4.1. The intent of this policy is to ensure utility installation is compatible in scale, function and character which are important planning and design considerations particularly in residential areas. The proposed modification does not reflect all these considerations and is therefore not supported.*

The City of Mississauga notes that Section 4.7.4.5, Hydro-Electric Power, Telephone and Other Cabled Services, permits power generating facilities in any land use designation without an amendment to the Plan. The Plan indicates that the City of Brampton shall set criteria for the development of these facilities, including such matters as land use compatibility, urban design, traffic, and environmental. Until these criteria are developed, this policy will permit power generating facilities in proximity to Malton and Meadowvale Village Residential Planning Districts.

The City of Mississauga recently undertook a comprehensive study of power generating facilities, and amended Mississauga Plan to permit them only in lands designated “Industrial”. Given the potential for impact on Malton and Meadowvale Village, the Brampton Draft Official Plan should be amended to prohibit power generating facilities south of Steeles Avenue.

Section 4.7.5 states that “the Britannia and Caledon Landfill sites are the only active public landfill sites in Peel”. As the Britannia site is now closed, The City of Mississauga suggests that this policy should be amended.

*Staff Response*

*Staff agree that power generating facilities should not be permitted as-of-right in all land use designations. As such, Section 4.7.4.5 has been amended to delete “power generating facilities” from the list of permitted uses. This modification together with the requirement that Hydro One shall consult with the City on the location of all new electric power facilities (the last statement in Section 4.7.4.5) and the policy that the City shall set criteria for power generating plants (Section 4.7.4.8) will ensure sufficient planning control over these facilities.*

*This statement in Section 4.7.5 is based on the Region of Peel Official Plan dated November 2005 (Section 6.4). Staff have corrected the statement in accordance with Mississauga and Peel’s comments.*

Peel suggests moving Section 4.5.4 Water Supply and Conservation to Section 4.7 ‘Infrastructure and Utilities’. ROP advises that it is not the intent to allow large scale new development on private wells, only some limited infill development in the estate residential designations. All development will ultimately be serviced by the South Peel Servicing System as indicated by Regional Policy 6.3.2.1. As such, Peel suggests cross referencing Policy 4.5.4.1 (iii) in this Section 4.7 and add the word ‘limited’ development serviced by private wells.

On Section 4.7.5 Waste Management, Peel Region provides clarifications on their responsibility for collection, processing, transfer and disposal of waste and updates on landfills that the Caledon Sanitary Landfill Site is the only active public landfill in the Region of Peel. The Britannia Sanitary Landfill closed on June 29, 2002.

On Transfer Stations, Incinerators and Waste Processing Plants, ROP advises that the Brampton Community Recycling Centre is misquoted as “Peel Region Transfer Station”. The Peel Integrated Waste Management Facility is located at 7795 Torbram Road (south of Highway 407) and another Community Recycling Centre is to be located at Railside Drive (west of Hurontario Street, south of Sandalwood Parkway), which should be opened by Spring 2008.

Schedule F-Infrastructure and Utilities has out-of-date information on Regional facilities and should be corrected.

Although “Schedule F” includes all of the former Municipal Landfill Sites, it does not make any distinction between closed Municipal and Private Landfill Sites. ROP advises that they are only responsible for monitoring former Municipal Landfill Sites.

The Algonquin Power Energy from Waste Facility at 7656 Bramalea Road (south of Highway 407) should be added to Schedule F.

*Staff Response*

*After consultation with Region Staff, refinement of the preamble of Section 4.7.5 and Schedule “F” has been made to clarify the Region’s responsibilities for waste management and the status of the landfill sites, i.e. private vs public and existing vs closed. Contaminated sites have been removed from Schedule “F” as they will be addressed by the Record of Site Regulations.*

*The statement in Section 4.7.5 is based on Section 6.4 ROP (November 2005) which states that both landfill sites are active. Based on this latest comment, refinement to Section 4.7.5 has been made.*

*Schedule “F” has been updated to show the latest Regional facilities based on information provided by Peel.*

The Town of Caledon notes that several sewer lines in north-east Brampton that are shown in the Regional mapping for the Servicing Master Plan Update are not shown on Schedule “F”. The Clarkway Road sanitary sewer between Castlemore Road and Mayfield Road is of concern to the Town of Caledon since Regional staff has indicated that this sewer may be extended into Caledon to service new employment lands. This has been brought to the attention of Regional Planning staff reviewing the OP. It may be that the Region will provide comments on this matter, but Caledon would prefer that this sewer line be shown on Schedule “F”.

*Staff Response*

*Schedule “F” has been updated based on data supplied by Peel which now shows the proposed Clarkway Road sanitary sewer between Castlemore Road and Mayfield Road.*

## **Section 4.8 Institutional and Public Uses**

Input received on this section is primarily related to schools. The Peel District School Board and the Dufferin-Peel Catholic School Board have made similar comments on a number of policies in this Section 4.8 as well as other sections of the OP including Recreational Open Space (Section 4.6), and Urban Design (Section 4.10).

Both School Boards seek confirmation on whether redevelopment/additions to existing schools are permitted within the LBPIA (Policies 4.2.3.2, 4.3.1, 4.3.2.2).

Both School Boards have concerns on adding day care facilities within school properties (Policy 4.8.11.1) due to the additional land required and other related considerations. The Peel District School Board may accept a day care centre if it is government funded or sanctioned by the Ministry of Education. The Dufferin-Peel Catholic School Board will



have to evaluate the needs related to day care spaces in new schools but does not support services related to before and after school programs.

On the matter of road standards (Section 4.8.6.8), the Peel District School Board is concerned that while the road right-of-way width for access to their schools is preferably 23 meters, the minimum requirement for a collector road designation for school frontage will limit the location of future school sites. As well, a number of the schools currently do not meet this criterion based on Schedule “B”. There is also the issue of student safety, especially for their junior schools, if they are to be located adjacent to busy collector roads, and minor and major arterial roads. The Peel District School Board therefore requests deleting this policy 4.8.6.8. The Dufferin-Peel Catholic School Board also expressed concern about this policy and suggests rewording it by adding “local roads with a minimum 23 metre road right-of-way width or” after the word “designated”.

The Dufferin-Peel Catholic School Board is supportive of ensuring that school sites are provided in draft plans. They consider the Secondary Plan and Block Plan processes are adequate to ensure that school sites are provided in satisfactory locations. As such, they are requesting the City to delete the policy (Section 4.8.6.7) that requires a conventional Master School Agreement or a Special School Levy or similar mechanism.

On a related matter, the Peel District School Board requests the City add a new policy to ensure that the sanitary, storm and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, and that such easements be approved by the School Boards prior to their establishment on a proposed school site.

Additional wording is also proposed by the Board to be included in Policy 4.10.3.5.3 to require subdivisions to be designed to allow for the frontage of school sites to be opposite residential properties rather than street intersections in order to mitigate the impacts on the access points to schools sites.

Both school boards are requesting the addition of “institutional” uses in Section 5.32.1 so that the streamlining policy can also be applied to such uses.

*Staff Response*

*Infilling and redevelopment including additions to existing school being noise sensitive institutional uses are not permitted in the LBPIA Operating Area.*

*The policy for including day care facility (Section 4.8.11.1) is intended to facilitate more efficient land use through shared use and concentrating related land uses. These facilities will only be approved with the consent of the School Boards.*

*The concern for road requirements is noted and Section 4.8.6.8 has been refined as suggested by the Dufferin-Peel Catholic District School Board to maintain a minimum requirement of a 23m road ROW width or collector road designation.*

*Staff do not support removing policy 4.8.6.7 as it provides certainty that a school site will be delivered in a timely manner.*

*Staff also do not recommend the suggested change to Section 4.10.3.5. From an urban design point of view, corner buildings are encouraged to reinforce edges and focal points. Institutional and community uses including schools are considered as good corner treatments.*

*The proposed new Policy 4.10.3.5.4 is also not necessary as it is already the current practice to consult the School Board regarding utility easements where school sites are affected.*

*Section 5.32 has been deleted as the procedures and time frames for development approvals are now set out in the relevant specific policies such as those for block planning in Section 5.5.*

## **Section 4.9 Cultural Heritage**

Overall, the Ministry of Culture finds the proposed policies sufficient in addressing cultural heritage resource concerns and notes that it has incorporated both the recent (2005) changes to the *Ontario Heritage Act* and the PPS. However, they are requesting that Policy 4.9.6.7 be revised to restrict access to archaeological assessment reports submitted to Brampton in order to protect site locations. The Ministry is also requesting that they be notified of all donations accepted by the Region of Peel Heritage Complex prior to the establishment of archaeological licensing.

Glen Schnarr & Associates finds that the draft cultural heritage policies are considerably more stringent than what currently exists. For example, ‘cultural heritage landscapes’ is a very subjective entity versus an actual built heritage feature. In a City that is planned to be entirely urbanized, the retention of subjectively defined ‘cultural heritage landscapes’ (virtually any rural landscape setting could eventually be defined as a heritage landscape) is very unlikely.

They also take issue with policy 4.9.1.12 that effectively predetermines the conclusion of any future heritage impact assessments by stating that ‘all options for on-site retention of properties of cultural heritage significance should be exhausted before resorting to relocation’.

Glen Schnarr & Associates submits that the initial and principle determinant in the heritage preservation in reality, however, should be land use considerations and the practical ability to incorporate the heritage feature into the end use. While the ability to incorporate certain heritage features/attributes in residential/commercial developments may exist, these opportunities are clearly not available in industrial areas due to obvious design constraints. In the context of their client, Orlando Corporation’s industrial lands, large building footprints make the preservation/incorporation option totally impractical

and unrealistic from the outset. The draft policies must recognize such land use and development constraint realities.

*Staff Response*

*As suggested by the Ministry of Culture, additional provision has been added to Policy 4.9.6.7 to restrict access to archaeological assessment reports submitted to the City. A new policy 4.9.6.12 has also been added for notifying the Ministry regarding collections obtained by Peel Heritage prior to licensing are donated.*

*The cultural heritage policies have been strengthened in accordance with the amended Ontario Heritage Act and other Provincial and City policies which have enabled the City to enhance protection for heritage resources.*

*Like built heritage, designation of cultural heritage landscape is not subjective and is based on its historical, architectural or contextual significance determined according to established criteria. Designation is also subject to an approval and consultation process in accordance with the provisions of the Ontario Heritage Act, same as built heritage. It should also be noted that cultural heritage landscapes can include both urban as well as rural features although the preservation of the latter is especially critical as the pressure for urbanization increases.*

*Staff disagree with Glen Schnarr & Associates that policy 4.9.1.12 predetermines conclusion of heritage impact assessments rather it emphasises the importance of retention and integration of heritage which should be opted for before resorting to relocation.*

*Staff acknowledge that land use and the site's ability to integrate a heritage feature are important considerations but they are not the principal considerations. Heritage resources are considered as an important asset to the community. They are non-renewable and once lost cannot be regained. Every effort should be made to protect and preserve them. Key to effective heritage protection and preservation is proactive identification and designation of properties early in the planning process so that they can be suitably accommodated in the development plan, whether it be residential, industrial or commercial in nature.*

## **Section 4.10 Urban Design**

Peel Regional Police considers it a missed opportunity that there is no reference to the Region of Peel's CPTED Principles document which contains chapters on schools, parking garages, automated banking machines and multi-storey residential buildings in Section 4.10.4.3 of the draft Plan. The Region of Peel's CPTED Principles document was developed with the assistance of City of Brampton planning staff. This reference is especially important given the vague definition of safety that follows in Section 4.10.4.6 (x) of the document. The document defines safety as "How the physical development

ensures personal safety” but offers no insight in how to achieve this. The Peel CPTED principles document is referenced in Appendix (o) of the Mississauga Official Plan.

The City of Toronto supports Section 4.10.3.3 which states that ‘Development that supports the use of transit is thus the focus of this Plan’ and the emphasis on transit-oriented development. They notes that this is the first time it is explicitly stated in the Plan and suggest that it be stated in Section 3.

Both TRCA and CVC suggest that references to sustainable management practices and green building and urban design should be included to support and strengthen the framework for sustainable development. CVC has also provided a refined definition for sustainability in the context of Section 4.10.4.6.

Glen Schnarr & Associates indicates that with respect to Urban Design matters, they have actually conveyed through the Bram West Secondary Plan and Official Plan Reviews the need for considerable flexibility in the content and application of any design-related policies in employment areas, versus prescriptive or mandatory design directives. They have also expressed to staff that the Brook McIlroy BWSP Community Design Study is not realistic or achievable in the context of responding to the market place realities or the building needs of future employers that will locate in the Churchill Business Park. In the context of meeting the needs of these employers, their operational and business processes/functions substantially dictate building form and thus design. Design policies and objectives cannot purport to dictate building function and thus building form. The urban design policies of section 4.10 need to be recrafted to incorporate a greater degree of flexibility and acknowledge the fundamental principle that building function dictates building form.

Glen Schnarr & Associates takes issue with policy 4.10.2.6 which suggests the City may require the creation of public spaces on private property with no credit for parkland dedication. With respect to policy 4.10 3.6.7, in many instances it is necessary to provide convenient and accessible parking areas in the front of buildings in proximity to the streetscape. They also have concerns relating to policies pertaining to restrictions for outdoor storage, loading areas and trucking.

*Staff Response*

*With regards to the submission from Peel Police, references to safety and the CPTED principles have been added to a number of sections of the Plan including the Objectives, Section 4.10.2.1.7, 4.10.4.3 and 4.10.4.6 as well as other policies of the OP.*

*The suggestion by the City of Toronto has also been included in Section 3 to explicitly state the Plan’s focus on transit supportive development.*

*In response to TRCA and CVC's suggestions, provisions for sustainable management practices have been included in a number of sections including Objectives, Streetscapes, Community Revitalization, etc.*

*With regards to Glen Schnarr & Associates' comments, City staff advises that it is the objective of Section 4.10 Urban Design policies to achieve and sustain a physical environment that is "functionally efficient" in addition to being attractive, sensitive to the City's evolving character and environmentally responsible. It is also the objective of the policy to provide strong policy direction for physical development design with reasonable flexibility to allow and encourage innovative and diverse urban design. These strategic objectives have guided the drafting of the Urban Design section and its policies. Secondary and block plans as well as design briefs will also continue to be used to address site-specific design issues as set out by the Official Plan.*

*Policy 4.10.2.6 provides for the requirement for semi public open spaces in private development. As these are expected to be relatively small amenity areas to be retained in private ownership, they will not be taken into account as parkland dedications.*

*Policy 4.10.3.6.7 does not preclude parking areas in the front of buildings and each case will be considered on its own merit. Concern for outdoor storage, loading areas and trucking are noted and site specific concerns related to these aspects can be addressed through the subsequent stages of planning i.e. secondary planning, block plans or site plan approval.*

### **Section 4.13 Special Study Areas, Corridor Protection Areas, and Special Land Use Policy Areas**

TRCA, CVC and the Region of Peel suggest that the City should use "special policy areas" solely for "floodplains" as per the PPS.

#### *Staff Response*

*All non Provincial Special Policy Areas have been renamed to Special Land Use Policy Areas. As well, a new section has been added titled "Section 4.13.2 Corridor Protection Areas" that includes the previous Sections 4.13.1.3 to 4.13.1.4 to specifically address these policies. See also responses on North South Corridor Protection Areas below.*

A number of agencies and stakeholders have made comments on the North South Corridor Protection Areas (North West Brampton and Bram West Secondary Plan) (old Sections 4.13.1.3 and 4.13.1.4) including:

- The Ministry of Transportation
- Halton Region
- Peel Region
- Town of Halton Hills

- Town Of Caledon
- Bousfields Ltd
- Glen Schnarr & Associates.

Some of these comments also concern the relevant policies on the North-South Corridor Protection Areas in Section 4.4 Transportation.

MTO advises that until the appropriate planning and EA work is complete, it is premature to assume that the Province would be responsible for financing a Peel/Halton North-South Transportation Corridor. The City should also acknowledge that, pending the outcome of MTO's GTA West Corridor Study and other relevant provincial/municipal planning/EA studies, additional transportation policies may be required to amend the City's Official Plan.

The Regional Municipality of Halton notes that on Schedule B & Schedule B1, the Corridor Protection Area only extends from mid-block roadway (between 407 and Embleton) to roadway north of Embleton Road. Yet, Section 4.13.1.4.1 mentions protection for the N-S Corridor would follow the same route south to Highway 407. If protection for the N-S Corridor is being provided, they recommend that it should be shown on Schedule B & B1 as well.

Section 4.13.1.3, 3<sup>rd</sup> paragraph (also section 4.13.1.4, 3<sup>rd</sup> paragraph) mentions that the iTrans report is based on "complete analysis" of environmental constraints.....". The wording implies that consideration of all environmental impacts, transportation impacts, etc. was already undertaken but their position is that this consideration can only be complete through an Environmental Assessment.

Section 4.13.1.3.1, 1<sup>st</sup> paragraph (also Section 4.13.1.4.3), mentions that the alignment of the N-S Corridor will be determined by EA or another process satisfactory to municipal stakeholders. The Region's view is that an EA is the only acceptable means of determining the alignment. Also this Section states that the North West Brampton and Bram West planning processes should continue in accordance with the previous Council direction prior to determination of the preferred alignment of the N-S Corridor. This section of the Plan should clearly identify the need for the continuous involvement of the Region of Halton in any studies pertaining to the secondary plan areas subject to this Special Policy Area since the N-S Transportation Corridor will have impacts to the land use and transportation planning in Halton.

Peel refers to Schedule B: City Road Hierarchy and Schedule B1: City Road ROW Widths. The North-South Corridor Protection Area should reflect the same area protected in the Region of Peel's Official Plan Schedule E. Having specific alignments of two segments between Mayfield to Williams Parkway and Williams Parkway to 407 would be inconsistent with the intent of having a larger corridor protection area. There is also no legend to clarify these two routes other than having a 40-45 ROW and it has not been determined whether this route will be a municipal road, regional road or provincial expressway. A Provincial road would have a ROW greater than 50m.

On a related matter and regarding Policy 4.14.2, although the North-South Transportation Corridor is discussed in Section 4.14.1, the need for a transportation study is not listed within the six stages of planning approvals preceding the development of North West Brampton.

Considering that the inter-municipal transportation study agreed to as part of ROPA 25 settlement is not likely to be completed until sometime in 2007 and will focus on the long term transportation needs along the Peel/Halton boundary rather than determine a precise corridor alignment, Halton Hills considers that an Official Plan policy calling for a partial completion of the North-South Corridor by 2011 is premature. It is also in conflict with other Official Plan policies which emphasize the need for extensive transportation planning prior to the exact corridor alignment being determined. Sufficient time must be allowed not only to complete the inter-municipal transportation study but also for the subsequent EA process. Therefore, Brampton should consider amending policy 4.4.2.1 (ix) to delete the reference to the completion of the North-South corridor and the Bram West Parkway to Bovaird Drive by 2011. Any other policies that conflict with the need for comprehensive studies prior to an ultimate North-South corridor alignment being determined should also be amended.

The Town respectfully requests that Brampton:

- Consider amending Section 4.4.2.1 (ix) of the draft Official Plan to remove reference to the completion of the North-South corridor and the related Bram West Parkway to Bovaird Drive by 2011. Any other policies that conflict with the need for comprehensive transportation studies prior to an ultimate North-South corridor alignment being determined should also be amended; and,
- Consider amending appropriate policies and schedules to reflect the possibility that the Bram West Parkway may become a freeway rather than an arterial, pending the outcome of the inter-municipal transportation study.

The Town of Caledon asserts that at this point, they have insufficient information to evaluate the impact of the Brampton-proposed North-South corridor from Mayfield road to Highways 407/401, identified in Schedule B of the draft Official Plan as “Proposed Freeway”. Before the Town can support this proposal, it needs to be assured of no major adverse impacts.

Caledon further points out that MTO has made it clear during a Municipal Advisory Meeting on January 12, 2006, that "the MTO Study process continues only if provincial highways and/or transitways are selected." Therefore, it is premature to suggest that there will be a provincial highway between Mayfield Road and the Oak Ridges Moraine since it is possible that the MTO study could conclude otherwise. The Town of Caledon supports the MTO study to fully explore all options to improve the transportation network before deciding on a new provincial highway, and does not support any predetermination of corridor alignment and protection. It is therefore

suggested that the City of Brampton revise the wording of two paragraphs to reflect the ongoing MTO effort for the proposed GTA-West Corridor.

Bousfields Inc. questions the depiction of the “Proposed Freeway” north of the Credit River and the “Major Arterial” (Bram West Parkway) south of the Credit river as to where is the Credit River crossing proposed, is there one facility or two, and where do they meet.

Regarding Section 4.13.1.4, in part to ensure consistency in terminology, Bousfields suggests that this section be titled “Peel/Halton North-South Corridor Protection Area” to accord with the terminology used in Policy 4.4.2.1(ix). The same terminology should then be used throughout this section and in Section 4.13.1.3 as well. The terminology is also important in that it emphasizes that the ultimate route for this facility should, in their opinion, be primarily located in Halton Region, linking to the existing 401/407 interchange.

Regarding Policy 4.13.1.4.6, Maple Lodge Farms and other parties have appealed this policy, which was proposed through Brampton OP Amendment OP93-255. While OP93-255 has been appealed to the OMB, they anticipate that the draft Official Plan will ultimately be modified to reflect the outcome of that process, they wish to note their objection to Policy 4.13.1.4.6 for the record.

Glenn Schnarr & Associates advises that given their existing objection to the Bram West Secondary Plan amendments to implement the North/South Corridor Protection Area and related holding zones, they take issue with Schedule “B” depicting the same as well as related policies 4.4.2.1 (ix), 4.4.2.4, 4.4.2.13, 4.13.1.3 and 4.13.1.4.

#### *Staff Response*

*It is the City’s view that protecting the North-South Transportation Corridor is essential, and therefore the latest draft OP retains the subject policies as well as the addition of others for greater clarity.*

*New and revised policies have been added to Section 4.4.2 and Section 4.13.2 to address the role of N-S corridor or alternative roadway facilities, reference the role of the Halton-Peel Transportation Network Review Study and various timing issues identified by the agencies. The policies acknowledge that the study will determine the role of a N-S Corridor and also address the potential that alternative roadway facilities may be recommended. The referenced Halton/Peel transportation network review study will provide an opportunity for all parties involved to provide input into the proposed Transportation Corridor.*

*The City needs to recognize and protect for a N-S Corridor as defined in the iTRANS study recommendations until such time as this option is confirmed or a viable alternative is determined and recommended.*



*Suggested changes include amending Policy 4.4.2.1 (ix) to revise the timing for the section of Highway 401/407 to Bovaird Drive by 2021. A new Section 4.4.2 (x) has been added to speak to supporting and working with the Province, Region of Peel and other municipalities to plan and implement the long term higher order roadways.*

*Section 4.13 has been amended appropriately and it is noted that the Halton/Peel transportation network review study will play a key role in addressing overall road network issues. A new section 4.13.2 (Corridor Protection Areas) has been added to consolidate the previous two N-S Corridor Protection Special Study Areas as well as that for Highway 427 under the same heading to provide for a comprehensive policy direction.*

*An appropriate cross reference has been added to Section 4.14.1 North West Brampton Future Urban Development Area to connect it to Stage 3 in Section 4.13.2 Corridor Protection Areas.*

*The relevant transportation Schedules have been revised and refined appropriately to show all the Corridor Protection Areas.*

*Issues relating to the North-South Transportation Facility, its final alignment and the Credit River crossing will be determined through an EA. As such, the North-South Transportation Facility is shown conceptually in the draft OP.*

*OP93-255 dealing with the Corridor Protection Area has been appealed to the OMB. Any revision to the Corridor Protection Area policies in the draft OP will have to await the OMB decision. For the same reason, staff recommend to maintain the section title at this stage.*

With reference to policy 4.13.2.5 Special Policy Area 5 which indicates that a private recreation area shall be developed in accordance with the Agricultural Code of Practice, Halton Region seeks confirmation on whether Minimum Distance Separation (MDS) is already included in the policy. As MDS is intended to be applied in agricultural areas (not future urban), they question why this policy is included. It may be preferable to have a general policy indicating that existing agriculture is permitted, and along with that, normal farming practices. Best Management Practices may need to be implemented to reduce conflict between agricultural and non-agricultural uses.

#### *Staff Response*

*Section 4.13.2.5 is a policy in the existing OP that needs to be kept for this Special Land Use Policy Area within the former agriculture designation. The policies of this sub section have been moved to the new section 4.15.*

#### **Section 4.14 North West Brampton Future Urban Development Area**

Halton Region has already provided comments through the process of commenting on ROPA#15 and OP93-245, and they anticipate that these policies will be appropriately resolved through settlement discussions.

CVC suggests adding the following policies/provisions:

- Preamble “(iii) sustain the ecological integrity of the area by protecting the Credit River watershed along with the headwaters of Huttonville Creek and Fletcher’s Creek, by maintaining, restoring and enhancing the natural heritage features, functions and linkages.”; and
- Section 4.14.2 (i) the concurrent Land Use Study and Transportation Study / Environmental Assessments to identify the extension/construction of the arterial and collector road network.

Further suggestion is made to revise the Timeline Chart to note:

- a. The Mount Pleasant Secondary Plan/Subwatershed Study must be complete and approved prior to the initiation of the Mount Pleasant Block Plan/EIR/FSR process. It is recognized that draft plans may overlap the Block Plan/EIR process.
- b. The LGL Aquatic and Terrestrial Inventories should be identified related to either a particular planning and/or studies program to understand their relevance in this flow chart.

Gagnon Law Bozzo’s submission was made on behalf of the North West Brampton Landowners Group (NWBLG). They advise that the ‘Northwest Brampton Mount Pleasant Lands-Environmental and Planning Studies Timeline’ is outdated and should be replaced by the one used in Appendix 1 to LOPA OP93-245 which resulted from extensive settlement negotiations. This version of Timeline includes references to ‘shale protection’ and the ‘2016 horizon year’.

#### *Staff Response*

*Section 4.14 has now incorporated the OP93-245 that was revised through settlement reached between the City, the Region of Peel and the Province of Ontario which has not been approved by the OMB. The timeline has been updated as per the settlement but other amendments will have to wait for the OMB decision.*

#### **Section 5 Implementation**

Comments on this section include suggested updating and additions to the Definitions (Section 5.2) as recommended by the CAs, and ROP to aid interpretation of natural

heritage and environmental policies such as Natural Heritage System, Adjacent Lands, Buffer, Setback etc.

*Staff Response*

*Changes to and additional definitions have been included as suggested.*

Regarding Section 5.4 Secondary Plans, Zelinka Priamo Ltd believes that the existing Secondary Plans should also be updated as part of the Official Plan Update process and amended to reflect any policy changes so that any remaining undeveloped lands, future redevelopment of existing sites, or proposed amendments are subject to the same policy structure as other sites within the City of Brampton. This would avoid any inconveniences, uncertainty and confusion as to which policies apply when a development application is made.

*Staff Response*

*All the City's approved secondary plans will be updated to conform with the new Official Plan when it receives final approval.*

Halton Region questions whether rural consent in Section 5.17 are compatible with the City's focus on sustainable development as severed rural lots may create obstacles to creating a "model for the City's "next generation of sustainable greenfield development. It is planned to be a compact, complete and connected community....." Halton staff recommends that consents not permitted in remaining Greenfield areas. Regarding Agriculture (Section 5.17.19), it is noted that there is no agriculture section in the draft Plan. Similar comments were submitted by the Region of Peel and the Town of Caledon regarding the need for transitional policies for agriculture.

As a consequence of Official Plan Amendment OP93-245 and the gradual phasing out of rural uses in Brampton (with the exception of Environmentally Sensitive/Significant Areas), Peel considers it necessary for Brampton to consider the potential for urban agriculture in the Plan and to determine how this land use can contribute productively in an urban setting.

They suggest that a section recognizing agriculture as a land use in adjacent municipalities should be added to the draft OP. Although the City of Brampton is aiming for full build out by 2031, agricultural uses will continue within adjacent municipalities including the Town of Caledon. Specifically, Section 2.3.3.3 of the 2005 Provincial Policy Statement requires all new land uses, including the creation of lots, and new or expanding livestock facilities to comply with the minimum distance separation formulae. As a neighbouring municipality with a strong agricultural industry, Caledon would like to ensure that the City incorporates appropriate policies to protect their agricultural industry north of Mayfield Road.

*Staff Response*

*It is necessary to retain the policy on rural consents except those related to Agriculture ie., Section 5.17.18 (iv)(a) and Section 5.17.19.*

*The previous Section 4.7 Agriculture was deleted as per the Council approved version of OP93-245. Policies for agriculture have been re-introduced in the new Section 4.15 as a result of the modified OP93-245. The revision is to recognize that agriculture activity can continue even though all of Brampton is now within the urban boundary of the OP.*

As mentioned in the above sections on Ground Water Resources and Infrastructure and Utilities, ROP suggests to add policies to Section 5.4.7 Secondary Plan and 5.5.7 (i) to (iii) Community Block Plan, 5.6.5 Subdivision Approval to address private well monitoring, protection and mitigation through the development approval process.

CVC suggests updating the preamble of Section 5.24 Conservation Authorities to better reflect the ambit of the Conservation Authorities including the Conservation Authority Regulations approved in 2006.

*Staff Response*

*ROP and CVC's suggested changes have been made.*

## **Site Specific Comments**

### **James W. Harbell, Stikeman Elliott's submission on the Goreway Station Power Plant Site**

A submission was made on behalf of Sithe Global by Stikeman Elliott which advises about a discrepancy between Schedule "D" of the Official Plan and the designations on the Gore Industrial South Secondary Plan, Zoning By-Law 238-2000 and the existing Official Plan with respect to the Goreway Station Power Plant Site. Under By-Law 238-2000, lands abutting the creek are zoned flood plain, but the majority of the site is subject to an M3-Section 678 zoning which permits the power plant and accessory uses. Lands abutting Goreway Drive are zoned for open space purposes consistent with the approved site plan which retains a woodlot in that area. While Sithe Global has no objection to the woodlot designation shown on Schedule "D" provided that it is consistent with the lands zoned open space, they requested that the lands located to the west of Mimico Creek retain their industrial designation for consistency in keeping with the site-specific zoning which permits development on this portion of their lands.

*Staff Response*

*Staff have reviewed the applicable planning document for the subject lands and have decided to update the relevant Schedules including “A” and “D” to correspond with the approved zoning and site plans.*

**Diarmuid K. Hogan, CANDEVCON Limited**

CANDEVCON comments on three aspects of the Plan including the Estate Residential designation located north of Countryside Drive and west of Clarkway Drive in Secondary Plan Area 47, Corridor Protection Area for Highway 427, and graphical inaccuracies in several schedules.

*Staff Response*

*At their request, City Staff has met with representatives of CANDEVCON on June 22, 2006 where these issues were discussed and clarified.*

Candevcon submits that it is not appropriate to continue with an Estate Residential designation for the remaining undeveloped lands located north of Countryside Drive and west of Clarkway Drive based on the configuration of the table land, the proximity of the industrially designated lands east of Clarkway Drive, and the desirability to provide a transition between the Estate Residential and the Industrial uses.

Accordingly, Candevcon recommends that Schedule “A” be revised to replace the Estate Residential designation for the undeveloped lands with an Upscale Executive Housing designation. Through the subsequent Secondary Plan and Block Plan process, Candevcon also recommends that policies be put in place for the “Residential” lands located west of Clarkway Drive between Countryside Drive and Mayfield Road which will require single detached homes as a housing form in this area.

In Candevcon’s opinion, this modification better reflects the Provincial Policy Statement and provides a more appropriate buffer and transition between Estate Residential Community and other Residential and Industrial lands to the east.

*Staff Response*

*The Estate Residential housing forms reflect historical development activities and approvals and contribute to promoting diversity and choice in housing types in Brampton. The areal extent of this designation was recently confirmed through the OPA that implemented the Vales of Humber Secondary Plan where staff undertook to assess the supply and demand for two-acre estate residential lots in the Toronto Gore area.*

*It is the opinion of staff that the Official Plan Review should not be the vehicle to change the Estate Residential designation in North East Brampton such as that proposed by Candevcon. Such change should be the subject of a comprehensive planning program which will consider in more detail the relevant planning, land use, environmental, economic and social factors associated with redesignation.*

Candevcon is concerned with the extent of the Highway 427 Arterial Network Protection Area as shown on Schedule “B”, which encompasses the area bounded by Clarkway Drive, Mayfield Road and Regional Road 50. They recommend that the “Protection Area” be more focussed and that it more appropriately and realistically reflect the transportation Network Options currently being evaluated

*Staff Response*

*Staff agree with Candevcon on the principle of focussing the protection provision to provide more clarity and have added new wording to this effect. However, as the two studies i.e. MTO’s Highway 427 Extension EA Study and the joint municipal transportation network planning study are still ongoing, staff consider it premature to change the scope of the “Protection Area” at this stage.*

Candevcon notes that Schedules B, B1, D, E, F and Cultural Heritage Map contain several graphical inaccuracies that need to be corrected.

*Staff Response*

*Schedules ‘B’ and “B1” in respect of the Highway 427 Corridor Protection Area have been addressed above.*

*With respect to Schedule “E”, staff provided clarification regarding the grey circle between The Gore Road and Clarkway Drive that illustrates conceptually a future community park. The exact location and extent of the proposed park will be determined through the secondary plan process and further refined at the block plan stage.*

*On the matter of Schedule “F” and with the Record of Site Condition Regulation, contaminated sites will no longer be shown on the Schedule including that located at the south western corner of Mayfield Road and McVean Drive.*

*The Cultural Heritage Map is based on the City’s Heritage Register which is updated regularly. Staff have explained the status of two heritage sites as follows :*

- South eastern corner of McVean Drive and Castlemore Road (4107 Castlemore Road) is a Class B heritage site. It has since been re-graded to “A” and has been shown as such on the Cultural Heritage Map.*
- Northwestern corner of The Gore Road and Castlemore Road (10100 The Gore Road) is a Class B heritage site.*

## **Richard Hahn, Armland Group**

The submission by Armland Group relates to Phase 2 Sub Area 1 Block Plan of the Bram East Secondary Plan. They advise that the subject Block Plan has received Stage 1 approval in September 2005 and should receive further approvals this summer. Draft plans have been filed for about 75% of the land area with more than 90% of the land owners participating in the land owners group. Growth cap allocation has been granted for Phase 1 of the Block Plan. The schedules/mapping depicted within the draft OP document do not conform to the approved OPA or Block Plan. OP93-248 and OP93-249 align the existing Secondary Plan to the Block Plan that was passed August 25, 2005.

Specifically, Armland is requesting that the City modify Schedules A, A2, B, B1, C, E and the Cultural Heritage Map in accordance with OP93-248 and OP93-249 and the Block Plan.

### *Staff Response*

*Adjustments have been made to the relevant schedules to reflect the approved block plan as follows:*

#### *Schedules “A” and “D”*

*The width of valleyland between Clarkway Blvd and Regional Road No.50 has been adjusted.*

#### *Schedule “A2”*

*No change is required as the neighbourhood and convenience retail designations are already included.*

#### *Schedules “B”, “B1” & “C”*

*The road network has been updated.*

#### *Schedule “E”*

*No change is required as neighbourhood parks are not shown on this schedule*

#### *Cultural Heritage Map*

*All heritage sites within the block plan area are Class B. No change is required pending decision on heritage assessment submitted as part of the site plan approval process.*

## **Harry Froussios, Zelinka Priamo Ltd.**

Zelinka Priamo represents Loblaws Properties Limited. They refer to Section 4.3.1.2 (ii) which limits permitted retail and service uses within the Business Corridor designation to “selected retail warehousing such as warehouse membership clubs, home improvement stores, large furniture and appliance stores, and major toy or sporting goods” subject to certain development requirements and restrictions.

Zelinka Priamo advises that their client, Loblaw's Properties Limited currently owns vacant lands on the south side of Bovaird Drive and just west of Airport Road. These lands, in conjunction with lands currently owned by Bramport Shopping Centres Limited along the west side of Airport Road, are proposed to contain a variety of commercial uses, including a large format supermarket, based on the current range of permissions in the City's planning document. The subject lands are currently designated "Business Corridor" in Schedule "A" of the draft Official Plan.

Zelinka Priamo is concerned that a retail warehouse (i.e. Costco, Sam's Club) would be permitted to locate within the Business Corridor designation, as the proposed Business Corridor policies appear to indicate; whereas other large retailers, such as Loblaw's, who have similar land extensive requirements and are in the business of selling similar products that are offered within retail warehouses may not be permitted. This would have severe impacts on the future development potential of our client's lands at Bovaird Drive and Airport Road. Consideration should be given to clarify or expand the range of commercial uses permitted within Business Corridor areas or alternatively, to place restrictions on uses which are predominantly commercial in nature and permit only those uses that are accessory to industrial uses. If the latter option is determined to be appropriate for the "Business Corridor" designation, then the lands at the southwestern corner of Airport Road and Bovaird Drive should be redesignated to an appropriate retail category (i.e. "District Retail") in the new Official Plan.

As well, a linear "Open Space" designation is shown within the subject lands on a number of schedules including "A", "C1" and "D". The "Open Space" designation within these lands was deleted from Schedule E (Open Space) of the current Official Plan when the lands were redesignated from "Special Study Area" to "Special Policy Area 3(A) and 3(B)" in the Bramlea North Industrial Secondary Plan. Furthermore, Schedule D (Environmental Features) of the current Official Plan was also amended to delete Valleyland and Wetland Area designations from the subject lands. As such, they request that the above-noted Schedules in the draft Official Plan be amended to remove any open space or environmental feature designations from the subject lands.

*Staff Response*

*The Bramlea North Industrial Secondary Plan policies permit a broad range of retail, service, office, restaurant, prestige industrial and automotive uses within the lands at the southwest side of Bovaird Drive and Airport Road that are more consistent with a Business Corridor designation than a designation within the retail hierarchy for residential areas.*

*The uses permitted for the subject site at the southwest corner of Airport Road and Bovaird Drive is a result of an OMB decision. The decision states that notwithstanding the Residential designation, residential uses shall not be permitted without an amendment to the Official Plan. The decision is reflected in Policy 4.1.5.11 in the current OP. The policy which was erroneously omitted from the April 10, 2006 version of the Draft Plan*



*has been reinstated as the new Section 4.1.1.15. The lands located immediately to the south of Bovaird Drive has been redesignated to Residential on Schedule “A” to conform with the policy. A District Retail designation is also included for the subject site in Schedule A2. The adjacent lands located on the west side of Airport Road between Bovaird Drive and North Park Drive has also been designated District Retail on Schedule A2 in recognition of the Special Policy Area 3(B) designation in the secondary plan. The policy for this site and its designation is set out in the new Section 4.3.1.7.*

*The relevant schedules including “A”, “C1”, and “D” have been amended to remove the Open Space from the subject site to accord with the approved Secondary Plan Amendment.*

*Wording of Section 4.3.1.2 (ii) has been refined to clarify the planning intention for retail uses within the Business Corridor designation that only large format stand-alone retail uses except department stores or food stores may be permitted.*

### **Peter Smith, Bousfields Inc**

The submission is made on behalf of Maple Lodge Farms. Based on their review of the draft Official Plan, Bousfields identify a number of concerns as set out below. In certain instances, these concerns are simply a reflection of outstanding issues that they are attempting to resolve through the Bram West Secondary Plan Review. In other instances, it appears that certain principles and approaches that have been agreed upon through the Secondary Plan Review process have not been appropriately reflected in the draft Official Plan.

The proposed City Concept Plan shows the lands in Lots 3, 4 and 5, Concession 6 north of the existing Maple Lodge Farms operation in Lot 2, as “Communities”. This is inconsistent with the agreed-upon approach to ensure that lands within a 600 metre buffer area surrounding the Maple Lodge Farms operation are not used for “sensitive” land uses (such as residential) but rather are reserved for non-sensitive employment uses. Therefore, at a minimum, the land in Lot 3, Concession 6, west of the east branch of the Levi Creek, within the 600 metre buffer should be shown as an “Employment Precinct”.

### **Staff Response**

*The request to show the lands in Lot 3 Concession 6 WHS west of the eastern branch of Levi Creek as “Employment Precincts” is supported on the basis that Clause (29) subsection 3.2.24 of the draft Bram West OPA does not permit sensitive land uses within 600 metres of the Maple Lodge Farms lands.*

*As such, Schedule “1” City Concept has been amended to redesignate the land north of the existing 130 acre operation of Maple Lodge Farms to “Employment Precinct”. This is consistent with the current land use pattern in Concession 6 which is subject to OP93-255 (Corridor Protection).*

Schedule “A” proposes a “Business Corridor” designation at the northeast corner of Steeles Avenue and Bram West Parkway, which is within the 600 metre buffer area around the Maple Lodge Farms operation. Bousfields assumes that this designation is intended to correspond to the Service Commercial designation proposed for that location in the Secondary Plan. In their letter of January 31, 2006, Bousfields is requesting the City to delete the Service Commercial designation because it would permit uses that would primarily be classified as sensitive land uses. They note however that there is no Business Corridor designation shown either at the northwest corner of the Steeles/Bram West intersection or at northeast corner of Steeles and Winston Churchill, which they assume reflects the principle outlined above. On that same basis, Bousfields Inc requests that the northeast corner of Steeles Avenue and Bram West Parkway be designated “Industrial”, rather than “Business Corridor”.

*Staff Response*

*This request is supported on the basis that it is consistent with the decision to remove the Business Corridor designation on the northwest corner of Steeles Ave & Bram West Parkway and the northeast corner of Steeles Ave. & Winston Churchill Blvd.*

*The northeast corner of Steeles Avenue and Bram West Parkway has thus been re-designated to “Industrial” on Schedule “A”.*

Currently, Schedule “B” in the approved Official Plan shows Financial Drive intersecting with Winston Churchill Boulevard at approximately the lot line between Lots 3 and 4. Maple Lodge Farms has been participating in a review process being undertaken by iTRANS to more precisely establish the alignment for Financial Drive. Maple Lodge Farms has requested, for numerous reasons, that Financial Drive be aligned along the limit of the 600 metre buffer area (i.e. more or less in the location shown on the approved Schedule “B”). The iTRANS review process is not yet complete, however, the alignment shown on the proposed Schedule “B” would shift the alignment southerly into the 600metre buffer area so that it would intersect Winston Churchill just north of Lots 2 and 3. Bousfields is troubled by that City Staff would be proposing such a shift without any basis, and prior to the completion of the iTRANS review.

*Staff Response*

*The review by iTRANS recommends the City protect for a north and south alignment option in Concession 5 until an environmental assessment or similar planning study has determined the final alignment. The alignment of Financial Drive will be finalised once the iTrans review is completed about the end of August 2006.*

*The connection to Winston Churchill Boulevard has been agreed to by Maple Lodge Farms and the City and falls within the 600 metre buffer zone.*

*Issues relating to the North-South Transportation Facility, its final alignment and the Credit River crossing will be determined through an EA. As such, the North-South Transportation Facility is shown conceptually in the draft OP. Revised and new policies regarding the North-South Corridor Protection Areas have also been included. See also response in Section 4.14 above.*

Schedule “H” is a new schedule which identifies the existing Maple Lodge Farms operation as part of a Block Plan Area (40-4). Bousfields notes that the limit between Blocks 40-4 and 40-5 appears to follow the alignment of Financial Drive as shown on Schedule “B”, accordingly, the boundary should be adjusted to reflect the alignment as determined through the review currently ongoing.

The effect of the Block Plan Area is that the adoption of a Community Block Plan would be required prior to the approval of development applications within such areas (as per Policy 5.5.1). Accordingly, it would appear that any expansion of the existing Maple Lodge Farms operation which necessitated site plan approval or any other form of planning approval could be deemed to be premature pending adoption of a Community Block Plan. Bousfields does not believe that this is the City’s intent as it could serve to unduly delay continued investment and growth in the Maple Lodge Farms operation. Accordingly, they would request that Block Plan Area 40-4 be deleted from Schedule “H”. Alternatively, they request that a policy be added to Section 5.5 exempting expansion of the Maple Lodge Farms facility from Policy 5.5.1.

*Staff Response*

*The boundary between Sub-areas 40-4 and 40-5 is appropriate since the Block Plan for lands within the Corridor Protection Area designation could be addressed within one sub-area (40-5).*

*A policy exempting development within the existing 130 acre operation of Maple Lodge Farms from the block plan requirement was recommended by staff to add as part of the OPA for Bram West Secondary Plan.*

**Darren Steedman, Metrus Development Inc.**

**Employment Lands**

As a major landowner in Secondary Plan Area 48, Metrus has prepared a vision document to steer the newly initiated Secondary Plan process to create a unique, vibrant and sustainable development of about 1,600 acres north of Countryside Drive between Heart Lake Road and the valley west of Airport Road.

Within the 400-acre Employment Precinct designated in the Draft Official Plan north of Countryside Drive and south of Mayfield Road between Heart Lake Road and Dixie

Road, the Metrus submission includes a proposal to create a vibrant, mixed use areas that permits the development of prestige employment areas, industrial employment, higher density residential, commercial and open space recreational areas typical of a sustainable community. If the Official Plan remains unchanged, the opportunity to create a dense, pedestrian friendly, vibrant live-work community that thrives 24 hours a day 365 days a year will be lost. In this regard, Metrus is encouraging the City to rethink this employment area to include additional designations that complement the existing Employment uses.

*Staff Response*

*Section 1.3.2 of the PPS permits conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes and that there is a need for the conversion. Since this has not yet been demonstrated, staff cannot support this request.*

*The Industrial designation provides for a number of sub-designations which permits a mix of industrial, industrial/business and related complementary uses that will be determined through secondary planning. Such a process is now underway for Area 48 which when completed will provide a land use plan that best suits the area within the overall sustainable planning vision and framework for the City. Any adjustment to the subject Industrial designation in the Official Plan will be undertaken upon approval of the secondary plan for Area 48.*

**Residential Areas**

The Provincial Government recently adopted the Places to Grow Act in which new Residential Areas will be requested to conform to specific density targets in all new Residential and Employment Areas. These policies are intended to achieve higher residential densities to curb urban sprawl. Since Brampton is required to conform to this document, significant changes are required with the Upscale Executive Housing and Village Residential Areas where large single family dwelling lots are currently encouraged. Higher density upscale and complementary Village residential areas can be achieved in Brampton with specific policies related to great urban design. In short, the areas of the Official Plan that permits new estate residential development should be refined in order to ensure conformity with the Provincial document.

*Staff Response*

*Comprehensive conformity studies including intensification and density target studies will be undertaken as a separate review in consultation with the other municipalities in the Peel Region in accordance with the Growth Plan requirements and timelines.*

*However it is expected that the density target of 50 units/people per hectare and the development of compact communities will be the key objectives for the planning of the Springdale North area.*

### **Leo Longo, Aird & Berlis Barristers and Solicitors**

This submission is made on behalf of Akeda Holdings with respect to their 48.2 acre site located in the southwest corner of Torbram Road and Mayfield Road. Two issues are raised including an Open Space designation on the subject site and retail policies that may affect the site's development potential.

A swale located on Akeda's site is proposed to be designated "Open Space" on Schedule "A" and "Valleyland/ Watercourses" on Schedule "D". As well, such a depiction of this swale also appears as the underlying base of other O. P. Schedules. Akeda requests that this designation be removed from its property.

Beacon Environmental was retained to prepare an environmental assessment of Akeda's site. This consultant has determined that presently a vegetated swale with, at most, insignificant ephemeral water flows is existing on the subject site. There is generally no evidence of a clearly defined high or low-flow channel through this swale. The swale does not provide for any fish habitat or wildlife landscape connectivity.

The subject lands are located within the Sandringham-Wellington North Secondary Plan area. Background retail commercial studies prepared for the City indicate the need for additional District Retail Centres within the northeast section of the City. Akeda does not wish the opportunity be precluded to establish a District Retail Centre on this site. As such, Aird & Berlis requests inserting a policy similar to Section 4.2.9.7 into the District Retail Policies of Section 4.2.10. This will ensure that a consistent policy and implementation framework exists for all the retail commercial hierarchy contemplated within the new O.P.

### ***Staff Response***

*Refinement or changes to natural heritage features and areas on Schedule "D" including valleyland/watercourse corridor can be considered through secondary plans, block plans, Environmental Implementation Report or Environmental Impact Study to be prepared as part of the development approvals process.*

*These features are located within Secondary Plan Area 48 which is not subject to an approved secondary plan. That program was just initiated and the requisite environmental study will look at this feature and advise as to its retention. As such, staff do not recommend removal of this Open Space designation at this time.*

*With regards to the retail policies, Section 4.2.9.7 acknowledges the need to designate retail hierarchies within North East and North West Brampton. The policy has been relocated to the general policy section for Retail as the new Section 4.2.8.3 in order to clarify that it applies to all of the designations within the retail hierarchy. Staff note that the Commercial Planning Study undertaken as input into the Secondary Plan process for Area 42 will determine a retail hierarchy to serve local residents and the surrounding community.*

**Carl Brawley, Glen Schnarr & Associates**

With respect to valleyland/watercourse policies, Glen Schnarr & Associates advises that their client, Orlando Corporation has long proposed to relocate/rehabilitate Mullet Creek west of Heritage Road, again for the purpose of development efficiencies and realities to the ultimate benefit of City employment and tax base objectives. Where technically warranted, the alteration/rehabilitation of existing natural features should be permitted to accommodate other planning and development objectives.

*Staff Response*

*Specific proposal to realign Mullet Creek is subject to an EIR submitted as part of the development approvals process. City Council is in support of the realignment. However, the proposal will be subject to a separate OP amendment to determine its feasibility. These are best addressed by studies including subwatershed studies, environmental implementation reports, master environmental servicing plans etc.*

**Mark Yarranton, KLM Planning Partners Inc.**

KLM Planning Partners made a submission on behalf of Northview Downs Developments Limited, the Owners of approximately 2.48 acres at the northeast corner of Sandalwood Parkway and Creditview Road. These lands were the subject of an Ontario Municipal Board Hearing where the Board determined that the application should not proceed in consideration of the City's concern regarding the timing of the applications and that the public would lose confidence in the planning process. Their client does not agree with the Board's conclusions and is seeking leave to appeal that decision to the Divisional Court.

In consideration that the City is undertaking a comprehensive Official Plan Review involving extensive public participation, this should be an appropriate process to consider amendments to permit a convenience retail on the subject lands in consideration that one of the purposes of the review is to assess the retail policies.

As it relates to their client's lands, the Fletcher's Meadow Secondary Plan, which forms part of the Official Plan, came into effect on October 13, 1998 and has not been

subsequently reviewed. Within this eight-year period, there have been significant changes that need to be considered in assessing the retail policies of the Official Plan. There is a need to determine if the planned retail centers can effectively accommodate the potential demand for retail goods and service. In this regard, Fletcher's Meadow is approaching build-out and the projected population is approximately 30% higher than originally projected. Other changes in land use such as the recent development of a 100 acre City Wide Park.

KLM Planning Partners have reviewed the proposed draft Official Plan dated April 10, 2006 and would request that the subject lands be identified as Convenience Retail on Schedule A2 Retail Structure and on Schedule SP44(a) Fletcher's Meadow Secondary Plan Land Use for the following reasons:

- 1) There is sufficient market demand to support convenience commercial on these lands, without jeopardizing the viability of other designated commercial space in the area. This was demonstrated and not disputed by the City at the Hearing. In this regard, without the redesignation of the subject lands Policy 4.2.8.2 of the proposed draft Official Plan which provides that "the City shall encourage an appropriate distribution of retail center in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas" will not be satisfied.
- 2) The site is located at the intersection of two arterial roads and is easily accessible to the residential area it would serve and satisfy Policy 4.2.11.1 of the proposed draft Official Plan. Currently, there is no retail in proximity to the surrounding existing residential area to facilitate the daily shopping. As part of the Retail Workshop conducted by the City as part of this Official Plan review, priority issues identified through public consultation was the lack of designated retail space and that stakeholders identified that "residents require services to be accessible and the ability to do daily shopping/activities within a relatively short distance".
- 3) The site is located at the intersection of a proposed primary and secondary Transit Corridor as identified on Schedule "C" to the draft Official Plan. Accordingly, it is anticipated that the site will be well served by public transit and will be provided with a transit stop in the fullness of time. Accordingly, the requirements of proposed Policy 4.2.11.3 are met.
- 4) The site is located adjacent to an existing City Park. Policy 4.2.11.2 of the proposed Official Plan states: "Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade are intended to be served and to promote a walkable, transit supportive community."

It is untenable that a municipality can promote walkability and yet require the user of that park (whom travel from the City and surrounding municipalities) to walk to Bovaird which is the closest existing retail center to obtain a cup of coffee or a meal.

- 5) The policies of 4.2.8.4-6 of the proposed Plan have been addressed. In this regard studies including noise, traffic impact, market and urban design were considered at the Ontario Municipal Board Hearing. The City did not dispute these issues and the Board confirmed that they were satisfactorily addressed.

*Staff Response*

*Given the nature of the proposal, it should be more appropriately addressed through the submission of a private official plan amendment that includes a public process. Staff note that Northview Downs Development has filed an application for amendments to the OP and the Zoning By-law in October 2003 to redesignate the subject site for convenience commercial uses prior to the expiry of the 3 year hold for institutional uses as set out in the Zoning By-law. The October 2003 application was subject to an OMB hearing. Given the recent OMB decision, staff do not support KLM's request of designating the subject site as convenience retail on Schedule "A2" (Retail Structure) as part of the OP Review.*

### **PART III RECOMMENDED REVISIONS**

Based on the input received from public consultation as discussed herein, a number of revisions to the Draft Official Plan are recommended. These are shown in the strike out version of the Draft Official Plan attached as Appendix F. The proposed changes fall into two broad categories:

- Revision to address input received from public consultation which is identified by a submission and comment reference number (eg 1A1), "workshop" (if arising from input from the Workshop) or "Statutory Meeting" (if arising from a comment expressed at the Statutory Public Meeting) in the side bar of the text; and,
- Housekeeping amendments including editorial, updates to reflect the latest or approved policies (such as the Growth Plan released in June 2006) as well as City staff's initiated amendments as identified in the ongoing review to improve clarity, effectiveness and enforceability of the Plan. These housekeeping changes are those that do not have a reference number indicated on the side bar.

Accordingly, City staff are recommending a number of revisions to the Schedules to correspond with the recommended policy changes. Owing to the scale of the Schedules and the nature of the revisions, it is not feasible to show them as overlays. Instead, these



are presented as draft revised Schedules in Appendix G which incorporate the recommended revisions. To assist in the review of these drafts, the previous draft Schedules (dated April 2006) are included in Appendix G for comparison purposes.

A summary of the proposed policy and mapping revisions is presented below. It is not the intent nor is it practical to list every revision to the draft Official Plan in this staff report. A complete review of the accompanying strikeout version of the draft Official Plan, draft revised Schedules and all appendices is necessary for a comprehensive understanding of the document and the changes made to it.

### **Recommended Policy Changes**

As summarised in Table 1, most of the recommended policy changes are made in response to the input received during consultation. The most significant changes are to Section 4.5 Natural Heritage and Environmental Management which involves a major overhaul of the policies to address comments raised by CVC, TRCA and ROP as discussed in Part II of this report. As part of these changes, a new section 4.5.15.2 Air Quality and Energy is proposed in response to the various comments made by the general public and agencies regarding the need for specific policies to address this issue. Other additions include a new Section 3.3 Flower City Strategy to give it more prominence which was a common theme heard at the various consultation events. Policies on the Corridor Protection Areas including Bram West and North West Brampton formerly Section 4.13.1.3 and 4.13.1.4 in the draft OP, have been refined to clarify the policy intent including the Halton-Peel Transportation Network Review Study to address the comments of the neighbouring municipalities and MTO. These are now consolidated in a new section 4.13.2 together with the new policies on the Highway 427 Extension Corridor Protection Area.

Significant staff initiated changes include a new section 4.15 to reintroduce scoped agriculture policies to address the transitional period until the City becomes fully urbanized. As well, modifications to Section 4.14 North West Brampton Future Urban Development Area are proposed to reflect the settlement reached between the City, Region of Peel and the Province of Ontario on OP93-245.

A number of changes are common to all sections of the OP which will not be listed separately in the summary table below. They include:

- The use of contemporary terminologies for environmental and related policies such as “natural heritage-system, features, areas, etc” instead of natural features, environmental features, landscape, etc.; “sustainable management practices” instead of best management practices, etc; and
- Integration of sustainability considerations (including protection, enhancement, and restoration of natural heritage system- features, functions and linkages; natural hazard management; and the promotion of sustainable management

practices etc.) throughout the relevant sections of the OP to strengthen the policy framework for sustainable development.

**Table 1 Summary of Major Policy Changes**

| <b>Section</b>                       | <b>Policy Revision</b>  |
|--------------------------------------|---|
| 1. Our Brampton, Our Future          | <ul style="list-style-type: none"> <li>• Refinement to clarify the format and interpretation of the OP</li> </ul>   |
| 2. Context of the 2006 Official Plan | <ul style="list-style-type: none"> <li>• Updated population forecasts which include the Census undercount</li> <li>• Refinement of existing objectives and additional new objectives for clarity and consistency with the City, Provincial and Regional planning policies including the Regional OP, PPS, Growth Plan etc.</li> </ul>   |
| 3. Sustainable City Concept          | <ul style="list-style-type: none"> <li>• Revisions to the summary policies in 3.1 Sustainable Planning Framework to correspond with those made to the land use policy sections.</li> <li>• Reference Central Area as a Regional Urban Node in the Regional OP (Section 3.2.1 Central Area)</li> <li>• Refinement of the composition of “Open Space System”(Section 3.2.8) and add reference to the City’s support for the greenlands securement strategies</li> <li>• New section 3.3 on Flower City Strategy to give it more prominence in the overall Sustainable City Concept</li> </ul> |
| 4.1 Residential                      | <ul style="list-style-type: none"> <li>• Moving Section 4.1.3.4 to 4.1.1.13 so that the natural heritage planning principles shall be applied to all residential development, not just estate residential</li> <li>• Reinstatement of the policy on the land located at Airport Road and Bovaird Drive (Section 4.1.1.14)</li> <li>• Reference to the City’s future study on intensification and Growth Plan conformity (Section 4.1.5)</li> </ul>  |
| 4.2 Commercial                       | <ul style="list-style-type: none"> <li>• Moving Section 4.2.9.7 to Section 4.2.8.3 to clarify that policy concerning future retail designations in NE Brampton and NW Brampton apply to all retail categories</li> </ul>  |
| 4.3 Employment Lands                 | <ul style="list-style-type: none"> <li>• A new objective (h) on ensuring land use compatibility between industrial and other sensitive uses</li> </ul>  |

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|                    | <ul style="list-style-type: none"> <li>• Refined policy on retail uses permitted in Business Corridor (Section 4.3.1.2 (ii))</li> <li>• New Section 4.3.1.7 added for lands located on the west side of Airport Road between Bovaird Drive and North Park Drive</li> <li>• Adding a general definition for Heavy Industrial Uses (Section 4.3.2)</li> </ul>   |
| 4.4 Transportation | <p>Road Network</p> <ul style="list-style-type: none"> <li>• Revision to policy 4.4.2.1(vii) and 4.4.2.1(ix) respecting Highway 427 and North-South Corridor</li> <li>• New policy 4.4.2.1(x) recognizing GTA West Transportation Corridor</li> <li>• Additional qualifying statement at the end of policy 4.4.2.1 respecting transportation infrastructure and timing assumptions</li> <li>• Revisions to road functional plan</li> <li>• Revisions to various policies to reflect greater representation of Peel's role and Regional Roads</li> <li>• New Policies (4.4.2.13 to 4.4.2.18) addressing Corridor Protection Areas for both Highway 427 and North-South Transportation Corridor</li> <li>• New policy 4.4.2.20 to strengthen the cooperation with neighbouring municipalities in the design of roads at or near boundaries</li> <li>• Perpetual maintenance fund contribution requirement for attenuation features added (Section 4.4.2.25)</li> </ul> <p>Public Transit</p> <ul style="list-style-type: none"> <li>• Revision to policy 4.4.4.1(ii) regarding the 407 Transitway</li> <li>• Revision to policy 4.4.4.1(v) regarding coordination with various jurisdictions for the introduction of GO rail service for Bolton corridor</li> <li>• Changes to policy 4.4.4.3 to emphasize cooperation with Peel Region in planning for transit on Regional Roads</li> <li>• New Policy 4.4.4.8 to address/ensure cross boundary transit services</li> <li>• New Policy 4.4.4.12 to reflect the City's commitment to work with Peel Region on roadway designs to support high order bus rapid transit</li> </ul> <p>Parking Management</p> <ul style="list-style-type: none"> <li>• Revision to Objective (b) in support of TDM measures</li> </ul> |

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|   | <p>Pathways System</p> <ul style="list-style-type: none"> <li>• Policy 4.4.6.19 amended to support closer liaison with neighbouring municipalities in implementing cross boundary pathways</li> </ul> <p>Trucking and Goods Movement</p> <ul style="list-style-type: none"> <li>• Preamble of Section 4.4.7 strengthened to highlight the importance of the Trucking industry in the overall transportation system</li> </ul> <p>Railways</p> <ul style="list-style-type: none"> <li>• Preamble of Section 4.4.8 elaborated to reflect greater recognition of the role of rail infrastructure</li> </ul> <p>Adverse Impacts</p> <ul style="list-style-type: none"> <li>• New policies 4.4.10.7 and 4.4.10.8 on safety and mitigation measures for proposed developments adjacent to railway lines including the implementation of setback, berms and fencing</li> </ul>  |
| 4.5 Natural Heritage and Environmental Management | <ul style="list-style-type: none"> <li>• Major revamp of the entire section to address input received from ROP, CVC and TRCA</li> <li>• Changes include additional policies, rewording, and formatting to: <ul style="list-style-type: none"> <li>- improve clarity and consistency of policies;</li> <li>- strengthen the role of watershed plans, subwatershed strategies and environmental studies as the basis of the systems-based ecosystem approach;</li> <li>- strengthen the text in terms of natural heritage systems and hazard management terminology and policies to be more consistent with the PPS, ROP etc.;</li> <li>- strengthen the policy framework and policies in terms of requiring Sustainable Management Practices;</li> <li>- recognize ROP and CA's strategies and plans within the document; and,</li> <li>- broaden the scope of the proposed density bonus/transfers identified for some natural heritage features to more broadly apply.</li> </ul> </li> <li>• Major changes <ul style="list-style-type: none"> <li>-Section title revised to “Natural Heritage System and Environmental Management”;</li> <li>-Additional policies and refinement to existing policies to clarify the scope of watershed plans and subwatershed strategies, and requirement for reviewing and updating these plans/studies/strategies (Section 4.5.1.1 and</li> </ul> </li> </ul> |

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|  | <p>4.5.1.7);</p> <ul style="list-style-type: none"> <li>- Perpetual maintenance fund contribution requirement for stormwater management ponds added (Section 4.5.3.12);</li> <li>- Water Supply and Conservation policies, formerly Section 4.5.4 moved to Section 4.7.2 Infrastructure and Utilities;</li> <li>- Revamp of Natural Heritage System policies (formerly Natural Features and Functions) to better align with the PPS and the City’s approach based on watershed plan, subwatershed strategies and environmental studies etc. (Section 4.5.6);</li> <li>- New policies that address “Adjacent Lands” (Sections 4.5.6.2 and 4.5.6.6) Restoration Areas (Section 4.5.6.9-13 etc.), the “Net Ecological Gain” principle (Section 4.5.6.14-17), development design principles (Section 4.5.6.22 which a reiteration of Section 4.1.1.13);</li> <li>- Section 4.5.7 (formerly 4.5.8) retitled to “Valleylands and Watercourse Corridors”</li> <li>- Additional considerations for reviewing development applications in or adjacent to valleylands/watercourse corridors (Section 4.5.7.1);</li> <li>- Revamp wetland policies to better conform with the PPS (Section 4.5.9);</li> <li>- Former Section 4.5.11 splitted into two sections: Section 4.5.10 Environmentally Sensitive/Significant Areas and Section 4.5.11 Areas of Natural and Scientific Interest and policies reorganized accordingly</li> <li>- Section 4.5.12 renamed “Fish and Wildlife Habitat” and new policies to recognize PPS policies regarding these features (Section 4.5.12.1-4 etc).</li> <li>- Definitions for “Buffers” and “Setbacks” (Preamble of Section 4.5.13) and refined criteria for determining buffer distance (Section 4.5.13.7)</li> <li>- Section 4.5.15 Special Policy Areas deleted</li> <li>- Additional policies on rail noise (Section 4.5.15.1.20-21) in respect of residential development near rail yards</li> <li>- Perpetual maintenance fund contribution requirement for attenuation features added (Section 4.5.16.1.4)</li> <li>- New section 4.5.15.2 on Air Quality and Energy</li> </ul> |
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|                                   | <ul style="list-style-type: none"> <li>- New policies on Contaminated Sites including Record of Site Condition (RSC) requirement for change from non-residential to sensitive uses and land dedicated to ROP (Sections 4.5.15.4.4-5)</li> </ul>  |
| 4.6 Recreational Open Space       | <ul style="list-style-type: none"> <li>• Gratuitous conveyance of vista blocks to the City (Section 4.6.1.9)</li> <li>• Specific reference to watershed, subwatershed or environmental studies in defining the boundaries of recreational open spaces abutting natural heritage features (Section 4.6.1.13)</li> <li>• Reference to Crime Prevention Through Environmental Design (CPTED) principles in recreational open spaces design (Section 4.6.1.19)</li> <li>• Specific reference to the need to address site drainage for parks located on flat topography (Section 4.6.4.3)</li> <li>• Additional considerations for open space linkages (Section 4.6.9.1) including acquisition, maintenance and enhancement of conservation buffers, and tableland connections where natural heritage feature system connections are not available or not feasible due to private land ownership</li> </ul> |
| 4.7 Infrastructure and Utilities  | <ul style="list-style-type: none"> <li>• New policy to speak to cooperation with utility providers to ensure timely delivery of services to new development</li> <li>• Policies on water supply (former Section 4.5.4) inserted in Section 4.7.2</li> <li>• New policies on limited development in the Estate Residential designation to be served by private wells and private well monitoring, protection or mitigation strategies (Sections 4.7.2.3-4)</li> <li>• Replace the term “telephone” by “telecommunications”</li> <li>• Power generating facilities deleted from Section 4.7.4.5 such that they will no longer be permitted as of right in all land use designations.</li> <li>• Refinement to clarify ROP’s responsibilities for waste management (Section 4.7.5)</li> </ul>   |
| 4.8 Institutional and Public Uses | <ul style="list-style-type: none"> <li>• Street frontage requirement for school revised to local road of minimum 23 m width or designated collector road (Section 4.8.6.8)</li> <li>• New policy on and references to emergency services considerations (preamble in Section 4.8.10 and new</li> </ul>   |

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|   | Sections 4.8.10.1 and 4.8.10.2)  |
| 4.9 Cultural Heritage   | <ul style="list-style-type: none"> <li>• Requirement for a heritage permit application for works proposed for designated properties (Section 4.9.1.9)</li> <li>• Reference to Huttonville added to Areas of Cultural Heritage Character (Section 4.9.4)</li> <li>• Provision for restricted access to archaeological assessment reports submitted to the City (Section 4.9.6.7)</li> <li>• Provision for notification to Ministry of Culture regarding collections obtained prior to licensing (Section 4.9.6.11)</li> </ul>   |
| 4.10 Urban Design   | <ul style="list-style-type: none"> <li>• New policy on Flower City Strategy and the Street Corridor Master Plan (section 4.10.1.2 and Section 4.10.2.1.6) in the context of the Physical Design and City Concept and Streetscapes</li> <li>• Refinement of the definition for landmarks and edges (Section 4.10.2.2-3)</li> <li>• New policy on possible funding of entrance features by private development (Section 4.10.2.3.5)</li> <li>• Gratuitous conveyance of vista blocks to the City (Section 4.10.2.4.6)</li> <li>• Reference to CPTED principles document as a tool to achieve the City's urban design objectives (Section 4.10.4.3)</li> <li>• Revised definition for sustainability and safety (Section 4.10.4.7)</li> </ul> |
| 4.13 Special Study Areas, Corridor Protection Areas and Special Land Use Policy Areas | <ul style="list-style-type: none"> <li>• Renaming of all Special Policy Areas to Special Land Use Policy Areas</li> <li>• North South Corridor Protection Area (North West Brampton) and North South Corridor Protection Area (Bram West Secondary Plan) moved under new section 4.13.2 Corridor Protection Areas</li> <li>• New policies for Highway 427 and Arterial Network Protection Areas (Section 4.13.2.2)</li> <li>• Detailed policies on Special Land Use Policy Areas 5 and 7 moved to new Section 4.15.5</li> </ul>  |
| 4.14 North West Brampton Urban Development Area                                       | <ul style="list-style-type: none"> <li>• Housekeeping changes to reflect the modifications to OP93-245</li> <li>• Reference to Growth Plan conformity added to preamble</li> <li>• Reference to North South Corridor and NW</li> </ul>   |

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|                   | <p>Brampton development program interface (Section 4.14.1-2)</p> <ul style="list-style-type: none"> <li>• Provision on subwatershed studies to be completed only after 5 years of effective monitoring (Section 4.14.2)</li> <li>• New policies on the North West Brampton Policy Area designation to protect the use of shale during the transitional period (Section 4.14.4)</li> <li>• New policies to address potential impacts on ground water as part of the subwatershed studies (Section 4.14.6)</li> <li>• The Timeline for Environmental and Planning Studies for NW Brampton has been updated as per the modified OP93-245</li> </ul>  |
| 4.15 Agriculture  | <ul style="list-style-type: none"> <li>• New section to reintroduce agricultural policies (Section 4.7 of the 1997 OP) for the transitional period until the City is fully urbanized based on a modified OP93-245</li> </ul>  |
| 5. Implementation | <ul style="list-style-type: none"> <li>• Refinement of and additional definitions (Section 5.2) added including many related to natural heritage (such as “Adaptive Environmental Management”, “Adjacent Lands”, “Buffer”, “Compensation”, “Environmental Implementation Report”, “Master Environmental Servicing Plan”, “Natural Heritage System”, “Setback”, “Sustainable Management Practice”, “Wetlands”, “Woodlands” etc.)</li> <li>• New policies on private well monitoring (Sections 5.4.7, 5.5.7, and 5.6.5)</li> <li>• Housekeeping update on Community Improvement policy (Section 5.13)</li> <li>• Rural Areas Consent policies for agriculture Section 5.17.19 deleted</li> <li>• Housekeeping updates on Central Area High Density Incentive Program policies (Section 5.22.2 and 5.22.3 deleted)</li> <li>• Update on the ambit of Conservation Authorities (preamble of Section 5.24) including the Conservation Authorities Regulations approved in 2006 and the latest watershed and subwatershed plans and strategies.</li> <li>• Section 5.32 deleted as time frames and procedures for development approvals are set out in the relevant specific policies such as Section 5.5 Block Plans.</li> </ul> |



## **Recommended Schedule Revisions**

As summarized by Table 2, corresponding changes to the schedules of the draft OP are consistent with those made to the policies. As such, the most comprehensive revisions are made to Schedule “D” Natural Heritage Features and Areas and Schedule “A” General Land Use Designations. A number of natural heritage features and areas on Schedule “D” including wetlands, ESAs and ANSIs have been updated based on the most recent data provided by the CVC, TRCA, Region of Peel and the Ministry of Natural Resources while site specific adjustments are made to accord with the relevant approved zoning/site plans such as the Goreway Station Site and the area to the southwest of Bovaird Drive and Airport Road. Consequential changes to Schedule “A” are also made for these sites as well as the “Open Space” designation based on the latest environmental mapping.

Other significant changes to Schedule “A” are those initiated by staff including reverting the frontage lands along a section of Steeles Avenue between Kennedy Road and Airport Road back to Business Industrial, as in the 1997 OP to better reflect the existing and planned land uses. As well, the southern boundary of Central Area between Centre Street and Hwy 410 is refined on Schedules “1” and “A” to better align with the ongoing Central Area Review.

In response to the comments received and policy refinements proposed respecting the Corridor Protection Areas, these are now identified as such on Schedule “A” in addition to the transportation schedules. An extension of the North-South Corridor Protection Area is also added to show a conceptual connection to the road network in the south.

Respecting North West Brampton, a new North West Brampton Policy Area has been added to Schedule “F” to provide protection and potential use of shale until development occurs in accordance with the settlement reached between the City, Peel Region and the Province of Ontario regarding OP93-245. Consequently, Schedule “F” has been retitled to “Infrastructure, Utilities and Resources”.

“City Concept” is assigned to be Schedule “1” to denote its status as a formal schedule of the OP. Schedule “2” is a new schedule illustrating the City’s Street Corridor Master Plan to further support the policies of the Flower City Strategy.

The list of major recommended schedule revisions is provided in Table 2 below.

**Table 2 Major Schedule Revisions**

| <b>Schedule</b>  | <b>Major Recommended Changes</b>   |
|--|--|
| Schedule “1”<br>City Concept   | <ul style="list-style-type: none"> <li>• Updating of the “Open Space System” and the Central Area boundaries to correspond with that of Schedule “A”</li> <li>• Redesignation of “Communities” between Winston Churchill Boulevard and Heritage Road in Concession 6 W.H.S., south of Embleton Road to “Employment Precinct” to reflect the results of Bram West Secondary Plan Review and Corridor Protection</li> <li>• Employment Precinct redesignated to “Communities” for the area sandwiched between the open spaces between Heritage Road and Creditview Road (“Finger Land”) as per the latest Bram West Secondary Plan Review</li> <li>• Transit Supportive Node at Creditview Road/ Bovaird Drive West moved to Mississauga Road/ Bovaird Drive West</li> </ul>   |
| Schedule “2”<br>Flower City Strategy- City Street Corridor Master Plan | <ul style="list-style-type: none"> <li>• New schedule showing the City’s Street Corridor Master Plan respecting arterial road hierarchy and major gateway locations</li> </ul>   |
| Schedule “A”<br>General Land Use Designations                          | <ul style="list-style-type: none"> <li>• Updating of the “Open Space” designations to correspond with the mapping changes in Schedules “D” and “E”,</li> <li>• Refined southern boundaries of “Central Area” from Centre Street to Highway 410</li> <li>• A new designation for “Corridor Protection Area” which includes the “Highway 427 and Arterial Network Corridor Protection Area” and the former North South Corridor (North West Brampton and Bram West) “Special Study Areas”</li> <li>• Land use designations updated in Bram West updated as per the latest Bram West Secondary Plan Review including: <ul style="list-style-type: none"> <li>-redesignating the area sandwiched between the Open Spaces between Heritage Road and Creditview Road (“Finger Land”) from industrial to residential</li> <li>-Extending the Office designation northward along Mississauga Road by redesignating an area from Buisness Corridor to Office</li> </ul> </li> <li>• Redesignation of the northeastern corner of Steeles/Bram West Parkway from “Business</li> </ul> |

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|  | <p>Corridor” to “Industrial”</p> <ul style="list-style-type: none"> <li>• Redesignation of a section of Steeles Avenue between Kennedy and Airport Roads from “Industrial” to “Business Corridor”</li> <li>• Redesignating the southwestern corner of Airport Road and Bovaird Drive from “Business Industrial” to “Residential” and adding policy section reference</li> <li>• The Goreway Station site located on the west side of Goreway Drive between Highway 407 ETR and Queen Street/Regional Road 107 amended to show portion located to the west of Mimico Creek to “Industrial” from “Open Space”</li> </ul> |
| Schedule “A1”<br>Upscale Executive Housing<br>Special Policy Areas | <ul style="list-style-type: none"> <li>• Refinement of the boundaries of the Executive Housing SPAs to correspond with the latest “Open Space” boundaries in Schedule “A”</li> </ul>   |
| Schedule “A2” Retail<br>Structure                                  | <ul style="list-style-type: none"> <li>• “District Retail” designation added to the land at the southwestern corner of Airport Road and Bovaird Drive</li> <li>• Redesignation of two “Neighbourhood Retail” east of Mississauga Road between Bovaird Drive and Embleton Road and at the southern corner of Vodden Street and Kennedy Road to “District Centre”</li> </ul>   |
| Schedule “B”<br>City Road Hierarchy                                | <ul style="list-style-type: none"> <li>• North-South Corridor Protection Area revised</li> <li>• Road network in Bram West and Bram East updated as per the latest secondary plans</li> <li>• Heritage Road designated as a Collector</li> <li>• Financial Drive alignment revised</li> <li>• Regional Roads are shown more prominently and have been labelled as Major Arterial (Regional)</li> <li>• Freeways are now labelled as Provincial Highways</li> <li>• Notes in the Schedule have been revised accordingly</li> </ul>  |
| Schedule “B1”<br>City Road Right-of-Way<br>Widths                  | <ul style="list-style-type: none"> <li>• North-South Corridor Protection Area revised</li> <li>• Road network in Bram West and Bram East updated as per the latest secondary plans</li> <li>• Heritage Road has been designated as a Collector with 23-26 metre ROW</li> <li>• Sandalwood Parkway from McLaughlin Road to westerly is designated as Major Arterial with 36 metre ROW</li> </ul> <p>Notes in the Schedule have been revised accordingly</p>   |

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| <p>Schedule “C”<br/>Transit Network</p>                     | <ul style="list-style-type: none"> <li>• The BRT Corridor segment on Hurontario Street and Sandalwood Parkway north of Bovaird has been re-designated as a Primary Corridor</li> <li>• The 407 Transitway (dashed green line) is added to the legend</li> <li>• Transit Node (green dot) is renamed to “Go Rail Station”, and the “Major Terminal Nodes” (black dot) is renamed to “Transit Node”</li> <li>• The “Transit Node” at Castlemore Road and Clarkway Drive is moved to Castlemore Road and Regional Road No. 50</li> <li>• A new “Transit Node” is added to the NW quadrant of Hurontario Street and Sandalwood Parkway at the location of the new Brampton Transit garage.</li> <li>• The “Terminal Node” located at the intersection of Creditview Road and Bovaird Drive West is relocated to the west side of and adjacent to the GO Station/Transit Node.</li> <li>• The CN Intermodal Yard and Orangeville Railway lines are labelled on the Schedule</li> <li>• Notes in the Schedule have been revised appropriately</li> </ul>  |
| <p>Schedule “D”<br/>Natural Heritage Features and Areas</p> | <ul style="list-style-type: none"> <li>• Updating of the various features based on the latest data received from ROP, CVC, TRCA and MNR</li> <li>• “Valleylands/Watercourses” renamed to “Valleylands/Watercourse Corridors” in the legend</li> <li>• refinement of “Valleylands/Watercourse Corridors” based on data received from ROP, CVC, and TRCA</li> <li>• refinement of “Woodlands” based on data received from ROP, and CVC</li> <li>• “Provincially Significant Wetlands” (PSWs) updated and “Other Wetlands” added based on the latest data received from MNR, TRCA and CVC</li> <li>• “Environmentally Sensitive Areas” renamed to “Environmentally Sensitive/Significant Areas” in the legend</li> <li>• “Areas of Natural and Scientific Interest” renamed to “Areas of Natural and Scientific Interest-Life Science ” and “Areas of Natural and Scientific Interest-Earth Science ”</li> <li>• Separate mapping for “Environmentally Sensitive/Significant Areas”, “Areas of Natural and Scientific Interest-Life Science ” and “Areas of Natural and Scientific Interest-Earth Science ”</li> <li>• ‘Brampton Buried Esker’ ANSI (Earth Science)</li> </ul> |

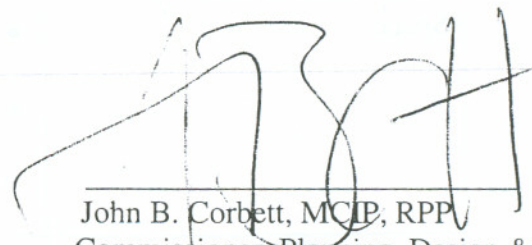
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|   | <p>boundaries refined based on data from ROP and MNR</p> <ul style="list-style-type: none"> <li>• Special Policy Areas deleted</li> <li>• The Goreway Station site located on the west side of Goreway Drive between Highway 407 ETR and Queen Street/Regional Road 107 amended to show portion located to the west of Mimico Creek to “Industrial” from “Valleylands/Watercourse Corridors”</li> <li>• “Valleylands/Watercourse Corridors” to the southwest of Airport Road and Bovaird Drive deleted</li> <li>• revisions showing a number of watercourse realignments, wetlands and woodlands including: <ul style="list-style-type: none"> <li>-The Centre and East Branch of Fletcher’s Creek</li> <li>-Tributary 8B south of the CNR</li> <li>-Springbrook Creek along Creditview Road</li> </ul> </li> </ul> |
| Schedule “E”<br>Major Recreational Open Space           | <ul style="list-style-type: none"> <li>• All TRCA owned land outside of the Conservation Areas deleted</li> <li>• Boundaries of Torbram/Sandalwood Community Park and Chinguacousy/Queen Community Park refined</li> <li>• New Private Commercial Recreation designation for Riverstoke Golf Course (formerly Woodlands Golf Course) added</li> </ul>   |
| Schedule “F”<br>Infrastructure, Utilities and Resources | <ul style="list-style-type: none"> <li>• North West Brampton Policy Area added (shale)</li> <li>• All Contaminated Lands designations deleted</li> <li>• Mapping of all Regional sewer and water systems updated based on data from ROP</li> <li>• Various Waste Management/Recycling Facilities added</li> </ul>   |
| Cultural Heritage Map                                   | <ul style="list-style-type: none"> <li>• Mapping updated based on the latest Brampton Heritage Register including new listings, regrading and deletion</li> </ul>   |
| Schedule “G”<br>Secondary Plan Areas                    | <ul style="list-style-type: none"> <li>• Add new Secondary Plan Area 54 i.e. Kennedy Road South Revitalization Area Secondary Plan</li> </ul>   |

## PART IV NEXT STEPS

Staff have duly considered input received on the draft Official Plan and proposed policy and schedule revisions to address comments and concerns as appropriate. The proposed changes will further strengthen the City's sustainable planning framework and the OP's clarity, effectiveness and enforceability. Upon City Council's receipt of these recommendations, staff will proceed to revise the OP for formal adoption on October 11, 2006. The revised OP will repeal Part One of the existing Official Plan, i.e., Section 1 to Section 5 and all Schedules.

The final Phase 3 Approval of the OP Review will be initiated following Council's adoption of a new OP on October 11, 2006. This will entail the City Clerk submitting the new OP and supporting background materials to the Region of Peel for final approval. At this time, outstanding issues and late submissions will be addressed through the Region's circulation and approval process. Staff will report to City Council on the results of the circulation and any modifications to the OP. This is expected to occur in the Spring of 2007.

Respectfully submitted,

  
Adrian J. Smith, MCIP, RPP  
Director, Planning & Land  
Development Services  
John B. Corbett, MCIP, RPP  
Commissioner, Planning, Design &  
Development

*Authored by: Christina Lo*

### Attachments:

Appendix F (Strikeout Version of the Draft Official Plan) and part of Appendix G (the Draft Revised OP Schedules) are attached to this report. Other attachments are available from the Planning, Design and Development Department upon request.

- Appendix A List of Official Plan Review Reports since 2002
- Appendix B Draft Official Plan Review Workshop Summary Report, July 2006
- Appendix C Minutes of the June 26, 2006 Special Planning, Design and Development Committee Meeting (Statutory Public Meeting on the Draft Official Plan)
- Appendix D Staff Response to Agencies' Comments Received on Draft Official Plan (dated April 10, 2006)
- Appendix E Staff Response to Stakeholders' Comments Received on Draft Official Plan (dated April 10, 2006)
- Appendix F Strikeout Version of the Draft Official Plan with Proposed Amendments (dated September 26, 2006)
- Appendix G Draft Revised OP Schedules and Draft OP Schedules (dated April 2006)

**Appendix A**  
**List of Official Plan Review Reports since 2002**

(Copy is available from the Planning, Design and Development Department upon request)

## **Appendix A List of Official Plan Review Reports since 2002**

The progression of the Official Plan Review has been documented in a number of reports including:

Information Report: Draft Brampton Official Plan dated June 13, 2006 (PDD196-198-2006)

Status Report: Brampton Official Plan Review dated May 8, 2006 (PDD144-2006)

Status Report: Release of the Draft Official Plan dated April 10, 2004 (PDD113--2006)

Status Report: Brampton Official Plan Review dated September 13, 2005 (PDD227-2005)

Information Report: Brampton Official Plan Review Office Strategy Discussion Paper dated June 27, 2005 (PDD162-2005)

Information Report: Brampton Official Plan Review Retail Policy Review Study dated May 30, 2005 (PDD161-2005)

Information Report: Brampton Official Plan Review Urban Form/Development Design Discussion Paper dated May 20, 2005 (PDD132-2005)

Information Report: Brampton Official Plan Review Environment and Open Space Discussion Paper dated May 5, 2005 (PDD113-2005)

Information Report: Brampton Official Plan Review Cultural Heritage Discussion Paper dated April 8, 2005 (PDD087-2005)

“Recommendation Report-Strategic Response to Growth and New Development Forecasts for the Official Plan Review and Growth Management Program” dated February 11, 2005 (PDD037-2005).

“Progress Report: City of Brampton Official Plan Review” dated November 18, 2002 (PDD 361-2002)

“Recommendation Report: City of Brampton Official Plan Review” dated July 3, 2002 (PDD2001-2002)

“Information Report: City of Brampton Official Plan Review” dated May 17, 2002 (PDD 266-2002)

“Status Report: City of Brampton Official Plan Review” dated April 8, 2002 (PB085-2002)



**Appendix B**  
**Draft Official Plan Review Workshop**  
**Summary Report, July 2006**

(Copy is available from the Planning, Design and Development Department upon request)

# Brampton



## City of Brampton Draft Official Plan Review Workshop

### Summary Report

July 2006

City of Brampton  
Planning, Design and Development Department



This workshop summary was prepared by Lura Consulting. Lura is providing third-party facilitation services as part of the City of Brampton's Official Plan Review. This summary captures the key discussion points from the Draft Official Plan Review Workshop held on June 6, 2006. It is not intended as a verbatim transcript and is subject to review by workshop participants. If you have any questions or comments regarding the summary, please contact either:

**Christina Lo, MCIP, RPP**  
Policy Planner (Official Plan Review)  
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- Appendix A: Sample Workbook**
- Appendix B: Workshop Presentations**
- Appendix C: Workbook Feedback (Table Reports)**
- Appendix D: Individual Workbook Comments**
- Appendix E: Participant Lists**

## **1. INTRODUCTION**

### **1.1 CITY OF BRAMPTON'S OFFICIAL PLAN REVIEW**

The City of Brampton's Official Plan (OP) is a document that establishes goals, objectives and policies to guide the City's land-use decisions for the next 20 to 30 years. The City's current OP was approved by Council in June 1993 and adopted by the Ministry of Municipal Affairs and Housing in March 1997.

The *Ontario Planning Act* requires that municipal councils hold a special meeting every five years to determine if there is a need to revise the OP. Such a meeting was held in Brampton on June 3, 2002, where it was determined that the City should carry out a strategic Official Plan Review (OPR) to address a number of focus areas. These focus areas include:

- New Population, Housing and Employment Forecasts;
- Economic Development, in particular Office and Retail;
- Environment/Open Space;
- Cultural Heritage;
- Urban Design;
- Housekeeping; and
- The NW Brampton Urban Boundary Review.

### **1.2 PUBLIC CONSULTATION PROCESS**

A key component of Brampton's OP Review has been stakeholder consultation. To date, the consultation has included opinion surveys, two Mayor's Town Hall meetings, an open house, working sessions with City staff and stakeholders, public meetings, and a special OP review website and e-mail address. Between June and August of 2005, five focus area discussion papers were the subject of five stakeholder workshops. The focus areas included Cultural Heritage, Environment and Open Space, Urban Form, Retail and Office. The feedback and input obtained during the consultation process helped to shape a new Draft OP.

### **1.3 WORKSHOP PURPOSE**

In April 2006, Brampton City Council approved the release of the Draft Official Plan for public review and comment. As part of the consultation on the Draft Official Plan, a Draft Official Plan Review Workshop was held on June 6, 2006, at the Holiday Inn Select, 30 Peel Drive, Brampton to obtain public and stakeholder feedback on the draft Official Plan. The workshop was well attended with 80 participants representing a wide range of organizations, as well as several individual residents.

The workshop included a plenary presentation and discussion, followed by three breakout sessions to discuss six topic areas including:

- Environment and Open Space;
- Urban Design and Cultural Heritage; and
- Office and Retail.

A final plenary discussion followed the breakout sessions.

## **1.4 REPORT STRUCTURE**

Section 2 presents a summary of the workshop and highlights of the feedback received. More detailed participant feedback is provided in the appendices as follows:

Appendix A provides a sample of the participant workbook; Appendix B includes the workshop presentations; Appendix C presents the workbook feedback (table reports); Appendix D includes the individual workbook comments; and Appendix E contains the participant lists.

## **2. WORKSHOP SUMMARY**

### **2.1 WELCOME AND OPENING REMARKS**

Councillor Grant Gibson, Chair of the City of Brampton Planning, Design and Development Committee, welcomed the participants to the workshop and thanked them for coming. Councillor Gibson then introduced David Dilks of Lura Consulting as the workshop facilitator.

Mr. Dilks said that the purpose of the workshop was to receive stakeholder and public feedback on the City of Brampton Draft Official Plan. He reviewed the workshop agenda, the breakout session workbooks and the workbooks' four discussion questions. He encouraged the participants to think about the discussion questions during the morning's presentations. A copy of a sample workbook, including the day's agenda, is provided in Appendix A.

After Mr. Dilks led the participants through a round of introductions, he then introduced Christina Lo to provide a presentation on Brampton's draft Official Plan.

### **2.2 PRESENTATION: A PRIMER ON BRAMPTON'S DRAFT OFFICIAL PLAN**

Ms. Lo delivered a presentation on Brampton's draft Official Plan. A copy of the presentation is provided in Appendix B.

A question and answer session followed the presentation and is documented below.

- Q: Will the pathways through the City be walking pathways? Will you be able to go from North Brampton to South Brampton once the Plan is fully implemented? What about East to West?
- A: *The pathways will be multi-use trails. Eventually, you will be able to go from North to South. You will also be able to go East to West as well. Typically, the valleys go North-South, so many of those trails are already in place. The East-West trails will be a challenge. Tecumseh Road will soon have an East-West trail.*
- Q: New sub-divisions do not have the old flow-through paths. You now have to walk on the roads.
- A: *The intent is to try to improve accessibility.*
- C: As a developer, we have tried to promote walkways to schools and parks, but the City has told us to take them out.
- Q: When developers roll-out a development, how does the City negotiate with the developer? It seems like the developer is in control.

- A: *It is a collaborative approach that flows from the OP policies that help guide a developer's application. The approach also includes the local community. The City is using block planning and other processes to help move away from the "cookie cutter" model even before the applications come forward, so that the applications fit the overall community design plan.*
- Q: What is the timing for block planning?
- A: *The Growth Management Plan is running in parallel with the Official Plan Review. The City establishes priority areas within the City and there is also a development cap in place to better coordinate development with services etc.*

## **2.3 BREAKOUT SESSIONS**

The three breakout sessions were held concurrently. Each breakout session started with an overview presentation on the breakout topic, after which breakout participants were invited to ask questions of clarification. Copies of these presentations are included in Appendix B. Each session then explored four discussion questions, focusing on the specific breakout topic:

1. Are there proposed directions or policies that you particularly support?
2. What adjustments or refinements to the proposed directions, policies or mapping would you suggest?
3. Do you see any significant gaps or shortcomings in the proposed directions, policies or mapping?
4. Do you have any feedback on any other sections of the Draft Official Plan?

Summaries of the breakout groups' responses to each question are described below. Verbatim notes from the sessions' table reports are included in Appendix C. Appendix D contains comments from individual workbooks submitted by participants following the workshop.

### **2.3.1 Supported Policies and Directions**

The workshop participants were generally supportive of the draft OP. The sections below list the new directions and policies of the draft OP that participants particularly supported.

#### **Environment and Open Space**

Particular directions supported in the Environment and Open Space breakout session included:

- Reference to watersheds, subwatersheds, Environmental Implementation Reports, and the Greenbelt, which provides Provincial-to-local context for the environmental portion of the OP;
- The buffers and linkages included in Section 4.5.13 facilitate consistent application;
- The importance of urban forest is recognized in Section 4.5.9;
- The parkland dedication section outlines "wills" and "won'ts", which supports consistent implementation;
- Open Space linkages are important and recognized as such;
- The Environment and Open Space sections are separate in the draft OP;
- The schedule format is user friendly;
- Open Space includes minimum park sizes (greater than 1.2 acres);
- A park hierarchy is included;

- There are larger stormwater ponds rather than fragmented systems;
- The location of stormwater facilities are included; and
- Density bonus is helpful to acquire natural features, but it needs to be flexible.

### **Cultural Heritage and Urban Design**

Cultural Heritage directions that participants particularly liked included:

- Easy to read maps and graphics;
- Cost sharing agreements in secondary plans;
- Reasonable subheadings;
- The maintenance and protection of properties in Heritage Conservation Districts (it is important to keep integrity of buildings);
- The maintenance and upkeep of cemeteries;
- Cultural heritage landscapes, which provide added protection for natural heritage;
- The securing of derelict heritage buildings;
- The Flower City Strategy;
- The emphasis on the public realm; and
- The designation of City owned property.

Directions supported in the Urban Design section included:

- The Flower City Strategy, which promotes Brampton heritage and adds beautification;
- Transit-oriented development;
- Mixed-use development;
- Live/Work Development;
- Open Space Systems;
- Multi-storey buildings at appropriate locations ;
- Community revitalization;
- Arterial roads are not just focused on the movement of vehicles;
- The encouragement of a variety of built forms;
- The focus on streetscapes;
- Walkability;
- Energy conservation;
- Attention to the street network; and
- The supporting of non-vehicular traffic.

### **Office and Retail**

Areas of support among the Office and Retail sections included:

- The permitting of Live-Work units and the permitting of mixed uses in office areas;
- The updated retail hierarchy (which needs to ensure flexibility);
- The designations of office centres in Brampton West and along Mississauga Road;
- Central area redevelopment; and
- Added flexibility for larger retailers.

### **2.3.2 Adjustments and Refinements**

The participants suggested a number of refinements to the various sections of the draft OP. These suggestions are presented below.



## **Environment and Open Space**

Many of the suggestions provided were to improve the consistency and clarity of the language used in the Environment and Open Space sections and to provide definitions of key terms. The comments received are grouped into four main categories below.

### *Wording and Mapping Clarifications*

- Clarify the 10m buffer wording and guidelines;
- Stormwater ponds should be included in the mapping;
- Ensure consistent terminology, especially for Natural Heritage;
- Clarify the terms “buffer” and “set back”;
- When discussing the Ecosystem approach, use language that matches the provincial definition;
- Clarify sources of information;
- Reduce repetition in the format, provide more balance;
- Clarify meaning of “hard engineering solution” in Section 4.5.3.3; and
- Clarify the use of the term “sustainability” in the context of Brampton.

### *Suggested Changes*

- There should be a stronger link between the preamble and the policies;
- For ground noise policies, clearly identify the types of noises and what guidelines to follow;
- Ensure current data is used in the Official Plan;
- Reduce chemical use in Section 4.5.16, which includes added or expanded use;
- 10m setbacks should be flexible in some areas (some disagreement on this point);
- Move Section 4.5.13.12 to Urban Design;
- With respect to Section 4.5.8.4, there is no “Zone Two” in Brampton;
- Explain how the integrated planning approach balances with other objectives;
- Review references to MNR/MOE guidelines;
- In Section 4.5.4.1, III, add “limited” to developed and private wells; and
- Clarify the central message of Section 4.5.15.2.

### *Suggested Additions*

- Bill 51 needs to be included in the reference to the Planning Act Amendment in Section 4.5, page 1;
- Link energy policy to environment;
- Include more conservation in design, alternatives, and density;
- Include an environmental planning process chart;
- Include graphics to explain terms;
- Address issue of air quality, in particular smog and vehicle use;
- Include funding mechanisms for Open Space Systems; and
- Policies on pesticides do not address impacts to groundwater or address types of pesticides, etc.

### *General Comments*

- Present Brampton as a leader;
- Encourage stewardship programs; and
- Include dates and latest versions of data used.

## **Cultural Heritage and Urban Design**

In general, the refinements suggested for the Cultural Heritage section were to strengthen the heritage policies in the downtown area, to better address the derelict buildings, and to develop a process for when cemeteries are discovered in new developments. Specific suggestions for this section included:

- Cultural Heritage section needs to be strengthened or needs to have its own section;
- Policies needed for the downtown to attract niche market shoppers;
- Streamline policies on how to address derelict heritage buildings, e.g. buildings proven to be derelict and how to remove them;
- Clarify the process for undefined heritage cemeteries discovered in new developments;
- For newly discovered cemeteries, clarify how they would be included in the register and protected and how the public would be made aware of them;
- The list of addresses should be appended to supplement the Heritage Map; and
- The term “natural heritage systems” should be part of Cultural Heritage landscape in Section 4.9.2.

The refinements suggested for Urban Design included strengthening pedestrian and transit policies, ensuring that changes to roads allow for emergency access (but not allowing emergency access to dictate urban design), adding clarification and flexibility in policies dealing with built form, and providing direction on integrating new and old buildings. Specific suggestions for the section included:

- Refocus pathway connections as vistas or pedestrian connections or a combination of both, and allow for connections between communities;
- Make it easier to walk than drive; and
- Avoid using traffic circles and roundabouts (due to increased response times for emergency vehicles).

With respect to buildings, suggestions included:

- Include flexibility of policy to allow for front parking;
- For built forms, consider functionality;
- For edges and gateways, use window streets and reverse frontage (a mix is better than one type);
- In section 4.10.4.6 clarify the definition of sustainability;
- Do not allow emergency services and transportation works to dictate urban form;
- Guidelines and policies on town house development is missing;
- Make restrictions on mid-rise buildings site specific;
- Consider (and provide discussion on) when higher buildings can be considered and supported;
- Refine how new buildings integrate with old ones, especially heritage buildings in the downtown area;
- Focus is on the central area - clarify what is being done for North Brampton and other areas; and
- Make each community sustainable (regarding services/transportation, recreation, libraries).

## **Office and Retail**

Many of the refinements suggested by the Office and Retail group dealt with flexibility and clarity of policies. Suggestions included:

- In Section 4.3.1.2(ii), refine the list of retail types that can be allocated;
- Provide greater flexibility for types of anchor stores;
- Provide a better balance between commercial investments in other parts of the City versus Central Area redevelopment (e.g., will Brampton turn away commercial investment if they do not meet central area focus?);
- Soften the wording of Section 4.2.2.3 (word “ensure” is too strong; may not be possible due to physical constraints to transportation capacity);
- Design guidelines should be flexible, not rigid policy;
- Industrial/commercial design should be determined by function;
- Provide more clarity on what initiates a market study;
- With respect to Section 4.2.8.5, site plan requirements should not be in the OP (not all participants agreed with this point); and
- Some commercial uses serving the same function as others are not shown on Schedule A2.

It was also questioned why Schedule A2 is needed when designations are in the Secondary Plan. It was suggested that if schedule A2 is to be retained, then it should just show regional and district retail centres.

### **2.3.3 Gaps and Shortcomings**

The workshop participants identified what they felt to be gaps or shortcomings in the draft OP. These are presented below.

#### **Environment and Open Space**

The participants in the Environment and Open Space session identified areas where they felt that the Environment and Open Space sections should provide more direction. Gaps identified included:

- Opportunities for joint use of open spaces with schools (issues of maintenance/safety/liability/etc);
- Education programs for the public, children, developers and others on environmental issues, such as best practices;
- Policies on working with partners to promote best practices;
- Policies to increase public participation;
- Direction on how to maintain woodlands and wetlands, and on how much needed; and
- Policies that promote more density (shift distribution to high density).

#### **Cultural Heritage and Urban Design**

The main gaps identified in the Cultural Heritage section included tax incentives for the maintenance of heritage buildings and sufficient clarity on the design of cultural landscapes. These and other identified gaps included:

- The concept of adopting flower beds to support the Flower City Strategy (like the Adopt-a-Road Program);
- Better fencing and general maintenance at local cemeteries (e.g. south east corner of Hurontario Street and Conservation Road);
- Tax incentives for the maintenance of heritage buildings; and
- The end use for cultural landscapes surrounded by development (e.g., does the City buy the properties?).

The key gaps identified under the Urban Design section included transit that was specifically serving schools and how to increase pedestrian safety. Suggestions included:

- Safer pathway connections with roads;
- Safer intersections for pedestrians;
- Sufficient discussion on intensification (e.g., in sites outside the intensified corridor, such as on minor and major arterials);
- Transit buses serving schools to ease traffic in the school areas, and to get children getting used to the concept and use of public transit;
- The support of new communities with necessary services to ensure sustainability;
- Sufficient definition of sustainability; and
- Accessibility in all new development including recreational facilities.

### **Office and Retail**

The key gaps and shortcomings identified in the Office and Retail sections included:

- With respect to permitted uses in business corridors, clarify how major retail warehouses and newer format supermarkets will be differentiated;
- Consider future trends with respect to retail definitions;
- Consider the possible safety and security issues in Live-Work areas;
- Use transitional areas to bridge between institutional use and employment areas (the OP does not speak to limiting institutional use in employment areas); and
- More direction needed on office uses in area surrounding the new hospital site.

### **2.3.4 Additional Feedback**

The breakout participants were invited to provide additional feedback on other aspects or sections of the draft OP. This feedback is summarized below.

#### **Environment and Open Space**

Participants felt that the draft OP did not relate enough to overall global environmental issues, and that environmental concerns should be highlighted more in other sections. This feedback included:

- Executive residential areas need to consider built form;
- Strengthen linkages to environment in other sections of Official Plan and make them more explicit;
- “Flower City” definition at front needs to be emphasized throughout;
- Section 4.1.1.10 omitted EMS - this needs to be included;
- How is an open grid transportation system possible given the existing system (possible solution - de-emphasize arterials);
- Strongly promote transit, but keep good roads in Brampton (use combination of open grid, higher density, and mixed-use);
- Insert a glossary in each section;
- Overall not an environmental Official Plan - global issues need to be related to local context, and performance measures need to be added (e.g. biodiversity, greenhouse gas emissions); and
- Address impact of development on health issues, such as obesity, respiratory and psychological (is addressed to some degree in some sections).

It was proposed that larger or higher level discussions on environmental policies and issues take place in a broader forum. It was also suggested that the City consider creating an Environmental Advisory Committee.

## **Cultural Heritage and Urban Design**

Additional comments provided by the Cultural Heritage and Urban Design breakout session participants included:

- Ensure the road network is consistent in all schedules (road network schedule does not reflect some other schedules);
- Address accessibility for recreational areas, especially in playgrounds (e.g. sand areas – are they accessible?); and
- Ensure all parks are on the recreational map (eg. Rosalea Park is missing).

## **Office and Retail**

The only other feedback provided by those in the Office and Retail breakout session was that the draft OP was more user-friendly than the previous versions. It was felt that the format would make the OP more readable and easier to find the information needed by those in the Office and Retail community.

## **2.4 CLOSING PLENARY**

During the closing plenary, each of the breakout session facilitators reported the highlights of their breakout sessions. After the breakout reports, Mr. Dilks asked the group if there were any aspects of the draft OP that they particularly supported, and what they would recommend be retained when the word “draft” is removed from the cover. The response was that the format and the images should be kept, and it should remain user-friendly.

Mr. Dilks then asked them if there were any particular directions, policies or maps that should be revisited. A summary of the comments is provided below.

- Regarding densities, planning should be linked with the broader environment and on a global level. Tie in the larger linkages to the bigger environmental problems, such as emissions and energy conservation.
- Provide clear definitions throughout the OP, and particularly for sustainability (what is it, how is it to be achieved).
- Consider offering incentives/rebates to help residents become more self-sufficient or use renewable energy (for example, by installing solar panels and personal windmills).
- More performance measures are needed. There is no way in 10 or 15 years to measure how the OP is doing. The City could use a report card format.
- City reports, such as technical documents, should have a regular review period so that they can be updated (eg. Subwatershed studies should be reviewed regularly for updates and performance monitoring).
- There are no transitional policies to protect agriculture communities. There is no description on how to protect agriculture land as the City becomes more urban. The policy relating to continued agriculture in Brampton could be enhanced.
- Regional roads should be made more prevalent and emphasized in Schedule B.
- Diversity of housing and development types should be encouraged
- Q: If Brampton becomes bilingual, will Brampton adopt a signage policy?

*A: There is currently no plan to adopt such a policy. Brampton currently prints its communications in a number of different languages, but there is no policy to provide a range of services in different languages.*

- If the regional roads are involved, the Region should also be included as a partner in design, for example with walkable setbacks and landscaping around regional roads. They are not just thoroughfares, but are part of the community.
- Policies are needed to encourage developers to be innovative with their plans, and to ensure that there is variety in built form.
- The financial part of the draft OP is light, just two pages. There needs to be an acknowledgement of the City's financial constraints, and this should be up front. There needs to be realistic expectations of what service levels the City can provide. Alternatives to funding City services need to be examined.
- Provincial mandates come with capital and maintenance costs, so the City needs to work with the Province to find alternatives, possibly including greater involvement of the public.

The participants generally agreed that the draft OP was on the right track. With respect to the environment, it was suggested that while the draft OP is on the right track, more work is needed.

Mr. Dilks asked if there was any closing advice. A resident commented that they are looking for well thought-out communities and were opposed to more "cookie-cutter" types. Mr. Dilks then thanked everyone for coming and noted that the draft OP report is available online. He asked participants to provide additional comments, if any, by June 16. He noted that the City would be having an open house and statutory public meeting on the Draft OP on June 26.

In closing, Adrian Smith, Director of Planning and Land Development Services, thanked everyone for their participation in the workshop. He stressed the value of their participation and noted that many of the changes in the draft OP are the result of feedback provided during earlier public consultations. He encouraged the participants to think about their vision for Brampton and provide additional feedback.

## **APPENDIX A: SAMPLE WORKBOOK**



# City of Brampton Official Plan Review

## PARTICIPANT WORKBOOK

### Draft Official Plan Review Workshop

#### *Environment and Open Space Breakout Session*

**Tuesday, June 6, 2006**

Prepared by:



**Brampton**



### Stakeholder Contact Information (OPTIONAL)

Name:

Title:

Affiliation/Organization:

Mailing Address:

Telephone #:

Fax #:

E-mail:

### STATEMENT OF COLLECTION OF PERSONAL INFORMATION

*Personal information is collected and protected under the authority of the Municipal Freedom of Information and Protection of Privacy Act, R.S.O. 1990, c. M-56. If you have any questions regarding the City's application of this Act, please contact the City's Freedom of Information and Protection of Privacy Co-ordinator at 905-874-2118.*

## City of Brampton Official Plan Review

### Draft Official Plan Review Workshop

Tuesday, June 6, 2006, 9:00 a.m. – 3:00 p.m.

Caledon Centre Room, Holiday Inn Select, 30 Peel Centre Drive, Brampton

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#### AGENDA

**Workshop Purpose:** *To receive feedback from community stakeholders on the City of Brampton Draft Official Plan*

- 8:30 a.m.     **Registration and Refreshments**
- 9:00 a.m.     **Welcome and Introductions** (Councillor Grant Gibson, Chair, Planning, Design & Development Committee)
- 9:05 a.m.     **Opening Remarks – A New Vision for Brampton** (Mayor Susan Fennell)
- 9:15 a.m.     **Agenda Review** (Facilitator – David Dilks, Lura Consulting)
- 9:20 a.m.     **Presentation: A Primer on Brampton's Draft Official Plan**
- Questions on Presentation
- 9:50 a.m.     **Introduction to Breakout Sessions**
- 10:00 a.m.     **Concurrent Breakout Sessions**
- Topics:    Environment & Open Space / Office & Retail /  
                 Urban Design & Cultural Heritage
- Staff Presentation
  - Roundtable Discussion and Feedback
- 12:15 p.m.     **Lunch (provided)**
- Keynote Speaker (Robert Bruegmann)
- 1:15 p.m.     **Breakout Reports and Discussion Highlights**
- Plenary Discussion and Additional Feedback
- 2:50 p.m.     **Next Steps and Closing Remarks** (John Corbett, Commissioner of Planning, Design and Development)
- 3:00 p.m.     **Adjourn**



## ***Notes on the Presentation***

## **Worksheet 1:**

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**Thinking about your breakout session topic – Environment and Open Space – and the City of Brampton Draft Official Plan...**

**Are there proposed directions or policies that you particularly support? Why?**

## **Worksheet 2:**

---

**Thinking about your breakout session topic – Environment and Open Space – and the City of Brampton Draft Official Plan...**

**What adjustments or refinements to the proposed directions, policies or mapping would you suggest?**

### **Worksheet 3:**

---

**Thinking about your breakout session topic – Environment and Open Space – and the City of Brampton Draft Official Plan...**

**Do you see any significant gaps or shortcomings in the proposed directions, policies or mapping?**

**Do you have any feedback on any other sections of the Draft Official Plan?**

| Patient Information  |  |
|----------------------|--|
| Full Name            |  |
| Date of Birth        |  |
| Gender               |  |
| Address              |  |
| City                 |  |
| State                |  |
| Zip                  |  |
| Phone                |  |
| Medical History      |  |
| Allergies            |  |
| Current Medications  |  |
| Past Medical History |  |
| Family History       |  |
| Social History       |  |
| Physical Examination |  |
| Vital Signs          |  |
| Laboratory Tests     |  |
| Imaging Studies      |  |
| Diagnosis            |  |
| Treatment Plan       |  |
| Follow-up            |  |



## CITY OF BRAMPTON DRAFT OFFICIAL PLAN REVIEW WORKSHOP – FEEDBACK FORM

1. Overall, were you satisfied with today's workshop? (Please circle)

Very  
Satisfied

Somewhat  
Satisfied

Satisfied

Somewhat  
Dissatisfied

Very  
Dissatisfied

2. What did you like or find most useful about this workshop?

3. What suggestions would you make to improve this workshop?

4. Do you have any other comments?



## ***Additional Comments***

---

**Please return your completed workbook to the registration desk.**

If you would like additional time to complete it, please return it by **Friday, June 16, 2006**

**Christina Lo, MCIP, RPP**

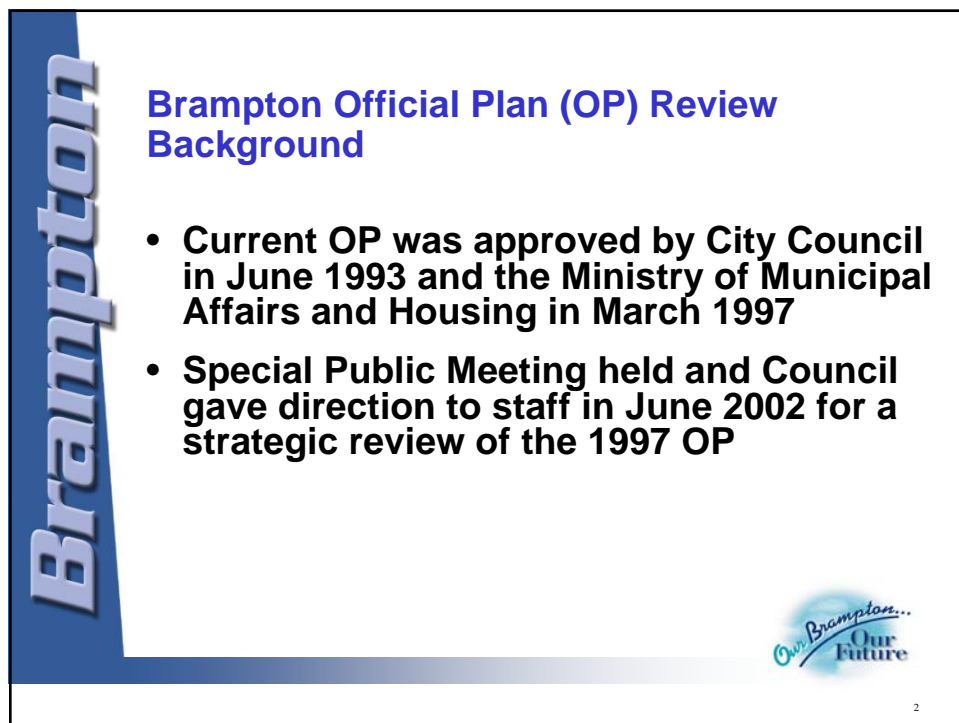
Policy Planner (Official Plan Review)  
Planning, Design & Development  
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Brampton ON L6Y 4R2  
Tel: 905-874-2124  
E-mail: [ourfuture@brampton.ca](mailto:ourfuture@brampton.ca)


OR

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Planning, Design & Development  
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## **APPENDIX B: WORKSHOP PRESENTATIONS**






## The City's Official Plan will continue to guide Decision Making as Brampton continues to grow

| Forecast          | 2006    | 2011    | 2021    | 2031    |
|-------------------|---------|---------|---------|---------|
| <b>Population</b> | 428,000 | 500,000 | 625,000 | 695,000 |
| <b>Employment</b> | 176,000 | 225,000 | 280,000 | 310,000 |

Note : The Provincial Places to Grow forecasts will require approximately 60,000 additional people to be accommodated in Peel Region beyond current forecasts in Mississauga, Brampton and Caledon.



3



## Scope of Strategic OP Review

### Focus Review Areas

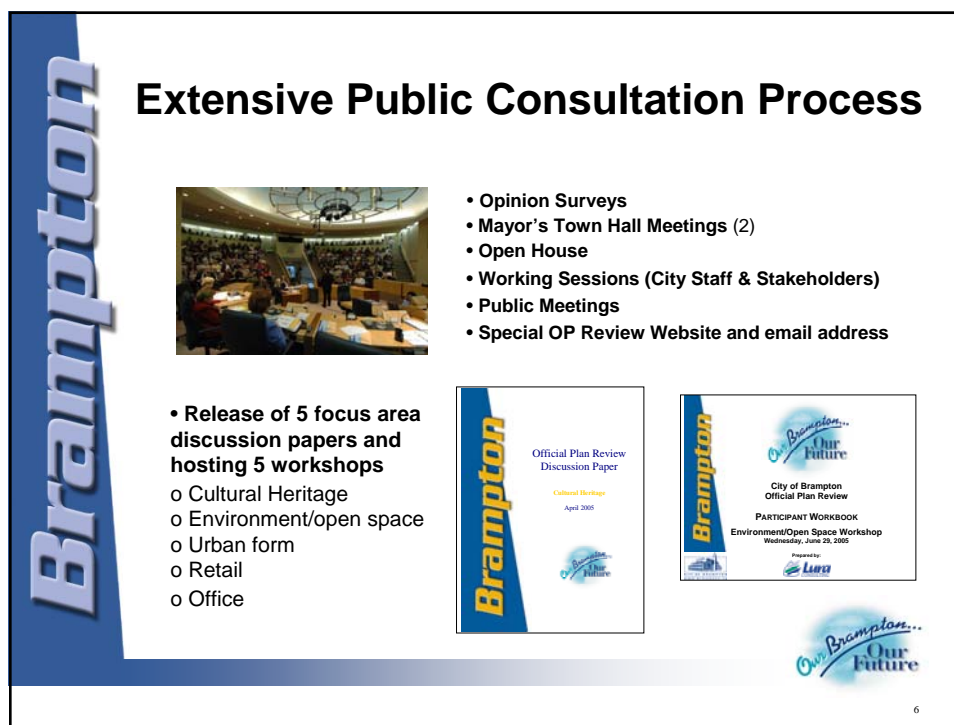
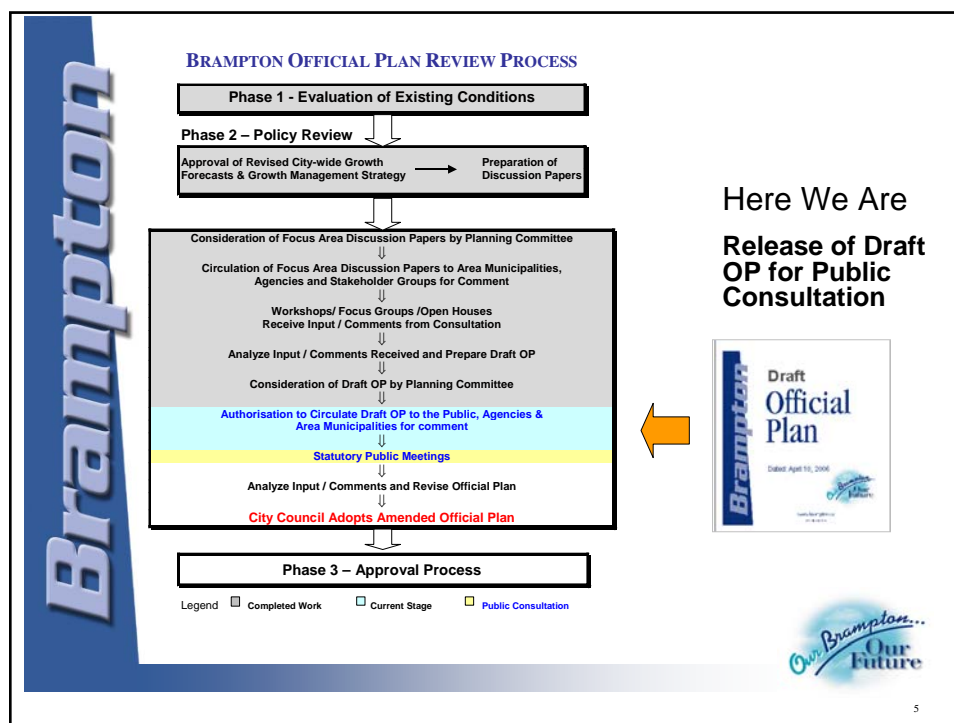
- Updated Population/Employment Forecasts
- Retail
- Office
- Environment/Open Space
- Cultural Heritage
- Urban Design
- General Housekeeping

### North West Brampton Urban Boundary Review (OP93-245)

### Transportation and Transit Master Plan (TTMP)



4



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## Main Themes Centered around Public Comments

- Managing or Curbing Growth/Sprawl**
- New Urbanism/Sustainable Development**
- Traffic Congestion/ Inadequate Road Infrastructure**
- Need for Improving Public Transit and Alternative Modes of Transportation**
- Downtown Brampton Revitalization**
- Amount, Variety and Timing of Recreational Facilities**




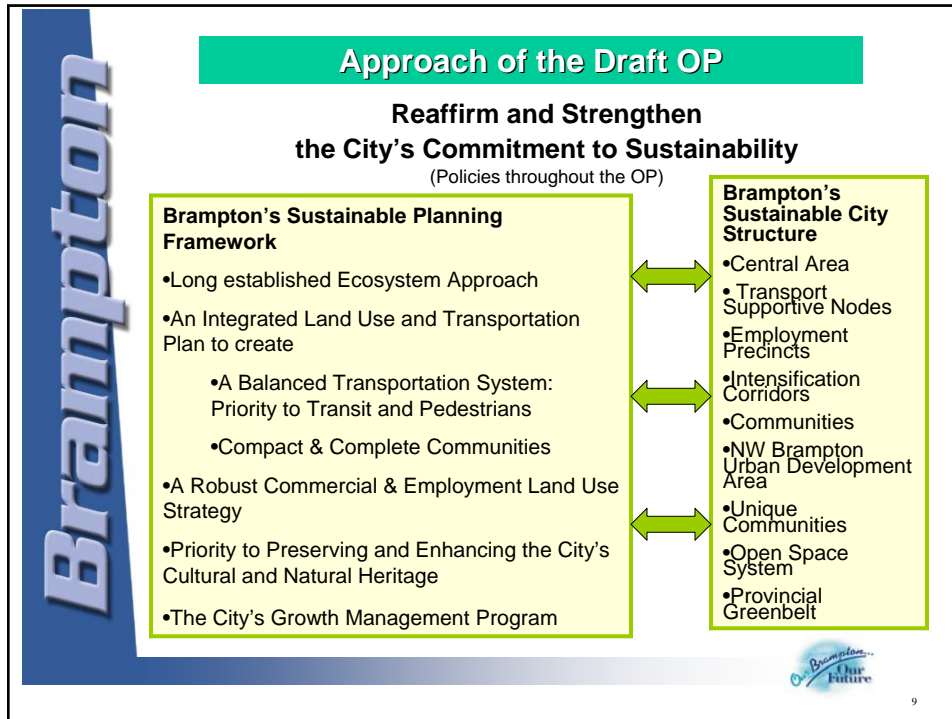
7

Brampton

## Overview of Changes to the OP

| Existing OP                        | Draft Revised OP   | Changes                         |
|------------------------------------|--|---------------------------------|
| 1. Introduction                    | <b>1. Our Brampton, Our Future</b>                       | Major                           |
| 2. Context                         | <b>2. Context of the 2006 Official Plan</b>              | Major                           |
| 3. City Concept                    | <b>3. Sustainable City Concept</b>                       | Major                           |
| 4.1 Residential                    | <b>4.1 Residential</b>                                   | Minor                           |
| 4.2 Economic Base                  | <b>4.2 Commercial</b>                                    | Major (focus review area)       |
|                                    | <b>4.3 Employment Lands</b>                              | New section (focus review area) |
| 4.3 Transportation                 | <b>4.4 Transportation</b>                                | Major (per TTMP)                |
| 4.4 Environmental Management       | <b>4.5 Natural Areas and Environmental Management</b>    | Major (focus review area)       |
| 4.5 Open Space                     | <b>4.6 Recreational Open Space</b>                       | Major (focus review area)       |
| 4.6 Public Utilities and Resources | <b>4.7 Infrastructure and Utilities</b>                  | Minor                           |
| 4.7 Agriculture                    | <i>Deleted per OPA93-245</i>                             |                                 |
| 4.8 Community Services             | <b>4.8 Institutional and Public Uses</b>                 | Minor                           |
| 4.9 Heritage                       | <b>4.9 Cultural Heritage</b>                             | Major (focus review area)       |
| 4.10 Urban Form                    | <b>4.10 Urban Design</b>                                 | Major (focus review area)       |
| 4.11 Financial and Phasing         | <b>4.11 Financial and Phasing</b>                        | Minor                           |
| 4.12 Parkway Belt West             | <b>4.12 Parkway Belt West</b>                            | Housekeeping updates            |
| 4.13 Special Study Areas           | <b>4.13 Special Study Areas and Special Policy Areas</b> | Major                           |
| 4.14 Private Commercial Recreation | <i>Incorporated into Section 4.6</i>                     |                                 |
|                                    | <b>4.14 North West Brampton Urban Development Area</b>   | New section (per OPA93-245)     |
| 5. Implementation                  | <b>5. Implementation</b>                                 | Minor                           |






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## Our Brampton, Our Future, The Vision

- Brampton will be a **dynamic urban municipality** with a population of 680,000 persons and 337,000 workers by 2031.
- Brampton will be a **sustainable community** with superior infrastructure and services based on accountable decision making, full public participation and responsible growth management.
- Brampton will have a **compact and transit-oriented City** structure which comprises a thriving and vibrant Central Area, a number of highly accessible and dynamic mixed-use centres, and complete and connected communities.
- Brampton will continue to celebrate and preserve its **unique cultural and natural heritage**, including the "Flower City" root.
- Brampton's **multi-dimensional, full service urban economy** will provide residents with ample **live-work opportunities**, contributing to a cleaner environment and an overall sustainable lifestyle.



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## Major Office Policy Changes

(Part of New Section 4.2 Commercial)

Reposition former office node designations to reflect the latest office demand forecasts, meet anticipated market needs, and retain potential opportunity for future growth

- Central Area
- Mississauga Road Corridor (Bram West)
- Bramalea South Gateway
- South Fletcher's Courthouse Area
- Bram East
- Identified as Transit-Supportive Nodes in City Concept






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## Major Retail Policy Changes

(Part of New Section 4.2 Commercial)

- Reinforce Central Area as the City's primary center for retail, office, cultural, tourism, entertainment and institutional activities
- Establish the policy framework for redevelopment in the Downtown Brampton Special Policy Area
- Identify District Retail as a separate component of the Retail Hierarchy, in addition to Regional and Local Retail
- Encourage Live-Work
- Limit commercial uses in industrial areas
- Give greater emphasis to place making and superior urban design
- Include a new schedule: Retail Structure






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## Major Transportation Policy Changes

(Section 4.4 Transportation)



### Implement the Council Adopted Transportation & Transit Master Plan (TTMP)

- Promote a balanced transportation system
- Priority to transit including the AcceleRide Program
- Achieve an efficient road network including adoption of Transportation System Management (TSM)/Transportation Demand Management (TDM) measures
- More emphasis on pedestrians and cyclists: the City's Pathways System
- Updated trucking and goods movement strategies




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## Major Environmental Policy Changes

(Section 4.5 Natural Areas and Environmental Management)



- Continue with the fundamental ecosystem approach to environmental planning based on
  - watershed and subwatershed planning
  - Environmental Implementation Reports and similar tools
- Establish guidelines for environmental buffers and setbacks
- Protect headwater tributaries in addition to defined valley corridors
- Emphasize linkages between natural features
- Establish policy framework for redevelopment in the Downtown Brampton Special Policy Area
- New section on “Protecting Public Health and Safety” to address noise, vibration, hazardous installations and contaminated sites issues




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## Major Recreational Open Space Policy Changes

(Section 4.6 Recreational Open Space)



- Emphasize a connected system of open spaces
- Refine the City's Park Hierarchy
  - City Parks
  - Community Parks
  - Neighbourhood Parks

- Streamline policies by reference to the Parks, Culture and Recreation Master Plan
- Move Private Commercial Recreation policies (old Section 4.13) here and include additional designations
- Establish the latest open space requirements at the Secondary and Block Planning stages



15




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## Major Heritage Policy Changes

(Section 4.9 Cultural Heritage)

### Overview

- Strengthen policies to increase heritage protection enabled by the amended *Ontario Heritage Act*, Provincial Policy Statement etc.
- New sections/policies for
  - Cultural Heritage Landscape
  - Areas with Cultural Heritage Character
  - Heritage Cemeteries
  - Flower City Strategy
  - City-Owned Heritage Resources
- A new Cultural Heritage Map



16

**Brampton**

### Major Urban Design Policy Changes

(Section 4.10 Urban Design)

- Reaffirm the City's commitment to taking a leadership role in promoting superior urban design standards
- Greater emphasis on a high quality Public Realm
- Promote preferred Built Forms: Mixed-uses, Transit-Oriented Development, Infill/Intensification etc.
- Sanction the DDG, Design Brief and other design initiatives




17

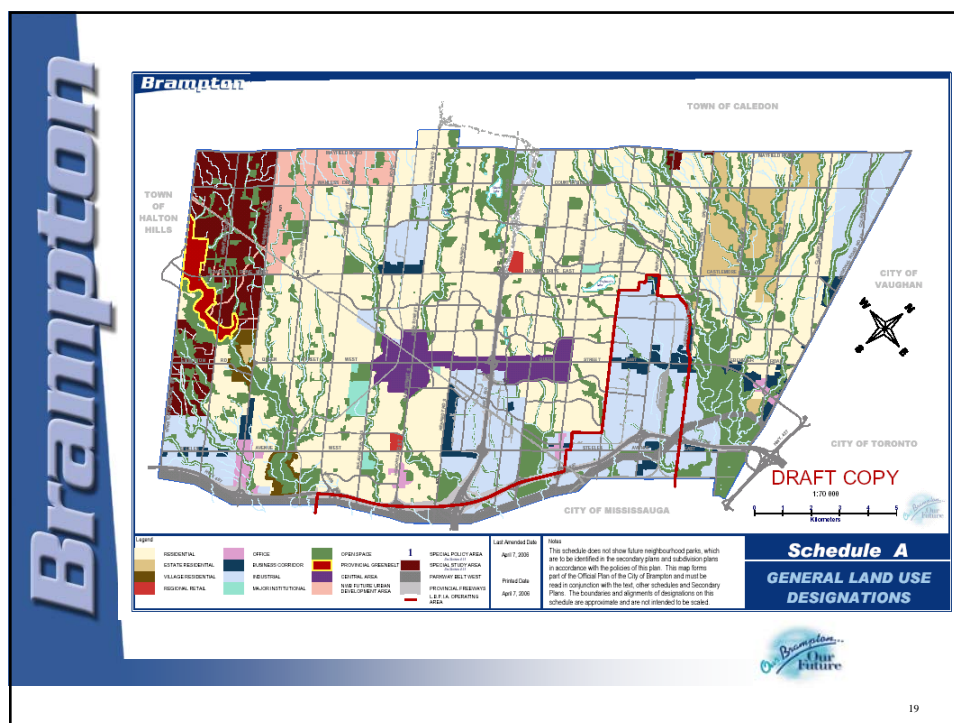
**Brampton**

### Highlight of Changes to Schedules

- GIS Mapping for all Schedules
- New format for Schedules
- Major Revisions to most Schedules
- The City Concept map now a formal OP Schedule
- Include New Schedules and a Map
  - ❖ Schedule A2 Retail Structure
  - ❖ Schedule B City Road Hierarchy
  - ❖ Schedule B1 City Road ROW Widths
  - ❖ Schedule C1 Major Pathway Network
  - ❖ Schedule H Block Planning Areas
  - ❖ Cultural Heritage Map



18



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## Major Housekeeping Changes

(throughout the OP)

- Implement the latest approved Provincial planning initiatives: Provincial Policy Statement, Greenbelt Plan, *Accessibility for Ontarians with Disabilities Act* etc.
- Implement the latest City policies/initiatives: Strategic Responses to Growth/Development Cap (OP93-256), Development Design Guidelines (OP93-260) Flower City Strategy, Accessibility policies, risk management policies etc.
- New User Friendly Format with images and photos

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**DRAFT**

**1.1. BRAMPTON'S GROWTH AND DEVELOPMENT CAP**

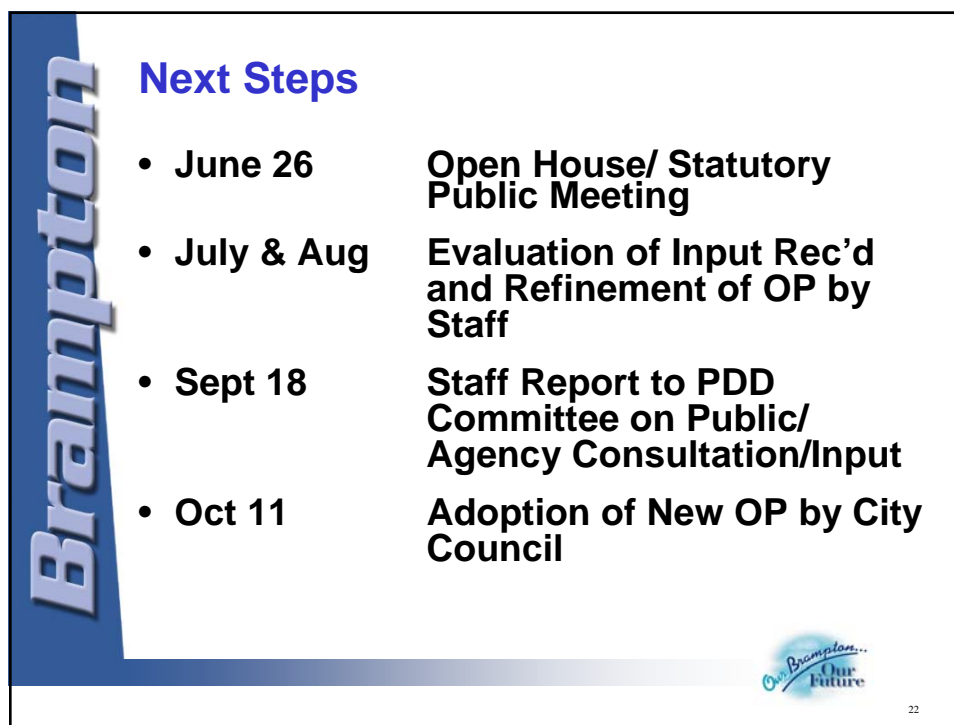
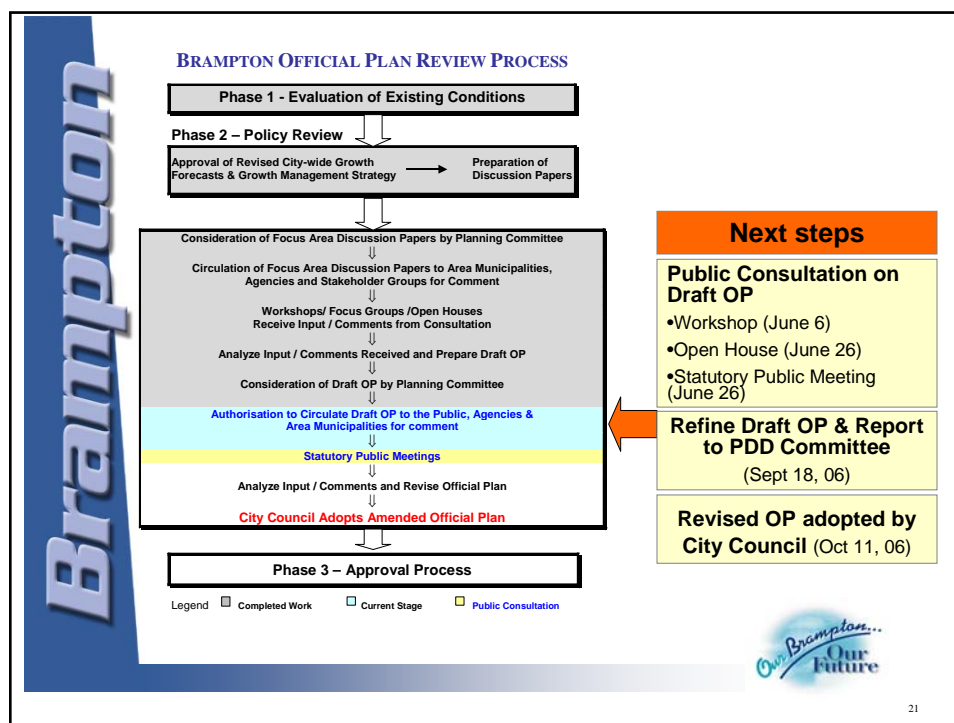
The City of Brampton has grown in the past 10 years at an average rate of 1.5% per year. This growth has been driven by a combination of factors, including a strong economy, a growing population, and a high level of investment in infrastructure. The City's growth and development cap is a key policy tool that will help to manage this growth in a sustainable and responsible manner. The cap will be based on a number of factors, including the City's land use designations, the availability of infrastructure, and the needs of the community. The cap will be reviewed regularly to ensure that it remains relevant and effective.

**1.2. BRAMPTON'S DEVELOPMENT DESIGN GUIDELINES**

The City of Brampton has a long history of developing high-quality, sustainable communities. Our development design guidelines are a key part of this history, and they will continue to play a vital role in shaping the future of the City. The guidelines will be updated to reflect the latest best practices in urban design and development, and they will be used to guide the development of new projects in the City. The guidelines will cover a wide range of topics, including building design, landscaping, and public space. The guidelines will be developed in consultation with the community, and they will be used to ensure that all development in the City is of high quality and meets the needs of the community.

**Our Brampton... Our Future**

20



**Brampton**

**The Brampton Residents, Business and Stakeholder Groups are our Partners** in designing the City's blueprint for the future

**Your Input is Important** to the successful implementation of the Official Plan

**Thank you!**



**Brampton**  
Get Involved in Planning  
Your City's Future

The City of Brampton is working with the community to review aspects of an Official Plan—in keeping with its vision and ready to meet the needs of this vibrant, dynamic community.

For more information about the City's Official Plan, or to share your vision of Brampton's future, visit [www.brampton.ca](http://www.brampton.ca) or e-mail [community@brampton.ca](mailto:community@brampton.ca)

*Our Brampton... Our Future*

CITY OF BRAMPTON  
905.874.2000

*Our Brampton... Our Future*

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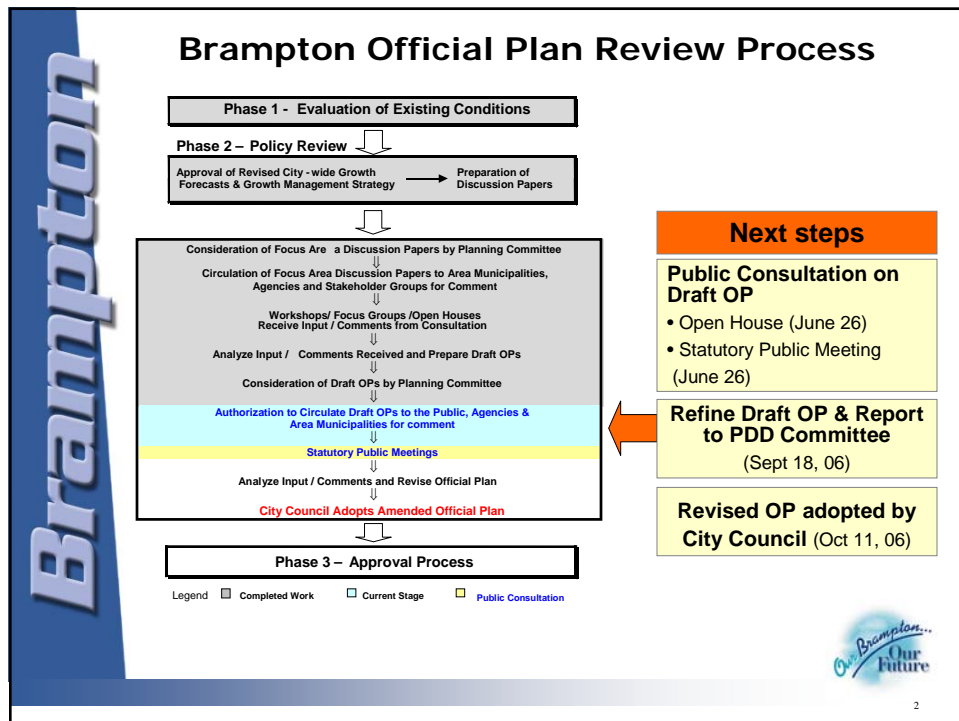
## Brampton Draft Official Plan Review Workshop

### Environment and Open Space Breakout Session

June 6, 2006



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## Public & Stakeholder Feedback

### Environmental & Open Space Policy Review

**Issues**

- Health
- Air quality
- Energy conservation
- Sustainable alternatives
- Re-naturalization, restoration and rehabilitation
- Environmental design
- Agricultural land conservation
- Mapping data quality and monitoring system
- Integrated planning approach (balance between urban and natural system policies; linkages with land use, transportation, economic and social considerations; integration of Provincial policies)
- Funding and financial implications of proposed policy changes
- Public education





3

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## Approach to the Draft OP

### Reaffirm and Strengthen the City's Commitment to Sustainability

(Policies throughout the OP)


**Brampton's Sustainable Planning Framework**

- Long established Ecosystem Approach
- An Integrated Land Use and Transportation Plan to create
  - A Balanced Transportation System: Priority to Transit and Pedestrians
  - Compact & Complete Communities
- A Robust Commercial & Employment Land Use Strategy
- Priority to Preserving and Enhancing the City's Cultural and Natural Heritage
- The City's Growth Management Program

**Brampton's Sustainable City Structure**

- Central Area
- Transport Supportive Nodes
- Employment Precincts
- Intensification Corridors
- Communities
- NW Brampton Urban Development Area
- Unique Communities
- Open Space System
- Provincial Greenbelt




4




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## Proposed Environmental Policy Changes




- Continue with the fundamental ecosystem approach to environmental planning based on watershed and subwatershed planning
- Add policy framework throughout the plan to incorporate sustainable development principles
- Develop clear policies for conservation setbacks from environmental features
- Identify city coverage targets for urban trees and woodlots
- Emphasize linkages between natural features



5

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## Proposed Open Space Policy Changes




- Emphasize a connected system of open spaces
- Improve linkages between Community Parks and transit system
- Reflect the latest open space requirements at the Secondary and Block Planning stages
- Refer to the future Recreation Master Plan for more detail



6

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## Natural Areas & Environmental Management




### Overview - Section 4.5

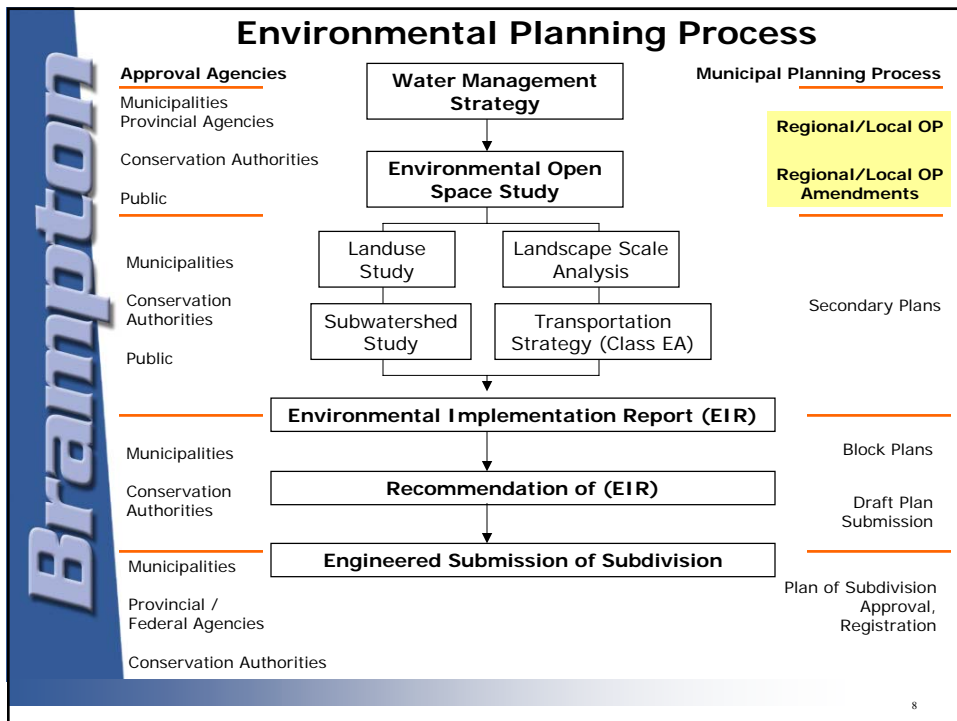
City has adopted an **ecosystem approach** basing environmental planning decisions on watershed planning and Environmental Implementation Reports (EIR)

Policies have been updated to reflect current best practices

City has worked closely with OP Review Environmental Steering Committee



7



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## Natural Areas & Environmental Management



### New & Amended Policy Sections

1. Watershed and Subwatershed Studies (4.5.1)
  - Provides a comprehensive, system based approach to land use planning resulting in environmental decisions that consider cumulative impacts.
2. Environmental Implementation Reports (4.5.2)
  - Provides design details in terms of environmental protection, stormwater management, functional servicing and implementation strategy. EIR are often completed at a Community Block Plan Scale.




Fletcher's Meadow SWM PondParadise Mahogany SWM Pond





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## Natural Areas & Environmental Management



3. Natural Features and Functions (4.5.7)



4. Valleylands and Watercourses (4.5.8)
  - Protecting important headwater tributaries and defining valley corridors.



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## Natural Areas & Environmental Management





### 4. Environmental Buffers and Setbacks (4.5.13)

- City has proposed a 10-meter buffer from natural features unless results of environmental studies indicate otherwise



### 5. Provincial Green Belt Plan (4.5.14)


- Identifies lands that should be protected for current and future generations



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## Natural Areas & Environmental Management



### 6. Special Policy Areas (4.5.15)

- Identifies 5 Special Policy Areas that has historically existed in the floodplain with site-specific policies
- Downtown Area – the City will work with TRCA and the Province to establish appropriate policy framework to permit redevelopment



Belvedere Towers  
Downtown Brampton



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## Natural Areas & Environmental Management



### 7. Protecting Public Health and Safety (4.5.16)

- Promotes a proactive and precautionary approach to planning to avoid and reduce natural occurrences or hazards (including: noise, vibration, hazardous installations and contaminated sites)

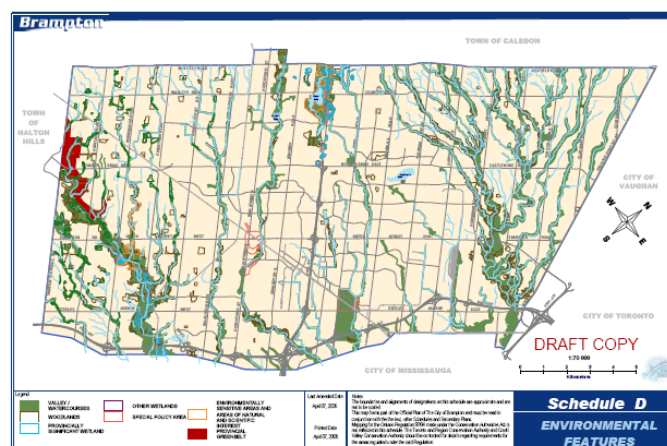


Village of Churchville – Limiting Development in the Floodplain



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## Schedule D Environmental Features



14


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## Natural Areas & Environmental Management



### Schedule D Changes – Environmental Features

- Valleylands/Watercourses replaces *Valleylands/ Floodplains and Steep Slope Areas*
- Woodlands replaces *Woodlots*
- Provincially Significant Wetlands replaces *Wetland Areas*
- Other Wetlands
- Special Policy Areas
- Environmentally Sensitive Areas and Areas of Natural and Scientific Interest replaces *Sensitive Areas*
- Provincial Greenbelt (NEW)



15

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## Recreational Open Space




### Overview - Section 4.6

Emphasis on recreational opportunities

Policies place an emphasis on a connected system of open spaces and integration with other land uses and the City's transit system.

Policies are streamlined to the Parks, Culture and Recreation Master Plan.



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## Recreational Open Space

### New & Amended Policy Sections



1. General Recreational Open Space (4.6.1)
  - Streamline policies by making reference to Parks, Culture and Recreation Master Plan that is currently under preparation
  - Implement DDG design principles that encourage the creation of vistas blocks to provide strategic views and vistas onto dedicated open space



Parks, Culture  
& Recreation  
Master Plan



Credit Valley  
Block Plan



Burnt Elm Parkette



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## Recreational Open Space

2. Public Parkland (4.6.2)

Parkland dedication policy update including:

  - That utility easements or right-of-ways that will no longer be credited to parkland dedication
  - Removing the policy that the City may purchase lands released by the School Boards



Fletcher's Creek  
Naturalization



Paradise Mahogany  
SWM Pond



Professor's Lake



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## Recreational Open Space



### 3. Parkland Hierarchy Re-defined(4.6.3)

- City Parks – to serve as destinations for active recreation and become focal points for the City
- Community Parks – to be planned as community focal points and serviced by transit
- Neighbourhood Parks – to include active and passive recreation and natural/cultural features



Chinguacousy Park




Gage Park



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## Recreational Open Space



### 4. Private Commercial Recreation(4.6.6)


- Moved from Section 4.14 (existing OP)

### 5. Secondary Plan Considerations (4.6.8)


- Removing some open space requirements from secondary plans to the Block Planning Stage

### 6. Community Block Plan Considerations (4.6.9)

- New section to specify recreational open space requirements



Lionhead Golf Course



20



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## Recreational Open Space

7. Bikeways

- Moved to Transportation Section 4.4

8. Site Specific Open Space Designations

- Moved to Special Policy Area 4.13



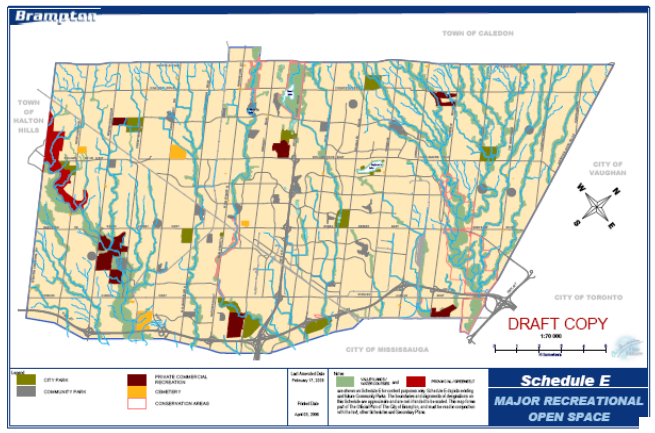





21

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## Schedule E Major Recreational Open Space





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## Recreational Open Space

### Schedule E Changes –

### Major Recreational Open Space

- Refine recreational open space structure and the most up-to-date park plans
- Distinguish recreational open space from environmental open space (valleylands and Provincial Greenbelt)
- Include changes in designation boundary
- Latest Open Space Designations include:
  - City Park (renamed from City-wide Park)
  - Community Park (new designation)
  - Private Commercial Recreation
  - Conservation Areas
  - Cemetery (renamed from Major Cemeteries)



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## Brampton Draft Official Plan Review Workshop

## Environment and Open Space Breakout Session

24



**Brampton Draft Official Plan Review Workshop**

**Office and Retail Breakout Session**  
**June 6, 2006**



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1



**Brampton Official Plan Review**  
**Office Strategy**




2




## Rationale for Office Strategy Policy Review

- Policies are more than 10 years old.
- Policies are still relevant, but needed to be updated given:
  - lower office absorption rates;
  - new employment forecasts by Hemson Consulting; and,
  - Brampton is part of a competitive GTA office marketplace.




3




## GTA Context

- Most of Brampton's office nodes have not been realized due to a very competitive office market;
- Pattern of office development is a result of economic trends, public policy and decisions of individual businesses.
- GTA West district suburban market is strong, most projects located in Airport Corporate Centre, Meadowvale and Oakville (QEW and Trafalgar Road/Winston Business Park).




4




## Office Space Trends

- Majority of office buildings in Brampton are multi-tenant, three exceptions are:
- 33,000 sq. ft. Kaneff office building at Mississauga Road adjacent to Lionhead Golf Course;
- Loblaw's 400,000 sq. ft. office building in Bram West at Mississauga/Hwy 407 (under construction)
- Nortel's 950,000 sq. ft. building on Dixie Road south of Queen Street has been taken over by Rogers Communications Inc.
- Majority of office space is located in the Central Area (Downtown Brampton).




5

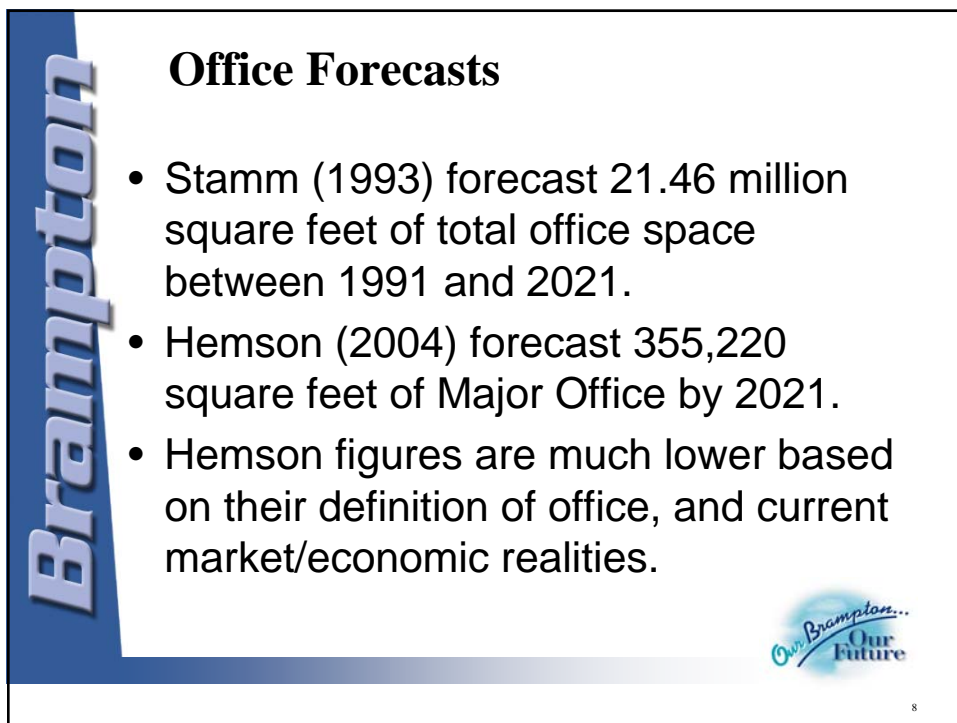
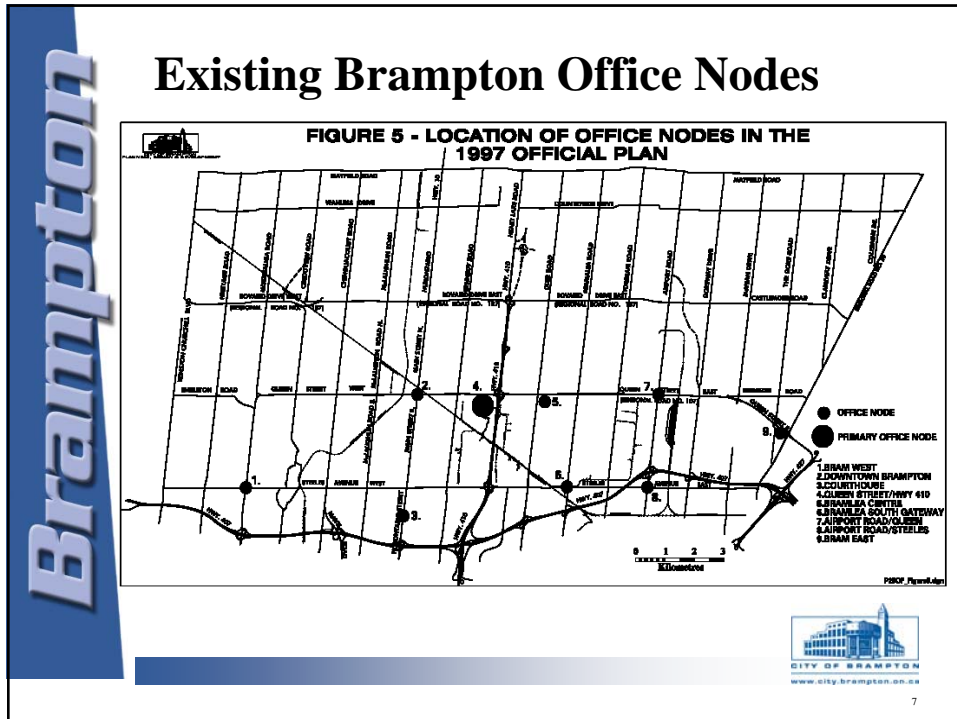



## Office Space Inventory

- Brampton currently represents a small concentration within the GTA office market;
- 2004 Royal LePage report states that there is approximately 2.1 million sq. ft. of office space in Brampton, representing less than 5% of the GTA West office market and less than 1% of the entire GTA office market.




6






## Central Area

- Primary Office Node designation was based on proximity to Hwy 410 interchange, availability of existing transit, potential to develop a new GO Station at Rutherford Road (not part of GO's expansion plans).
- Has not developed as planned, scale is too large to act as a node, area is generally industrial, not economically justifiable to redevelop stable industrial area, low vacancy rate, leave industry with no place to go.
- Staff propose to delete this node.




9



## Central Area cont.

- Central Area is seen as the social and business heart of Brampton.
- Establish the significance of the Central Area as a major focus for office development.
- Downtown Brampton and Bramalea Centre Office Nodes to be deleted and incorporated as part of the Central Area.



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## **Bram West**

- Bram West review promotes Mississauga Road, north of Hwy 407 to Steeles, for major office development.
- Hemson's study shows that Bram West will be the primary location for office space, accounting for almost 25% of the total occupied major office space in the City of Brampton by 2031.



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## **Bram West cont.**

- Require stronger policies to prevent the intrusion of non-complimentary employment/commercial uses, establish minimum office space requirements and specific urban design policies to protect the primary gateway.



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## Other Office Centers:

### Bramalea South Gateway


- urban gateway based on planned expansion of the GO Station
- Mainly industrial, but opportunity to transition to commercial/office

### South Fletcher's Courthouse Area

- significant amount of existing institutional/office uses
- contains other components of a mixed-use environment (retail/residential).

### Bram East

- gateway to Brampton from the east
- Proximity to Hwy 427, exposure to Hwy 50, natural vistas to Claireville Conservation Area



13

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## Major Office Policy Changes


(Part of New Section 4.2 Commercial)

Reposition former office node designations to reflect the latest office demand forecasts, meet anticipated market needs, and retain potential opportunity for future growth:

- Central Area
- Mississauga Road Corridor (Bram West)
- Bramalea South Gateway
- South Fletcher's Courthouse Area
- Bram East
- All are identified as Transit-Supportive Nodes in City Concept Schedule




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## Major Office Policy Changes cont.

- Permit limited residential or live/work.
- Greater emphasis on review and approval of development applications in accordance with the Urban Design and Natural Areas and Environmental Management policies of the Plan.
- Add policies to permit the Mississauga Road Corridor (Bram West) to develop as the major office area outside of the Central Area.
- Add policies for Bramalea South Gateway to permit transition from industrial to limited commercial/retail/office.
- Add policies to protect the South Fletcher's Courthouse Area from lower order, incompatible uses.
- Add policies for Bram East which provide a minimum space requirement, directed to prominent intersections.




15



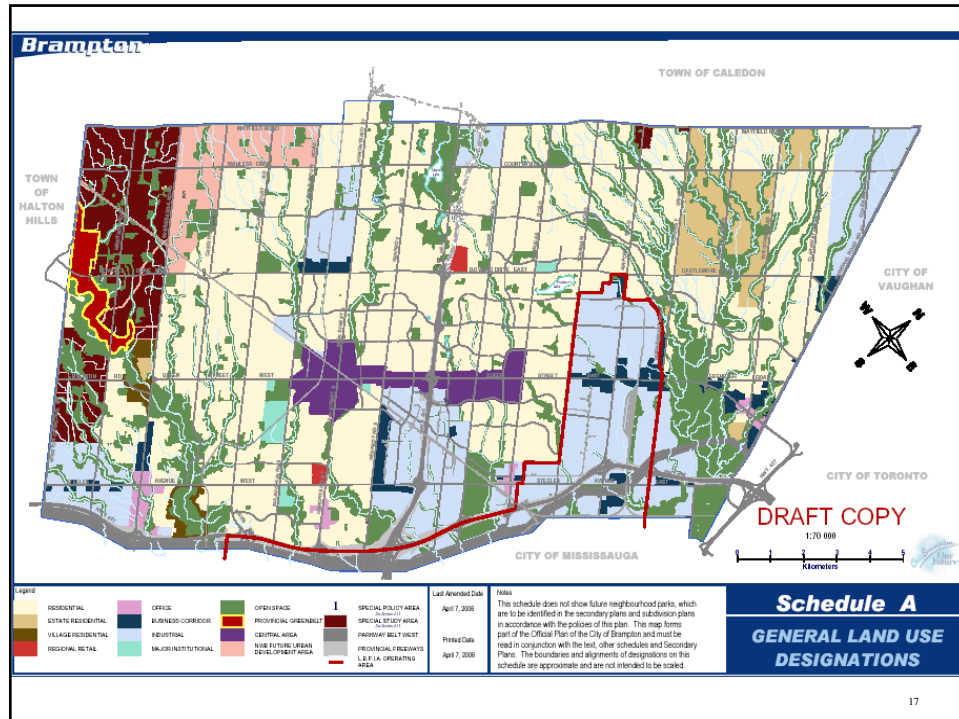
## Major Office Mapping Changes

Changes to Schedule A:

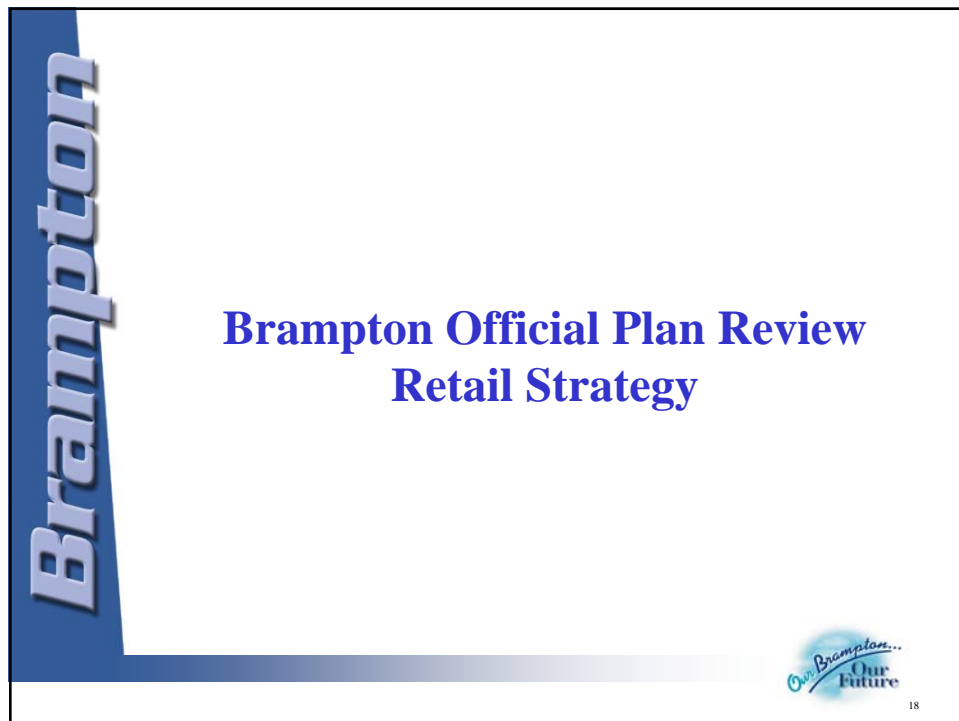
- Delete Downtown Brampton and Bramalea Centre Office Nodes, as well as the Queen Street/Highway 410 Primary Office Node. Now incorporated as part of the Central Area.
- Delete under-performing nodes: Airport Road/Queen Street and Airport Road/Steeles Avenue.
- Continue to retain Bram West, South Fletchers Courthouse Area and Bram East.



16



17



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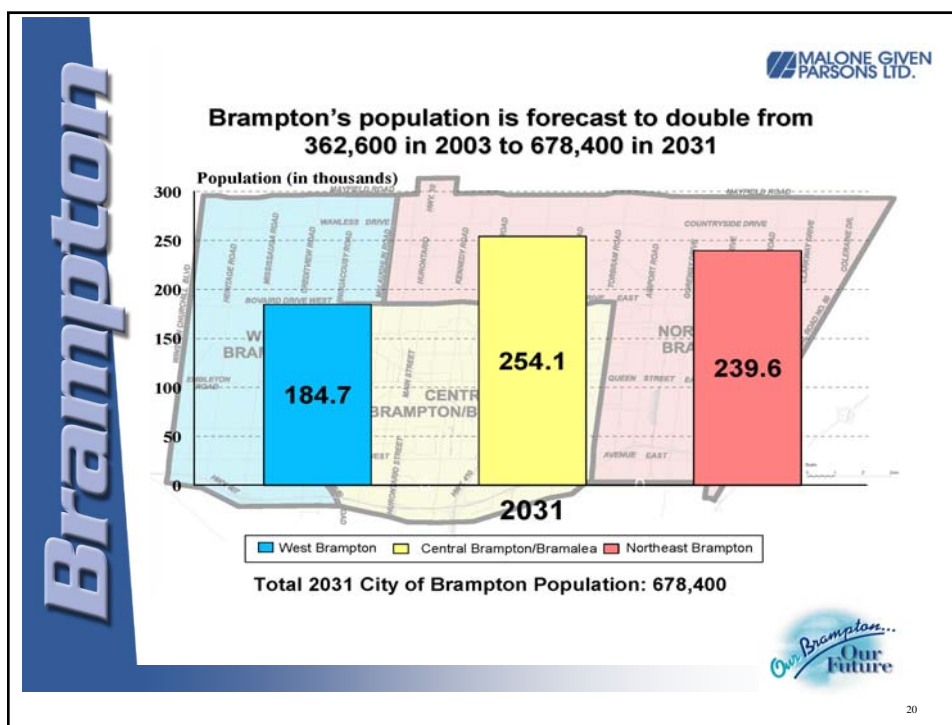
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**Issues Identified in  
Malone Given Parsons Study – June 2005**

- Brampton is a high growth area
- 5 million sq.ft. of planned commercial/retail space needed to 2031 (in addition to the 5 million sq.ft. available in undeveloped designated lands)
- Retail trends
- OP policies need updating




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|                           | Existing Space in 2003 (sq.ft. in millions) | Additional Demand to 2031 (sq.ft. in millions) |
|---------------------------|---|--|
| Supermarket               | 1.12  | 1.07   |
| Other FSTM                | 0.44  | 0.44   |
| Department Store Space    | 1.29  | 1.29   |
| Non Department Store DSTM | 3.61  | 3.68   |
| WMC                       | 0.12  | 0.29   |
| Home Improvement          | 0.55  | 0.61   |
| Services                  | 3.35  | 2.91   |
| <b>TOTAL</b>              | <b>10.48</b>                                | <b>10.29</b>                                   |



21



|                    | Additional Demand in 2031 (sq.ft. in millions) | Total Planned, Undeveloped Space (sq.ft. in millions) | Unallocated Demand (sq.ft. in millions) |
|--------------------|--|---|---|
| Northeast Brampton | 4.2  | 2.86  | 1.34                                    |
| Central Brampton   | 1.3  | 0.83  | 0.47                                    |
| West Brampton      | 4.8  | 2.11  | 2.69                                    |
| <b>TOTAL</b>       | <b>10.3</b>                                    | <b>5.81</b>   | <b>4.49</b>                             |



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Brampton

**Recommended Strategy for Policy Formulation**  
 - Malone Given Parsons Study, June 2005

1. Clarify and refine existing commercial hierarchy
2. Give greater emphasis to place making
3. General locations of future Regional and District Retail should be identified in the Official Plan
4. Encourage renewal and intensification in the Central Area
5. Limit commercial within industrial designations
6. Designations in secondary plans should be consistent with the retail hierarchy



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**Major Policy Changes to the Retail Section**

- Reinforces Central Area as the City's primary centre for free-standing & mixed-use development including retail, office, service, entertainment and institutional activities
- Identifies District Retail as a separate component of the Retail Hierarchy, in addition to Regional and Local Retail
- Encourages Live-Work
- Gives greater emphasis to place making and superior urban design
- Limits commercial uses in industrial areas
- Clarifies permissions for Motor Vehicle Commercial Uses and Drive-Thru facilities
- Clarify the type of proposals that require appropriate supporting studies







24

12

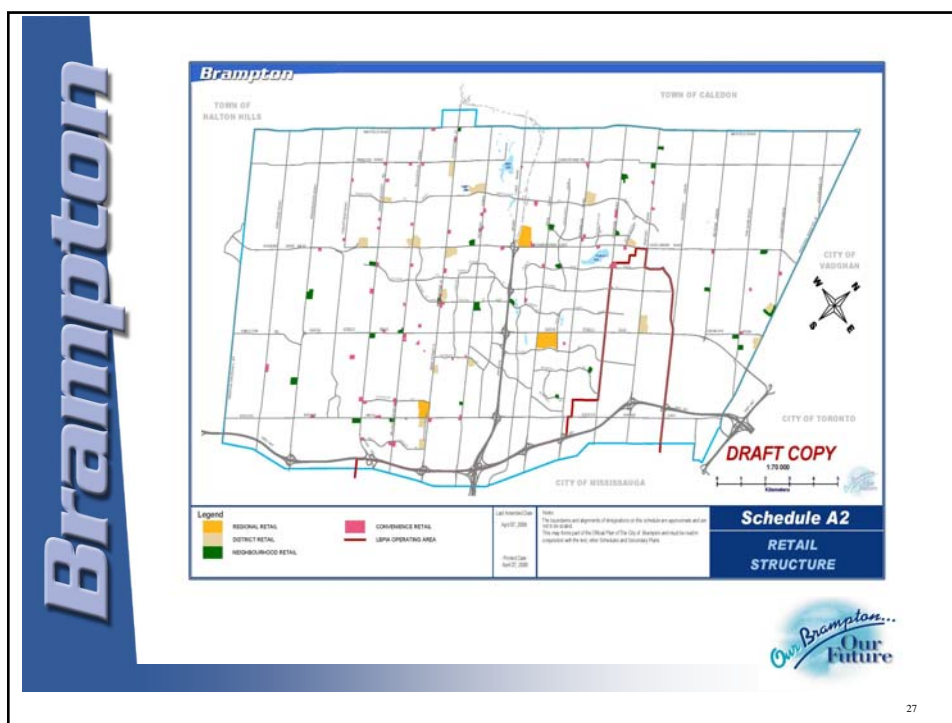
| Major Policy Changes to the Retail Section –contd. |                         |   |                                |   |
|--|-------------------------|---|--------------------------------|---|
| Category   | # of Additional Centres | Location                                | Size Range per Centre (sq.ft.) | Typical Anchors   |
| Regional Retail                                    | 2                       | One each in NE Brampton & West Brampton | 500,000+                       | Dept. stores, Retail Warehouses (RWH)                       |
| District Retail                                    | 4-6                     | 2-3 each in NE Brampton & West Brampton | 125,000 - 500,000              | Supermarkets, Dept. stores, RWH, Hardware & Automotive      |
| Local Retail                                       |                         |   |                                |   |
| Neighbourhood Retail                               | 5-8                     | To be determined                        | 40,000 – 125,000               | Supermarket, pharmacy, smaller scale home improvement store |
| Convenience Retail                                 | To be determined        | To be determined                        | 40,000 or less                 | NA  |

### Mapping Changes to the Retail Section

Includes a new schedule that designates all components of the retail hierarchy:

- Regional
- District
- Neighbourhood
- Convenience Retail





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**Brampton Draft Official Plan Review Workshop**

**Office and Retail Breakout Session**

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**Brampton Draft Official Plan Review Workshop**

**Urban Design and Cultural Heritage  
Breakout Session  
June 6, 2006**


  
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1

**Brampton**

**Draft OP Cultural Heritage Policies**  
(Section 4.9 of Draft Official Plan)

- Revamping of the entire section
- Strengthen Brampton's commitment to a more proactive and holistic approach to heritage planning
- Overall strengthening of policies to increase heritage protection enabled by the amended *Ontario Heritage Act*, Provincial Policy Statement etc.
- New sections/policies for
  - Cultural Heritage Landscape (Section 4.9.2)
  - Areas with Cultural Heritage Character (Section 4.9.4)
  - Heritage Cemeteries (Section 4.9.5)
  - Flower City Strategy (Section 4.9.7)
  - City-Owned Heritage Resources (Section 4.9.8)
- A new Cultural Heritage Map

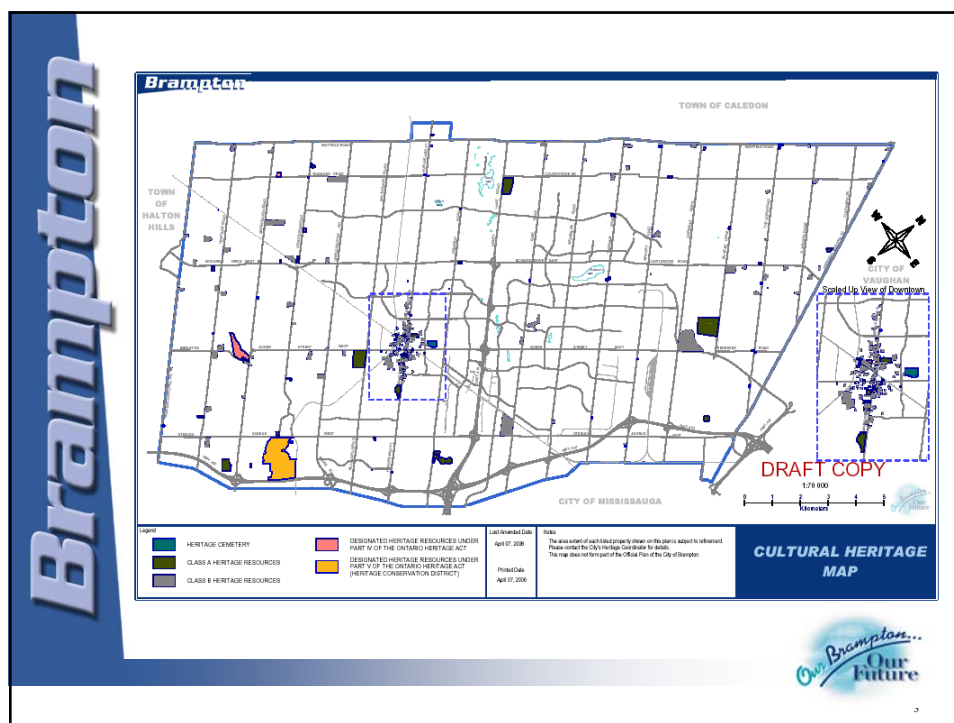








2



Brampton

## Major OP Cultural Heritage Policy Changes

### Built Heritage (Section 4.9.1)

- Updated policies for Cultural Heritage Resources Register
- Criteria for assessing heritage significance
- Priority to designate all heritage cemeteries and all Class A heritage properties
- Immediate designation of resources under threat
- Emphasis on retention, integration and adaptive re-use
- Prior approval required for alteration, removal or demolition of designated properties or heritage attributes
- Updated policies for Heritage Impact Assessment
- Maintenance standards
- The City's "Guidelines for Securing Vacant and Derelict Heritage Buildings"









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Major OP Cultural Heritage Policy Changes

## Heritage Conservation District (Section 4.9.3)

- Updated policies for District Study and Plan
- Restrictions on certain works during study period
- District Plan's precedence over other by-laws and plans
- Requirement for permit application
- Minimum maintenance standards for properties within the District





5


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Major OP Cultural Heritage Policy Changes

## Heritage Cemeteries (Section 4.9.5)

- New section
- Designation of all heritage cemeteries
- Standards and design guidelines for heritage cemetery preservation
- Requirement for Archaeological and Heritage Impact Assessment for adjacent works/development




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## Major OP Cultural Heritage Policy Changes

### Implementation (Section 4.9.9)

- Heritage conservation objectives shall be an integral part of planning, decision making and implementation processes
- New/updated legislative & fiscal tools
  - Landowner cost share agreement
  - Secondary/block planning processes
  - Financial securities
  - Heritage property tax reduction
  - City's Heritage Program
  - Funding and resources for education & communication program






7


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## Major Urban Design Policy Changes

(Section 4.10 of Draft Official Plan)

- Revamping of the entire section
- Strengthen Brampton's commitment to taking a leadership role in promoting superior urban design
- New urban design policy structure
  - The Public Realm (Section 4.10.2)
  - Built Form (Section 4.10.3)
  - Implementation (Section 4.10.4)



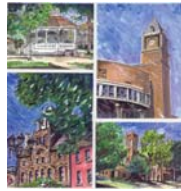




8

Brampton

## Draft OP Urban Design Policy Objectives

- Achieve and sustain a physical environment that is attractive, functionally efficient, sensitive of its evolving character, and environmentally responsible
- Reinforce Brampton's image as a modern, dynamic, beautiful and liveable city that is built on its rich heritage, including its historical roots as the Flower City, and a sustainable, compact and transit-oriented urban form
- Promote and reinforce the Central Area as a transit-oriented and pedestrian friendly destination
- Provide strong policy direction for physical development design with reasonable flexibilities allowed to encourage innovative and diverse urban design
- Ensure that new development and redevelopment conforms to Brampton's *Development Design Guidelines*



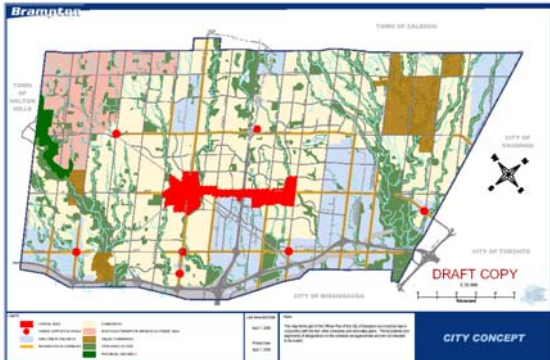
9


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## Draft OP Urban Design Policies

### Urban Design and City Concept

Physical design of a development shall relate to and enhance the City Structure





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Draft OP Urban Design Policies

**The Public Realm**

The City shall create a superior public realm to set a model for high quality urban/physical development design

Draft Public Realm policies address

- Streetscapes
- Public squares and landmarks
- Edges and gateways
- Views and vistas
- Public spaces and civic projects
- Semi public open space



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Draft OP Urban Design Policies

**Built Form**

Provide policy guidelines to promote preferred built forms

- Multi-storey buildings at appropriate locations
- Community revitalisation
  - Infill
  - Intensification
  - Replacement
  - Redevelopment
- Transit-oriented development
- Mixed-use development
- Appropriate auto-oriented development



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### Draft OP Urban Design Policies

#### Implementation

- Urban design objectives shall form an integral part of the City's planning and decision making processes
- A variety of tools
  - The City's Development Design Guidelines
  - Architectural control
  - The block planning process
  - Tertiary plans/district design plans
  - Subdivision approval
  - Zoning and design standards
  - Site plan control
  - Design briefs
  - Municipal development engineering standards
- Promote public appreciation for and participation in urban design including design competition, design committee, urban design awards, etc.



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### Brampton Draft Official Plan Review Workshop

### Urban Design and Cultural Heritage Breakout Session



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## **APPENDIX C: WORKBOOK FEEDBACK (TABLE REPORTS)**

This section summarizes the feedback that was provided in the table reporting workbooks for each of the breakout sessions. Individual feedback is provided in Appendix D.

### **Question 1: Are there proposed directions or policies that you particularly support? Why?**

#### *Environment and Open Space Breakout Session*

|  |
|--|
| <ul style="list-style-type: none"><li>• Inclusion of watershed.</li><li>• Buffers.</li><li>• Defined setbacks.</li><li>• 459 urban forest recreation.</li><li>• Preserving wood lots.</li><li>• Parkland and education requirements.</li><li>• Open space linkages – recreation component.</li></ul>       |
| <ul style="list-style-type: none"><li>• Importance of separation of issues (i.e., Environment and Open Spaces policies in document).</li><li>• Urban uses are important, such as urban forests.</li><li>• Hierarchy of parks.</li><li>• Location and design of Stormwater management facilities.</li></ul> |

#### *Cultural Heritage and Urban Design Breakout Session*

|   |
|---|
| <p>Cultural Heritage</p> <ul style="list-style-type: none"><li>• Maintenance of properties.</li><li>• Securing vacant and derelict heritage properties.</li><li>• Heritage landscapes (i.e., natural heritage) offer added protection.</li><li>• Designating City owned properties.</li><li>• 'Flower City' initiative – roofs and beautification of city.</li><li>• Map.</li><li>• Cost sharing agreements.</li><li>• Sub headings are reasonable.</li><li>• Multi-storey buildings are at appropriate locations.</li><li>• Public realm – views and vistas.</li><li>• Streetscapes.</li></ul> |
| <ul style="list-style-type: none"><li>• Maintenance standards.</li><li>• Cemeteries.</li><li>• Flower City.</li><li>• Vacant Building Guidelines.</li><li>• City owned Heritage.</li><li>• Cultural Landscapes.</li></ul>   |



## ***City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices***

- Generally all policies are supported subject to proposed policy revisions that will follow in our detailed comments to the city.
- Cultural Heritage – even though the “natural heritage system” and “cultural heritage landscape” overlap, we support the fact that these policies offer added protection to natural heritage features. This may assist as an additional argument for protection in the development approval process.
- Urban Design - Open Space System - again through urban design, the natural heritage system can be recognized and protected.

### *Office and Retail Breakout Session*

- Additional flexibility permissions within retail hierarchy – e.g. GFAs, anchors.
- Reinforcement of central area as the major focus of office/retail/commercial, institutional entertainment etc.
- Placemaking is beneficial in retail areas.
- Protection of employment lands consistent with provincial policies.
- Supports design guidelines.
- Support live-work and see opportunities from it.

### **Question 2: What adjustments or refinements to the proposed directions, policies or mapping would you suggest?**

#### *Environment and Open Space Breakout Session*

- Lack of global environment.
  - Minimum of 10m setback.
  - More policies to encourage cities to really become a leader – pesticides, stewardship program, education, universities with other partners, green building.
  - 4.5.13.12 – wrong place – should be in urban design.
  - How will city maintain (woodlots, wetlands) that MNR.
  - Conflict because city plan – where and how will wetlands be designated.
  - What strategies are for the long-term?
- 
- Natural areas – 4.5.1 – reference to Planning Act (Bill 51) amendments.
  - Need consistency/clarification.
  - EIR/MESQ clarification (they are the same thing).
  - Buffer/setback differences? – Need Clarity.
  - More definitions, discuss terminology/usage.
  - Ecosystem language, but not well reflected in text – use/expand PPS language.
  - Good to include environmental planning process chart in OP.
  - Include schematic diagrams/graphics to illustrate terms/policies.
  - Ensure current data in final OP – e.g. MNR mapping.
  - How are environmental features defined? Where did the info come from?
  - Format – repetition can lead to confusion and interpretation challenges/conflicts.
  - 4.5.3.3 – what does it mean? – Potential conflict with C.A. policies.

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- |   |
|---|
| <ul style="list-style-type: none"><li>• Stormwater management ponds not on maps, but will be; currently under study.</li><li>• 10 m buffer - who gets to increase? Better wording on how the studies will be concluded.<ul style="list-style-type: none"><li>▪ Mostly with TRCA/CVC.</li><li>▪ How to assess cases with guidelines.</li><li>▪ Based on constraints, how to re-evaluate.</li></ul></li><li>• Issue of trail noise policies.<ul style="list-style-type: none"><li>▪ Clear definition on types and effects.</li><li>▪ What guidelines to follow.</li></ul></li></ul>   |
| <ul style="list-style-type: none"><li>• Clarification on noise policies – reduced from previous OP. Was this from feedback? Does this mean Brampton is doing well with noise abatement?</li><li>• Interested to know where/how “reduced chemical use/hazardous materials” could be added/expanded (e.g. 4.5.16) in the OP – public sector leadership, e.g. “cosmetic use of herbicides/pesticides”.</li><li>• Broadening language around how everybody has a role to play as a steward of the environment/to show leadership (OP is one forum).</li><li>• Directions/policies that reinforce the notion of partnerships to make projects go forward (private/public/intergovernmental).</li></ul> |

*Cultural Heritage and Urban Design Breakout Session*

Cultural Heritage

- Stream lining the process of demolition of derelict buildings in advance of O.P. approval.
- “Carrots” for developers to maintain heritage buildings.
  - Density bonuses, parkland contribution.
  - Discussion on final uses for heritage buildings, especially in the Greenfield context.
- Landscapes – what do you do with them? Intensification pressure.
  - Park use? Can’t farm that land.
- Addresses to the heritage lists already in the appendices.
- Specific reference to conservation in heritage.
- Downtown – niche, specialty shops.
- Conservation within central area: intensification push – how do they work together?
- The term “natural heritage system” should be identified as part of the cultural heritage landscape.
- The natural heritage system is mapped in the environment schedules and that’s good – so it doesn’t need to be mapped on the Cultural Heritage map, but this is why “natural heritage system” should be identified as an environmental term encompassing features like valleys, watercourses etc. (see our comments when submitted).
- What process/policy is there when a heritage cemetery (unidentified) is discovered in a new subdivision?
- How does this discovery become registered in the Cultural Heritage Map.
- How would the public become aware of this new discovery?

Urban Design

- Some of the minute of design (i.e. ratio/colour should recognize) as not being able to be controlled in the OP.
- Transit.
- Road Hierarchy and City Concept need to relate in terms of density, major and minor arterials are also intensification corridors.
- 4.10.2 – Grid network should be a modified grid.
- Change to accommodate transit – live-work principle.
- What weight do these workshops have to re-define the Official Plan Draft?
- We are strongly opposed to the integration of traffic circles and roundabouts due to increased response times of emergency vehicles.
- We need guidelines and policies regarding town house development.
- Pathway connections re focus from – interior lines of communication.

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- |   |
|---|
| <ul style="list-style-type: none"><li>• Block Plan – schools provided (and parks) – provided up front.</li><li>• NWB – Block.</li><li>• What's the plan to upgrade existing 'worst example' of Suburbia? Some considered Springdale is good – What about Hansen Rd?</li><li>• The City wants to be successful with Queen St. Corridor.</li><li>• Street network: 5 minute walking radius – clarify street network pattern (4.10.2.1.7) – i.e. grid-like.</li><li>• Disconnect between what we are designing and how people are using the homes.</li><li>• Neighbourhood design may influence elements (i.e. # of cars).</li><li>• Pathway connections – to get kids walking – maybe refocus from vistas to pedestrian connections or combination – street to street walkways.</li><li>• What residents want to see – community with interior of lines of communication, including parks/Greenspace – connecting to streets, "street to street" connections?</li><li>• Size of parks/parkettes (should have minimum size and things to use).</li></ul> |
| <ul style="list-style-type: none"><li>• Strengthen heritage conservation in downtown area to attract shop owners – unique shops, unlike those found in common malls.<ul style="list-style-type: none"><li>◦ Needs specific section or downtown.</li></ul></li><li>• Urban design – mixed land uses in subdivision so that residents don't need to get in car to pick up a litre of milk. Land use is too specialized.</li><li>• Better accessibility to developments.</li><li>• Design of subdivision streets to accommodate buses. Right now, there are too many cul de sacs, windy streets - not good for transit.</li><li>• Attract employment – keep residents in Brampton.</li><li>• How new buildings integrate with heritage buildings.</li></ul>  |

### ***Office and Retail Breakout Session***

- |   |
|---|
| <ul style="list-style-type: none"><li>• What types of commercial/retail developments will be permitted in employment areas? Lists are so general, cover off many that you cannot say no to any (4.3.1.2. II). Refine the list (too broad now).</li><li>• Greater flexibility for types of 'anchor tenants' permitted within retail formats, sizes, etc.</li><li>• Are we going to be turning down investment opportunities because they are outside of Central Area? Balance between common development in City and vibrancy of Central Area.</li><li>• Potential contradiction between vision of City with section 4.2.2.3 which specifies will ensure that there is sufficient transportation – perhaps soften wording (physical constraints to transportation capacity in Central Area).</li></ul> |
|---|

## City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices

- Retail permissions within the employment area designations needs to be further clarified.
  - Large format supermarkets of 100,000 sq. ft should be permitted in the business corridor designation.
- Design guidelines should be flexible – remain as guidelines and not be stated as policy.
- Design of industrial and commercial buildings are determined mainly by function. As such, design considerations should be secondary.
- Market Studies: requirements – provide more definitive language about what triggers market studies or remove.
- Policy 4.2.8.5 – Site plan requirements – need not be addressed in the Official Plan.
- There are some commercial uses which serve the same purpose as the designations in schedule A2; therefore, should be shown in Schedule A2.

### Question 3: Do you see any significant gaps or shortcomings in the proposed directions, policies or mapping?

#### *Environment and Open Space Breakout Session*

- |   |
|---|
| <ul style="list-style-type: none"> <li>• Reality check/finding mechanism – for expanding open space/Natural Heritage systems.               <ul style="list-style-type: none"> <li>◦ To meet changing expectations for enhanced services and expanded services (capital and maintenance).</li> <li>◦ Don't want to create false expectations – it will take more money than in the past and that may not be currently available.</li> </ul> </li> <li>• Air quality appears to be missing (has surfaced at previous workshop sessions).</li> <li>• How can the OP properly address air quality issues?               <ul style="list-style-type: none"> <li>◦ It seems that Brampton has some increased health impacts that could be linked back to air quality.</li> </ul> </li> </ul>   |
| <ul style="list-style-type: none"> <li>• Energy conservation.</li> <li>• Housing technology.</li> <li>• Density Bonus – good.</li> <li>• Smog.</li> <li>• Parkland – affordability.</li> <li>• Ecosystem Approach - define ecosystem.</li> <li>• Other sections of OP should include environmental sections so they are also guided by health issues, such as obesity, psych, respiratory.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Reference to City's Stormwater Management guidelines.</li> <li>• 4.5.4.1, pg. 4.5 – iii) add "limited" development.</li> <li>• 4.5.1S.2 – what's the message?               <ul style="list-style-type: none"> <li>◦ Need interpretation improvements in 4.5.15.</li> <li>◦ Need different term than specific policy area, such as specific planning area.</li> </ul> </li> <li>• Integrated planning approach – where is the balance? (e.g. 4.5 – 2, d). Balance the "maximize" term with other objectives.               <ul style="list-style-type: none"> <li>◦ Add language to reinforce the balance?</li> <li>◦ Possibly add language to preamble.</li> </ul> </li> <li>• Sustainability – need consistency throughout plan.               <ul style="list-style-type: none"> <li>◦ There is context – i.e. urban context.</li> </ul> </li> <li>• Need to review MNR references – e.g. Plan review.</li> </ul> |

## City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices

- Why are some woodlots are not on sub watershed studies to be protected, but are on schedule D? What is the rationale?
- Issue with golf course (common green space) in open space calculation. It should not be included.
- Wetlands: any flexibility with designated wetlands, in that they are not significant in size to build into the OP. Remove absolute “no go zone”.
- Reference to woodlot development guidelines (1992) should be continually updated.
  - Comprehensive document to woodlots with reference to related laws.
  - Reader should know the last version.

### Cultural Heritage and Urban Design Breakout Session

|  |
|--|
| <ul style="list-style-type: none"> <li>• Recognition of live work.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Cemetery entrance and metal fencing that will retain paint.</li> <li>• Adopt a flower bed. Dandelions are in with the roses (the war of the roses).</li> <li>• Tax incentives for heritage properties – justified with urban design.</li> </ul>   |
| <ul style="list-style-type: none"> <li>• Parking – for the next number of years, there will be no decrease in the number of vehicles. It is just a way of life that has become a norm.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Promote and reinforce the Central Area as ‘transit-oriented’               <ul style="list-style-type: none"> <li>○ Look where the population is. What about North Brampton! We want parades, beautification too!!</li> <li>○ Should focus on other areas as well.</li> </ul> </li> <li>• East/west – development improvements (Ching. Park and downtown core).</li> <li>• Transportation – City buses to schools (e.g. #3 no longer stopping at BCSS, forcing students to drive or get dropped off).</li> </ul>                                  |
| <ul style="list-style-type: none"> <li>• Tax incentives – heritage buildings.</li> <li>• Urban design incentives.</li> <li>• More art in public spaces.</li> <li>• Maintenance of heritage landscapes.</li> </ul>  |
| <ul style="list-style-type: none"> <li>• Downtown               <ul style="list-style-type: none"> <li>○ Zoning bylaws need to conform, e.g. height of new buildings.</li> <li>○ Ensure register is used in all land use planning processes – integrated secondary planning etc.</li> <li>○ Incentives.</li> <li>○ That a big part of registers is documentation – e.g. cultural landscapes.</li> <li>○ Identification and documentation is first line of defence in heritage conservation.</li> </ul> </li> </ul>   |
| <p>Urban Design</p> <ul style="list-style-type: none"> <li>• The Open Space system policies generalize recreational Open Space and natural heritage system into one grouping.</li> <li>• Should be a clearer distinction and it should be recognized that natural heritage features are not land uses and part of the built form.</li> <li>• They can be incorporated into urban design, but development should occur <u>around</u> the natural heritage system.</li> <li>• Natural heritage system was there first. It is topography, not a designed land use (in most cases).</li> </ul> |

## ***City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices***

### *Office and Retail Breakout Session*

|  |
|--|
| <ul style="list-style-type: none"><li>• Provision for future trends – revisit defining uses.</li><li>• Does not speak to limiting institutional uses within employment lands (Study being completed) – make use of transitional areas.</li><li>• Designating <u>convenience retail areas</u> on Schedule A2 is too specific. It results in long OPA processes and is cumbersome for City to continually update the Schedule. Should be done in secondary plan level for all retail.</li><li>• Hospital site – direct office uses to this area.</li></ul> |
| <ul style="list-style-type: none"><li>• How do you differentiate between major retail warehouses and newer format supermarkets, with regard to permissions within the business corridor?</li><li>• If live-work is not used properly, there are safety and security issues (with respect to live-work and mixed use).</li><li>• Drive through facilities should distinguish between banks, food, carwash, pharmacies, etc.</li></ul>   |

### **Question 4: Do you have any feedback on any other sections of the Draft Official Plan?**

### *Environment and Open Space Breakout Session*

|   |
|---|
| <ul style="list-style-type: none"><li>• Section 4.10.2.17 – How will this type of policy be introduced to the existing and planned arterial road network? For example, street level, finer scale or open grid.</li><li>• Great ideas, but let's be honest and realistic – to what degree is this possible, there are only so many green field opportunities and the road pattern is set.</li><li>• Have energy policy (conservation, generation, urban design, open space, urban been addressed – forest...) (passive solar, orientation of streetcars) throughout the OP. Section 4.7.4 might be enhanced.</li><li>• How can these ideas be covered in, linked to, or put under Environment?</li><li>• A gap – The OP must incorporate comprehensive joint use policies for “public” open space recreational facilities, i.e. parks (public and conservation) next to schools (separate, public, and private). There are issues around hours of operation, maintenance burden, liability, access/security/transport, human safety.</li><li>• The need for the joint-use policies arises out of the inconsistencies in current policy directions, i.e. Brampton Parks wants to set away from Peel schools, but Peel Schools wants to be nearer to Brampton Parks.</li></ul> |
| <ul style="list-style-type: none"><li>• Layout environmental policies in a hierarchy (re: protection).</li></ul>  |
| <ul style="list-style-type: none"><li>• Reference to provincial documents.</li><li>• Definitions in glossary section.</li></ul>   |

## ***City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices***

### *Cultural Heritage and Urban Design Breakout Session*

|   |
|---|
| <ul style="list-style-type: none"><li>• The most important overall strategy must be to change the view of Brampton from a bedroom community to a destination. We need to reverse the flow on the 410 so that the rush hour is northbound, not southbound. No more Superstores and malls (that is one type of development that we have enough of).</li><li>• To make the downtown, or for that matter any area a shopping destination, we have to duplicate the advantages of the malls (washrooms, free parking, variety) with niche market stores.</li><li>• It is also essential that each community be self-sustaining for basic services (schools, groceries, police, libraries, etc.).</li></ul> |
| <ul style="list-style-type: none"><li>• Need to simplify advertising for these events so more <u>residents</u> take an interest!</li><li>• Problems with schedules.</li><li>• Accessibility for all in the playgrounds.</li><li>• Why is Rosalea Park not on the Recreational map?</li></ul>  |
| Heritage <ul style="list-style-type: none"><li>• No mention of Roselea Park? Its use?</li><li>• Ball park, tennis, parking lot for city.</li></ul>  |
| <ul style="list-style-type: none"><li>• Natural areas and environmental management.</li><li>• Recreation open space.</li><li>• Again, we will provide detailed comments.</li></ul>  |

### *Office and Retail Breakout Session*

|   |
|---|
| <ul style="list-style-type: none"><li>• Definitions of cultural landscapes and landscape inventories.</li></ul> |
|---|



## **APPENDIX D: INDIVIDUAL WORKBOOK COMMENTS**

Two individual workbooks were received from the workshop. The comments are on the Environment and Open Space sections and are presented below.

Comments were also submitted via e-mail by Dr. Tushar Mehta. His comments are presented following the workbook comments.

### ***WORKBOOK COMMENTS***

**Question 1: Are there proposed directions or policies that you particularly support? Why?**

|   |
|---|
| <ul style="list-style-type: none"><li>• Inclusion of subwatershed, EIR, Greenbelt.</li></ul>                  |
| <ul style="list-style-type: none"><li>• Ecosystem approach.</li><li>• Environmental sustainability.</li></ul> |

**Question 2: What adjustments or refinements to the proposed directions, policies or mapping would you suggest?**

|  |
|--|
| <ul style="list-style-type: none"><li>• Opportunity to incorporate SWM Master Plan into.</li><li>• Valleylands.</li><li>• Buffer.</li></ul>  |
| <ul style="list-style-type: none"><li>• Environmental concerns S/B woven throughout.</li><li>• Policies lacking on exactly how we as a city will impact (be a leader in preserving the environment).</li><li>• Encourage public participation.</li></ul> |

**Question 3: Do you see any significant gaps or shortcomings in the proposed directions, policies or mapping?**

|   |
|---|
| <ul style="list-style-type: none"><li>• Rationale for woodlots in schedule D.</li><li>• Explain why some are included/excluded.</li><li>• Open Space calculations should not include commercial Open Space.</li><li>• Wetlands – will the policy wording allow non-significant wetlands to be eliminated.</li><li>• Woodlot – comprehensive guidelines, up to date (living document).</li></ul>   |
| <p>Environment/Density</p> <ul style="list-style-type: none"><li>• Although the PPS recommends increases in density, Brampton Planning should ensure that these recommendations do no impact Brampton's vision as specified in the Subdivision Guidelines.</li><li>• Increase in densities will result in increase in the amount of vehicles on the roads regardless of the improvements made to transit, which has not been convenient (long delays, too long to reach destinations).</li><li>• Increase in vehicles will result in an increase in smog therefore increased density does not benefit the environment.</li><li>• Increased density gives the impression of less open space.</li></ul> |

## ***City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices***

- Include air quality (smog).
- Pesticide policies absent.
- Stewardship programs – encourage civic participation.

### **Question 4: Do you have any feedback on any other sections of the Draft Official Plan?**

- Should these guidelines refer to other guidelines?
- Definitions should be after each section.

## ***ADDITIONAL COMMENTS***

-----Original Message-----

**From:** Tushar Mehta [mailto:tushar\_toronto@hotmail.com]

**Sent:** 2006/06/09 1:01 AM

**To:** ourfuture@brampton.ca

**Subject:** feedback from workshop for christina lo and others

Dear Christina Lo, Adrian Smith, and people at the Brampton Draft Official Plan Review Workshop,

Once again, it was nice to meet and talk with you all. Here is some additional feedback that I would like to give.

1) In the workshop last year, there was a lot of discussion about changing the term "woodlot" to "woodland". This would be far more appropriate since a woodlot is a term to identify trees for the cutting, as opposed to trees for their won sake.

2) Please add a comment that in addition to labeling buildings of historical importance, as per our heritage policies, we should also recognize trees, woodlands, and other natural formations of beauty such as large rocks etc. that make up a landscape.

3) When building takes place, trees should unearthed and relocated. This is standard policy in many places in the USA (where the practice has been used for over 100 years) as well is also occurring in Toronto. There is a well developed technique that should be successful moving even the largest trees that we have.

4) The open grid system of roads will be much better for transit and density.

5) Please remember that WELL PLANED MIXED USE DENSITY would be the main characteristic that would increase the environmental nature of new development.

6) As I suggested, our meeting of "environment and pens spaces" did not measure up to discuss the very real and critical problems facing the environment. Adrian was very open to my suggestion that we should have a meeting about these issues, how they relate to the development of Brampton, and what can we do about them. I truly hope that we can have such a meeting.

7) Please see the document that I have produced regarding a healthy and more environmental community that I believe should be tried in Brampton. This relates to the suggestions that I gave last year, and develops a model based on such. Of course, there are development economics

that pose hurdles for such a project, but I have spoken to many business people who feel that there could be solutions for them as well. Unfortunately, it is only in point form at present. However, I have spent many hours researching it and compiling the points, and hope that you will mostly be able to interpret the ideas easily. I summarize many of the health and environmental problems with urban sprawl and then write about an alternative model that could be beautiful, convenient, healthy, and environmentally friendly by virtue of density and other solutions. Please feel free to contact me about this idea so that we can discuss it further.

Looking forward to your response.  
Sincerely,

Dr. Tushar Mehta MD, CCFP

-----

#### Health Issues of Sprawl

##### Air Quality

- respiratory disease in children
- respiratory disease in older adults
- cause: poor air quality due to increased energy and vehicle use

##### Obesity

- non walking communities, not able to meet basic living needs without car

##### Social Isolation

- elderly (increased distance from family/friends/service in sprawled communities) even if they have car access
- elderly and others who cannot drive isolated in sprawled cities

##### The elderly (most rapid growing population)

- loss of independence, especially when cannot drive
- difficulty of provision of assisted living in spread out elderly population in sprawled cities (home care, meals on wheels, seniors day care, seniors social programs)
- poor functioning when unable to use stairs in home and on front steps leading to doorway
- homes not designed in a way that can later accommodate wheelchairs and walkers effectively

##### Depression

- commute times
- isolation
- lack of community sense
- isolation and loneliness of youth
- latchkey kids

##### Increased Costs

- necessity of dual parent working full time, in part due to high cost of vehicles
- multiple car ownership necessary in sprawled communities
- amount of time in maintenance of vehicles and larger homes
- in future, energy costs will increase greatly

##### Public Transportation

- overly long bus rides and too many bus transfers
- impractical for most transportation needs

#### Environmental Problems of Sprawl

Destruction of green earth irreversible  
Loss of agricultural lands  
Peak oil and rising costs of energy  
River ecosystems  
Global warming  
Heritage areas destroyed  
Quality of life for future generations

#### Government Issues

-mandate to accommodate large population  
-high per capita municipal costs of providing utilities and infrastructure to sprawled developments

#### New Design Project Principles:

(make a community look like a resort - Whistler Village model of living)

- Area - 2 sq km trial
- Density 15 000 residents PLUS jobs per km sq. (Brampton currently has just under 4000 people per km sq, in residential without any employment. New developments in NW Brampton are no more dense than this).
- Mixed development - jobs/services/retail/recreation/basic needs in walking distance
- Located? As close to GO station as possible
- 15-20 min walk across entire diameter
- Variable facades - whistler village/Quebec city/ various examples in Toronto...
- Village is an island in a rural setting -- rural experience just outside of town
- Better transportation
  - a) all basic needs are in walking distance, as will be many jobs, family friends...
  - b) fast and easy public transportation around community
  - c) frequent and easy public transportation to other hubs (in Brampton, Mississauga, Toronto TTC etc...)
  - d) car connectivity equally fast, and even faster since less cars overall car transport
- Buildings have provisions for future installation of alternative energy technology
- Better safety (police normally deployed over a sprawled community are unable to maintain a sustained presence over the area. Here, an equal number of officers will be able to do so.
- Food: 2-3 small but comprehensive grocery stores, hence people are able to get to grocery store within 10 min walk from anywhere in community. May have 24 hour service. Local restaurants (some of which may be located on first floors of condos - may have delivery service for local residents or "room service" for people in the condos. This model is successful in some new buildings in Toronto. Bias to healthy restaurants and less fast food).
- Retail: smaller sized retail stores (the size of those in indoor malls as opposed to the larger ones in outlet malls(such as Trinity Common etc)
- Parking:
  - a) more underground parking overall (eg. Buildings and possibly at Central Square
  - b) Multistory lot at Central Square
  - c) Mini lots for visitor parking in town home and house areas (and other ways to residential areas more enjoyable and unobstructed, with less clutter of vehicles)
- Rural lands:
  - a) preserved and surround the dense community on 3 sides (4<sup>th</sup> side has the connecting roads/highways/rail).
  - b) Community residents are never more than a 10 min walk from actual rural

areas

- c) Some of rural area can be developed into park lands, and sports fields
- d) Some rural areas can be replanted with native trees
- e) Farmers may continue to cultivate part of the land - but profits from land sales should somehow benefit all adjacent farmers to some satisfactory degree, since all of them will not get a chance to have all of their lands built upon. There are economic issues that need to be addressed for their transition into a new economy.

-Houses

- a) "Pedway" concept developed by SUDA (Sustainable Urban Development Association) can be tried
- b) all houses are non-detached (hence more dense and energy efficient)

Design Elements:

Central Square and main 1-2 street(s) (1<sup>st</sup> tier)

a) Park is center of the square

Accommodates community events (winter ice rink, summer evening movies, arts, children's/senior's activities)

(Central Square is 12 min walk or less from all parts of community)

b) Border around Central Square

-shopping

-restaurants, pubs

-other businesses

-banks

-offices

-two story plus underground (mall or just transport to local buildings)

-open air mall, covered roof, optional windows that close in winter

-fully wheel chair accessible (elevators only for handicapped use)

-possibly one or two residential buildings that overlook the square, which may have a multipurpose first/second floor (retain, offices, etc...)

c) Main street:

-one or two main streets, developed with dense small business retail

-may accommodate first floor business with living space above

d) Near central Square

-Medical Centre (physicians, pharmacy, CCAC (home care) office, rehab centre...)

-other necessities centralized (grocery...)

e) Near Central Square (2<sup>nd</sup> tier)

-High quality condos - almost like resort hotels in their design

-underground connections

f) Principles of All condos and apartments

-multipurpose first floor

-exercise facilities

-community day cares

-community seniors care

-ability of seniors to interact

-coffee shops? Etc...

-underground connections

-assisted living for seniors option

-connection to full care nursing home wings of buildings is a possibility for one or two residential buildings. Hence seniors can transition from assisted living to nursing home and not be cut off

from the building community that they have grown to be a part of.

g) Seniors' buildings

- close/connected to high dense areas for easy access to services and shopping needs
- underground connections to relevant areas
- volunteering encouraged for healthy adults and youth in the community. Volunteer opportunities all accessible by walk.

h) Coop buildings should be strongly considered (many excellent models exist and are cost saving compared to condos)

g) Parking Issues

- multilevel near central square
- underground at all apartments
- handicapped parking may be above ground
- medical office may have on ground parking
- in lower dense areas, multiple small lots
- incentives of smart cars

h) Retail and business

- small retail
- small home depot
- small future shop
- small food stores (24h shops, more than one - always in walking distance)
- all walk-able

i) Town homes (3<sup>rd</sup> tier)

- senior friendly
- single level stacked homes
- no stairs to entrance
- walker and even wheel chair ready design

j) Housing (4<sup>th</sup> tier)

- non-detached
- possible "pedway" concept?
- small car friendly
- some front yard some back yard varieties communities
- senior friendly - no front steps
- emphasis on porches

k) Green belt

- winds around whole village
- practical use to go places - parts of it go close to central square
- underpasses for continuity
- good for jogging
- storm water retention ponds at edge of town?

l) Single bus concept for IN TOWN

- single bus route goes around whole town
- less than 5 min walk to any bus stop
- bus comes about every 5-7 min
- max 10 min to any place in town
- Two or three busses may accomplish these standards if in a well planned dense area of 2 sq km!

m) Busses for OUT OF TOWN

***City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices***

- bus station in one part of the township
- bus to GO station
- bus to Brampton city centre
- bus to Mississauga city centre
- bus to Toronto subway?
- bus to Brampton centres? Trinity Mall?

- n) Scattered Parks never more than 10 min walk
- lots of recreation on edge of town (biking, sports fields with rural vistas)
  - rural areas just outside of town

o)Other important Staples

- Athletic facility
- Arts Facility
- Community Centre
- Schools
- One or two large businesses on edge of town (Large offices... business wants to have local employees and quality of life for them. I.e. Bell Canada or such large corporation may have a building there...)

## **APPENDIX E: PARTICIPANT LISTS**



**JUNE 6<sup>TH</sup>, 2006 DRAFT OP REVIEW WORKSHOP ATTENDEES**

| Name                    | Affiliation           |
|-------------------------|-----------------------|
| <b>Participants</b>     |                       |
| Ambler, Stella          |                       |
| Baines, Jeff            | Economic Development  |
| Biggar, Kirk            | Town of Oakville      |
| Childs, Diane           | Town of Oakville      |
| Chung, Colin            | Glen Schnarr          |
| Citron, Calli           | EMC                   |
| DeGasperis, Stephanie   | Metrus Dev            |
| DeJager, Shawn          | Brampton Transit      |
| DiBerto, Dorothy        | CVC                   |
| Digiuseppe, Joseph      | History Hill          |
| Froussois, Harry        | Zelinka Priamo Ltd    |
| Goyeau, Leah-Anne       | BHB                   |
| Greene, Ralph           | Rep, Ward 6, Brampton |
| Guo, Wei                | Great Gulf            |
| Hahn, Richard           | Armland               |
| Halpenny, Beth          | Great Gulf Group      |
| Hanchard, Quentin       | TRCA                  |
| Holmes, Brian           |                       |
| Hudson, Brian           | ROP                   |
| John-Baptiste, Chad     | Weston Consultants    |
| Jorgenson, Susan        | CVC                   |
| Kenefick, Alison        |                       |
| Kramer, Gary            | Orando                |
| Leitch, Kathryn, Tracey | GTAA                  |
| MacDonald, Andy         | COB                   |
| MacDonald, Simon        | BHB                   |
| Mariotti, Stefania      | EMC                   |
| Mather, Nancy           | Stantec               |
| Mehta, Tushar (Dr.)     |                       |
| Messore, Anne           | GLB                   |
| Miller, Ron             | COM                   |
| Mountford, Paul         | PDSB                  |
| Muttersbach, Andrew     |                       |
| Pagidas, Niki           | Smart Centres         |
| Paley, Marsha           | Town of Caledon       |
| Paterson, Jennifer      | Gartner Lee           |
| Pereira, Bruno          | Hydro One Brampton    |
| Pestaluky, Myron        | Delta Urban           |
| Quarcoopone, Martin     | Malone Given          |
| Rajk, Michael           | Giffels               |
| Schad, Kelly Olive      | Walmart               |
| Semper, Arden           | Goldpark Group        |
| Shortall, Kristy        | MMM                   |
| Spittal, Lou            | ROP                   |
| Symeonides, Aris        |                       |
| Symeonides, Melia       |                       |

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| <b>Name</b>          | <b>Affiliation</b> |
|----------------------|--------------------|
| Theocharidis, Toulia | ROP                |
| Voegtli, Lynda       | BHB                |
| Warling, Ellen       | PDSB               |
| Weisz, Steven        | Paradise Homes     |
| Woods, Geoff         | CN Rail            |
| Zuccaro, Nadia       | EMC                |

| <b>City of Brampton</b>      |     |
|------------------------------|-----|
| Ash, Kathy                   | COB |
| Bino, Rick                   | COB |
| Chawla, Kant                 | COB |
| Cooper, Pam                  | COB |
| Corbett, John                | COB |
| Downard, Rob                 | COB |
| Gibson, Grant (Councillor)   | COB |
| Given, Janice                | COB |
| Hoy, Michael                 | COB |
| Izirein, Ohi                 | COB |
| Jenkins, Dana                | COB |
| Kell, Donna                  | COB |
| Kent, David                  | COB |
| Kraszewski, Dan              | COB |
| Leonard, Jim                 | COB |
| Lo, Christina                | COB |
| Majeed, Malik                | COB |
| Palermo, Mirella             | COB |
| Palleschi, Paul (Councillor) | COB |
| Smith, Adam                  | COB |
| Spencer, John                | COB |
| Sprovieri, John (Councillor) | COB |
| Taranu, Alex                 | COB |
| Waters, Dave                 | COB |

| <b>Facilitators</b> |      |
|---------------------|------|
| Dilks, David        | Lura |
| Gaudet, Jean-Louis  | Lura |
| Hall, Susan         | Lura |
| Hubbard, Pam        | Lura |

**City of Brampton OPR Workshop  
Breakout Session Participants**

| <b>Name</b>                               | <b>Affiliation</b>                   |
|---|--------------------------------------|
| <b>Retail and Office</b>                  |                                      |
| Baines, Jeff                              | City of Brampton                     |
| Childs, Diane                             | Town of Oakville                     |
| Chung, Colin                              | Glen Schnarr & Associates Inc.       |
| Cooper, Pam                               | City of Brampton                     |
| Digiuseppe, Joe                           | History Hill Group                   |
| Froussois, Henry                          | Zelinka Priamo Ltd                   |
| Majeed, Malik                             | City of Brampton                     |
| Mariotti, Stefania                        | EMC Group                            |
| Miller, Ron                               | City of Mississauga                  |
| Olive-Schad, Kelly                        | Wal-mart Canada Corp                 |
| Pagidas, Niki Pagidas                     | Smart Centres                        |
| Rajk, Michael                             | Giffels                              |
| Zuccaro, Nadia                            | EMC Group                            |
| <b>Urban Design and Cultural Heritage</b> |                                      |
| Ash, Kathy                                | City of Brampton, Planning           |
| Bino, Rick                                | City of Brampton                     |
| Citron, Calli                             | EMC Group Limited                    |
| De Jager, Shawn                           | Brampton Transit                     |
| DeGasperis, Stephanie                     | Metrus Development                   |
| DiBerto, Dorothy                          | CVC                                  |
| Goyeau, Leah-Anne                         | Brampton Heritage Board              |
| Greene, Ralph                             | Rep, Ward 6, Brampton                |
| Guo, Wei                                  | Great Gulf Homes                     |
| Hahn, Richard                             | Armland Group                        |
| Holmes, Brian                             |                                      |
| Izirein, Ohi                              | City of Brampton                     |
| Jenkins, Dana                             | City of Brampton                     |
| John-Baptiste, Chad, B.                   | Weston Consulting                    |
| Kenefick, Alison                          |                                      |
| Kramer, Gary                              | Orlando                              |
| Kraszewski, Dan                           | City of Brampton                     |
| Leonard, Jim                              | City of Brampton                     |
| Lo, Christina                             | City of Brampton                     |
| MacDonald, Andy                           | Brampton Fire and Emergency Services |
| MacDonald, Simon                          | Co-chair, Brampton Heritage Board    |
| Messore, Anne                             | GLB                                  |
| Muttersbach, Andrew                       |                                      |
| Pereira, Bruno                            | Hydro One Brampton                   |
| Semper, Arden                             | Goldpark Group                       |
| Shortall, Kirsty                          | MMM                                  |
| Spittal, Louis                            | Region of Peel                       |
| Symeonides, Amelia                        |                                      |
| Symeonides, Aris                          |                                      |
| Taranu, Alex                              | City of Brampton                     |
| Theocharidis, Toulia                      | Region of Peel, Planning             |
| Tracey-Leitch, Kathryn                    | Greater Toronto Airport Authority    |
| Voegtle, Lynda                            | Co-chair, Brampton Heritage Board    |

**City of Brampton - Draft Official Plan Review Workshop Summary Report: Appendices**

|                                   |   |
|-----------------------------------|---|
| Weisz, Steven                     | Paradise Homes                            |
| <b>Environment and Open Space</b> |   |
| Ambler, Stella                    |   |
| Biggar, Kirk                      | City of Brampton                          |
| Chawla, Kant                      | City of Brampton                          |
| Dewdney, Steve                    | Town of Oakville                          |
| Downard, Rob                      | Great Gulf Group                          |
| Given, Janice                     | Gartner Lee                               |
| Halpenny, Beth                    | City of Brampton                          |
| Hanchard, Quentin                 | Toronto and Region Conservation Authority |
| Hoy, Michael                      |   |
| Hudson, Brian                     | Region of Peel                            |
| Jorgenson, Susan                  | CVC                                       |
| Kenth, Dave                       | City of Brampton                          |
| Mather, Nancy                     | Stantec                                   |
| Mehta, Tushar (Dr.)               |   |
| Mountford, Paul                   | Peel District School Board                |
| Palermo, Mirella                  | City of Brampton                          |
| Paley, Marsha                     | City of Brampton                          |
| Patterson, Jennifer               | City of Brampton                          |
| Pestaluky, Myron                  | Delta Urban                               |
| Quarcoopone, Martin               | Malone Given                              |
| Smith, Adrian                     | City of Brampton                          |
| Spencer , John                    | City of Brampton                          |
| Warling, Ellen                    | Town of Caledon                           |
| Woods, Geoff                      | CN Rail                                   |

**Appendix C**  
**Minutes of the June 26, 2006 Special Planning, Design and**  
**Development Committee Meeting**  
**(Statutory Public Meeting on the Draft Official Plan)**



# **Brampton**

## **Minutes**

### **Planning, Design & Development Committee**

Standing Committee of the Council  
of the Corporation of the City of Brampton

**June 26, 2006**

**Members Present:**    **The following were present at 7:30 p.m.:**  
City Councillor G. Gibson – Wards 1 and 5 (**Chair**)

**The following arrived subsequently at the times noted:**  
Regional Councillor E. Moore – Wards 1 and 5 (7:36 p.m.)  
Regional Councillor P. Palleschi - Wards 2 and 6 (**Vice-Chair**)(7:39 p.m.)  
Regional Councillor S. DiMarco – Wards 3 and 4 (7:55 p.m.)  
Regional Councillor G. Miles – Wards 7 and 8 (7:35 p.m.)  
Regional Councillor J. Sprovieri - Wards 9 and 10 9 (7:41 p.m.)  
City Councillor J. Hutton – Wards 2 and 6 (7:36 p.m.)  
City Councillor B. Callahan – Wards 3 and 4 (7:32 p.m.)  
City Councillor S. Hames – Wards 7 and 8 (7:36 p.m.)  
City Councillor G. Manning – Wards 9 and 10 (7:41 p.m.)

**Staff Present:**    **Planning, Design and Development Department**  
J. Corbett, Commissioner, Planning, Design and Development  
A. Smith, Director, Planning and Land Development Services  
D. Waters, Manager, Land Use Policy  
C. Lo, Policy Planner

**Management and Administrative Services Department**  
J. LeFeuvre, Deputy City Clerk  
C. Urquhart, Legislative Coordinator

**MINUTES**  
**Planning, Design and Development Committee**

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The meeting was called to order at 7:36 p.m., and adjourned at 9:10 p.m.

**After due consideration of the matters placed before this Committee, the members beg leave to present its report as follows:**

| Items            | Recommendation  |
|------------------|---|
| A. PDD196-2006   | Approval of Agenda                                      |
| B.               | Conflicts of Interest                                   |
| C.               | Consent   |
| D 1. PDD197-2006 | Draft Brampton Official Plan (File P25 OV) (See Item E) |
| E 1. PDD197-2006 | Correspondence  |
| F.               | Question Period   |
| G.               | Public Question Period                                  |
| H. PDD198-2006   | Adjournment   |

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City Councillor Gibson, Chair

**A. Approval of the Agenda**

- PDD196-2006      That the agenda for the Planning, Design and Development Committee Meeting dated June 26, 2006, be approved as amended as follows:
- To add the following correspondence, re **Draft Brampton Official Plan** (File P25 OV) (See Item E1):
- From Mr. Leo Longo, Aird & Berlis, Toronto, dated June 23, 2006, on behalf of Akeda Holdings Ltd., owners of property in the southwest corner of Torbram Road and Mayfield Road.

**MINUTES**  
**Planning, Design and Development Committee**

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- From Mr. Carl Brawley, Glen Schnarr and Associates, Mississauga, dated June 26, 2006, on behalf of Orlando Corporation, owners of property within the southwestern sector of the City and Bram West Secondary Plan.
- From Mr. Ronald Webb, Davis Webb, Brampton, for Bousfields Inc., Toronto, dated June 26, 2006, on behalf of Maple Lodge Farms, owners of property on the east side of Winston Churchill Boulevard, north of Steeles Avenue in the south west corner of the Bram West Secondary Plan.

Carried

**D. Public Meeting Report**

- D 1. Report from D. Waters, Manager, Land Use Policy, and C. Lo, Policy Planner, Planning, Design and Development, dated June 13, 2006, re: **Draft Brampton Official Plan** (File P25 OV).

Mr. David Waters, Manager, Land Use Policy, Planning and Land Development Services, provided a brief overview of the Brampton Official Plan Review process. He advised that within the next two months the comments and input received to date from the general public and stakeholders will be assessed and a report will be prepared and presented to Committee in September 2006.

Mr. Waters gave a presentation on the Draft Brampton Official Plan that highlighted the following:

- Brampton Official Plan (OP) review and background
- Scope of Strategic OP Review
- Focus Review Areas
  - Updated Population/Employment Forecasts
  - Retail, Office
  - Environmental/Open Space
  - Cultural Heritage, Urban Design
  - General Housekeeping
- North West Brampton Urban Boundary Review OP93-245)
- Transportation and Transit Master Plan (TTMP)
- Extensive public consultative process
- Main themes centered around public comments
- Overview of Changes to the OP
- Approach of the Draft OP
  - Reaffirm and Strengthen the City's Commitment to Sustainability



**MINUTES**  
**Planning, Design and Development Committee**

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- Our Brampton, Our Future, the Vision
- Major Office Policy Changes
- Major Retail Policy Changes
- Major Transportation Policy Changes
- Major Environmental Policy Changes
- Major Recreational Open Space Policy Changes
- Major Heritage Policy Changes
- Major Urban Design Policy Changes
- Highlight of Changes to Schedules
- Major Housekeeping Changes
- Next steps

Mr. Waters provided the timelines leading to the completion of the Official Plan which is anticipated to be presented for adoption by Council on October 11, 2006.

The Chair thanked staff for the time and effort spent on the Draft Official Plan and invited members of the public to provide comments.

Ms. Franka Cautillo, 20 Manswood Crescent, Brampton, advised that she is a member of the West Humber Watershed Committee, Friends of Clairville Committee and the Sierra Club. Her concerns are as follows:

- homes on Manwood Crescent are designated rural residential and are surrounded by greenspace
- believes that the proposed development for the area north of Queen Street along The Gore Road will negatively impact the area residents
- future increase in population of about 45,000 residents in the area will create traffic congestion
- widening of The Gore Road to alleviate future traffic congestion will negatively impact wildlife because of the close proximity to Claireville Conservation area and will not be considered compatible with the natural heritage of the area
- the river that runs parallel to a portion of The Gore Road is banked by floodplains and is considered environmentally sensitive
- consideration should also be given to the existing heritage cemetery located on the west side of The Gore Road
- residents do not want The Gore Road to be widened to four lanes in the future
- The City should consider other solutions. For example, consideration should be given to allowing only local traffic on The Gore Road south of Queen Street.

Mr. Prabhat Kapur, 164 Sandalwood Parkway East, Brampton, expressed the following concerns:

**MINUTES**  
**Planning, Design and Development Committee**

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- existing traffic congestion on major arterial roads
- increased commercial designation in the Official Plan will increase traffic on the roads
- proposal to develop high density high-rise residential apartment buildings in the area of Conestoga Drive and Sandalwood should not be considered by the City
- the image of Brampton as the 'Flower City' should be promoted by building more parks, preserving the greenspace and creating more tourist attractions such as rose gardens, similar to those in the City of Hamilton.

The Vice Chair provided clarification with respect to comments regarding the development of high density, high-rise residential buildings in the area of Conestoga Drive and Sandalwood, and advised that a concept plan was presented by a developer to the City. However the developer was advised that the City will not support a proposal of that scale at the subject location.

Mr. Ralph Greene, 38 Mount Forest Drive, Brampton, raised the following concern on behalf of another resident:

- whether there is a proposal in the Official Plan for a medical facility in the north west end of the City to cater to the needs of the area residents.
- whether the present rate of growth can be altered
- is the current growth rate sustainable financially?
- development at Conestoga Drive and Sandalwood should be downsized to houses only.

Staff advised that planning for that area of the City is still in the early stages, and all options are being examined. The need for a medical facility will be considered by Community Services and addressed appropriately in future plans for the area.

Staff further advised that the City has to work within the confines of Provincial Legislation and policies, however, through a strong Growth Management Program including the recently implemented development cap, the rate and quality of growth can be monitored and controlled.

Mr. John Spry, 10 Kensington Road, Brampton, was concerned about the following:

- how are buffer zones determined for hazardous facilities
- hazardous facilities should not be located in close proximity to food processing factories.

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Staff advised that a study is being conducted on hazardous uses in the City which will determine such requirements, including buffers and types of uses etc. This information would then be incorporated into the Official Plan and the zoning by-law as appropriate. The public will be notified of any public meetings on this matter in the future.

Mr. Brian Holmes, 166 Main Street North, Brampton, provided the following comments:

- likes the use of photographs in the Official Plan but commented on City's choice of some of the photographs
- questioned the currency of the definition of 'sustainable development' used in the Draft Official Plan
- noted that the Official Plan is trying to look into the future but questioned the need for or feasibility of building roads before development occurs
- building roads before the residents move into the community means that road and sidewalks will be damaged and have to be rebuilt
- building roads that are not required such as the proposal for AcceleRide with dedicated bus lanes is expensive, and will only encourage drivers to speed, create confusion and more congestion with more vehicles i.e. buses competing for road spaces
- constructing roads ahead of development also leaves the future generation with no choice on transportation as the roads are already built
- was not in favour of the proposal to connect Union Street to Church Street through Roselea Park
- this area should continue to be used for open space, or a soccer field and not developed for other purposes like a road

Mr. Theo Goary, 13 Wooliston Crescent, Brampton, provided the following comments:

- thinks that the Growth Management Program conflicts with the objectives of the Official Plan with respect to the expansion of office, commercial and industrial designations which may limit land available for residential development
- concerned that this may lead to a rapid escalation of housing prices but there is no policy in the Official Plan to address such issues
- disagreed with the policy to increase transit ridership by reducing parking spaces.
- considers that more parking should be provided, not less especially for commuters who may wish to park and use transit facilities in Downtown
- emergency services are not mentioned in the Official Plan

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- noted that there are plans for neighbourhood retail in the area of Charolais Boulevard and McLaughlin Road, but would rather see a playground for kids as such facility is underprovided whereas there is too much neighbourhood retail at that location
- complimented staff on the format of the Official Plan, but suggested that all photos be labeled and coloring schemes in the schedules should be consistent.

With respect to emergency services, staff advised that a Fire Services Master Plan is underway. In terms of housing supply and prices, staff advised that the City has to maintain a sufficient supply of housing land in accordance with Provincial policies.

Dr. Tushar Mehta, 18 Newgate Place, Brampton, provided the following comments:

- pleased that some vocabularies have been changed to address issues that were raised at previous meetings
- a number of definitions should be improved including ‘sustainable development’ and ‘ecosystem approach’ such that success/compliance can be checked
- questioned how is the City going to make communities more pedestrian friendly
- took him an hour and half to get to work by bus and 10 minutes by car
- preservation of farmlands, ecosystem and greenspace must be a priority
- save the greenspace with high density development in areas such as the Mount Pleasant GO Station
- public transit will not work without high density development, should look to Toronto as an example on how to create transit supportive development
- City should increase density and build more compactly to achieve the ultimate population, thereby leaving more land for greenspace
- carpooling is not practical since people have different work hours
- City needs to follow Province’s Places to Grow density targets
- questioned whether the population growth will stop after reaching the projected forecasted level in 2031
- City needs to unite with other municipalities to negotiate with the Provincial Government to have more certainties regarding future population growth
- development impacts the rest of the world, the City’s Official Plan should include a more worldwide perspective and contribute to improving the global environmental conditions and addressing such issues as food shortage, energy conservation etc.
- Brampton should aspire to be a ‘tree city’ rather than a ‘flower city’ as trees last longer and should be protected.

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In response to a comment from Committee staff clarified that according to the Growth Plan for the Greater Golden Horseshoe, Brampton is subject to density targets of 50 persons per ha for greenfield sites and 200 persons per ha for other development. Clarifications will be included in the Official Plan regarding these targets and background on the population forecasts.

Mr. Peter Orphanos, 5372 Dren Kelly Court, Mississauga, member of the Sierra Club and Peel Region Group, provided the following comments:

- questioned where the figures on the forecast for population and employment are obtained from
- feels that information provided by the higher levels of government to municipalities are inconsistent and that municipalities should stand up for what they want and can sustain.
- agrees that the Official Plan has to set the tone for development for the City for the next 30 years
- concerned about the changes being made in the Official Plan for the natural areas and greenspace and its impact on the quality of life
- questioned what percentage of lands throughout the City are being designated for parkland and greenspace under the draft Official Plan.
- suggested that the 5% parkland requirement should be raised to increase open space provisions in the City
- supports Ms. Cautillo's comments pertaining to the protection of greenspace
- solutions can be provided by environmental groups to save environmentally sensitive areas that will be consistent with the provincial legislation
- referred to The Gore Road example, the City should enter into discussion with the Region in the early stage of planning to find better ways to improve the road while minimizing the impact on the natural heritage
- whether there is any reference in the Official Plan for the protection of shale lands
- conformance with the Province Green Belt Plan
- consistency with the Provincial Policy Statement (PPS) and Conservation Authorities' setback from top of bank requirements
- Preservation of agriculture especially specialty crops
- intensification should be encouraged not only in Central Area but also in other parts of the City

Staff provided clarification and advised that the City is not required to protect land for specialty crops given its urban growth center status. The

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protection of Shale resources in north west Brampton will be subject to the ongoing OMB appeal.

Mr. Yang Tong Lin, 271 Richvale Drive, Brampton, was concerned about the following:

- noted that the City has grown considerably since 2002 but the number of public libraries have not been increased and found no policy in the Official Plan that speaks to that.
- provided statistics for Cities such as Mississauga and Toronto
- felt that it is important for children to have easy access to libraries

Clarification was provided that the Province no longer funds libraries and has not done so for about 20 years. Cities are expected to provide library funding through tax dollars for its residents. Mr. Lin was also advised that there are portable libraries in some new development areas of Brampton.

Mr. John Holman, 8 Alexander Street, Brampton, advised that he is the Director of the newly formed Brampton Downtown Residents Association and he expressed the following concerns:

- slide presentation for the Central Area general land use designation does not reflect the increased intensification proposed for the downtown core
- asked if a mixed use designation, at least for the first level of buildings, is being considered for the downtown
- residents would like to be kept updated on issues pertaining to development in the downtown.

Staff provided clarification regarding the plan hierarchy, the Official Plan being a strategic planning document for the entire City and more detailed planning being undertaken at the secondary and block planning levels. Staff advised that the plans for the downtown are being updated under a separate exercise. When the plans are completed, they will be reflected in the Official Plan accordingly. The new document to be prepared will be consistent with Provincial legislation including the Places to Grow plan and contain all the information pertaining to the development/redevelopment of the downtown. Public consultation will be made as part of this planning process for the Downtown.

Staff confirmed that all the comments provided and the concerns raised by the residents will be considered in the recommendation report that will be presented to Committee on September 18, 2006.

The following motion was considered:

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PDD197-2006

That the report from D. Waters, Manager, Land Use Policy, and C. Lo, Policy Planner, Planning, Design and Development, dated June 13, 2006, of the Planning, Design and Development Committee Meeting of June 26, 2006, re: **Draft Brampton Official Plan** (File P25 OV) be received; and

That staff be directed to consider the results of the Public Meeting and all other comments received from consultation undertaken for the Draft Official Plan and report back to Planning, Design and Development Committee with recommendation report on September 18, 2006; and,

That the following correspondence to the Planning, Design and Development Committee Meeting of June 26, 2006, re: **Draft Brampton Official Plan** (File P25 OV) be received:

- From Mr. Leo Longo, Aird & Berlis, Toronto, dated June 23, 2006, on behalf of Akeda Holdings Ltd., owners of property in the southwest corner of Torbram Road and Mayfield Road;
- From Mr. Carl Brawley, Glen Schnarr and Associates, Mississauga, dated June 26, 2006, on behalf of Orlando Corporation, owners of property within the southwestern sector of the City and Bram West Secondary Plan;
- From Mr. Ronald Webb, Davis Webb, Brampton, for Bousfields Inc., Toronto, dated June 26, 2006, on behalf of Maple Lodge Farms, owners of property on the east side of Winston Churchill Boulevard, north of Steeles Avenue in the south west corner of the Bram West Secondary Plan.

Carried

**E. Correspondence**

E 1. Correspondence, re: **Draft Brampton Official Plan** (File P25 OV).

- From Mr. Leo Longo, Aird & Berlis, Toronto, dated June 23, 2006, on behalf of Akeda Holdings Ltd., owners of property in the southwest corner of Torbram Road and Mayfield Road.
- From Mr. Carl Brawley, Glen Schnarr and Associates, Mississauga, dated June 26, 2006, on behalf of Orlando Corporation, owners of property within the southwestern sector of the City and Bram West Secondary Plan.

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- From Mr. Ronald Webb, Davis Webb, Brampton, dated June 26, 2006, for Bousefields Inc., Toronto, on behalf of Maple Lodge Farms, owners of property on the east side of Winston Churchill Boulevard, north of Steeles Avenue in the south west corner of the Bram West Secondary Plan.

**Dealt with under Item D1, Recommendation PDD197-2006**

**F.     Question Period - nil**

**G.     Public Question Period - nil**

**H.     Adjournment**

PDD198-2006           That the Planning, Design and Development Committee do now adjourn to meet again on Wednesday, June 28, 2006 at 7:00 p.m. or at the call of the Chair.

Carried



**Appendix D**

**Staff Response to**  
**Agencies' Comments Received on Draft Official Plan**  
**(dated April 10, 2006)**

(Copy is available from the Planning, Design and Development Department upon request)

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

| Submission<br>Reference Number | Commenting Agency  |
|--------------------------------|--|
| <b>1A</b>                      | <b>Cst. Tom McKay, Peel Regional Police</b>  |
| <b>1B</b>                      | <b>Paul Mountford, Peel District School Board</b>  |
| <b>1C</b>                      | <b>Vince J. Ramelli, Dufferin-Peel Catholic District School Board</b>                    |
| <b>1D</b>                      | <b>Julie Tremblay, Conseil Scolaire De District Catholique Centre-SUD</b>                |
| <b>1E</b>                      | <b>Pat Neville, Greater Toronto Airports Authority</b>                                   |
| <b>1F</b>                      | <b>Ted Tyndorf, City of Toronto</b>  |
| <b>1G</b>                      | <b>Ron Miller, City of Mississauga</b>   |
| <b>1H</b>                      | <b>Jane Clohec, The Regional Municipality of Halton</b>                                  |
| <b>1I</b>                      | <b>James Stiver, Planning Department, Town of Orangeville</b>                            |
| <b>1J</b>                      | <b>Shari Prowse, Ministry of Culture</b>   |
| <b>1K</b>                      | <b>Heather Doyle, Ontario Ministry of Transportation, Transportation Planning Branch</b> |
| <b>1L</b>                      | <b>Region of Peel</b>  |
| <b>1M</b>                      | <b>Josh Campbell, Toronto and Region Conservation Authority</b>                          |
| <b>1N</b>                      | <b>Susan Jorgenson, Credit Valley Conservation Authority</b>                             |
| <b>1O</b>                      | <b>Damian Szybalski, Town of Halton Hills</b>  |
| <b>1P</b>                      | <b>John La Chapelle, Bell Canada-Right-of-Way Control Centre</b>                         |
| <b>1Q</b>                      | <b>Geoff Woods, CN Business &amp; Real Estate</b>  |
| <b>1R</b>                      | <b>Marsha Paley, Town of Caledon</b>   |

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

| Submission Reference Number |   | Comment Received   |       | Staff Response  |
|-----------------------------|---|--|-------|---|
| <b>1A</b>                   | <b>Cst. Tom McKay, Peel Regional Police (May 8, 2006)</b> |  |       |   |
|                             | 1   | <p>Thank you for the opportunity to review the above noted Plan from a Crime Prevention Through Environmental Design (CPTED)/safety perspective. I found the Plan to be somewhat limited and inconsistent in this regard. Specifically I found a missed opportunity to note or emphasise safety by inserting the word "safe" in the following sections:</p> <p>Section 3.1                      Urban Design<br/> Section 4.1.8                  Design<br/> Section 4.6                      Recreational Open Space Objectives<br/> Section 4.8                      Institutional and Public Uses<br/> Section 4.10.2.1.7 (iv) Street Network</p>   | 1 - 3 | <p>In response to the submission from Peel Police, references to safety and the CPTED principles have been added to the following sections of the Plan:</p> <p><b>Urban Design under Section 3.1</b></p> <p>In the first bullet, the word "safe" has been added after "attractive".</p> <p><b>Section 4.1.8 Design</b></p> <p>Section 4.1.8.4 (iii) "<i>encourage the protection and enhancement of <u>safe</u> and attractive built environment</i>" is already included as a design objective that the City shall promote.</p> <p>Additional reference has been added to the second paragraph in the preamble of Section 4.1.8 as follows:</p> <p>"(v) creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles".</p> <p><b>Section 4.6 Recreational Open Space</b></p> <p>Objectives (h)</p> <p>The words "and safety" have been added after "...enhance the character"</p> <p>In addition, a new policy has been added after 4.6.1.18 as follows:</p> <p>"4.6.1.19<br/> Crime Prevention Through Environmental Design (CPTED) principles shall be adopted in the design of open spaces to minimise the fear and incidence of crime."</p> <p><b>Section 4.10 Urban Design Objectives</b></p> <p>The word "safe" has been added after "attractive" in Objective (a).</p> |
|                             | 2   | <p>I also found a missed opportunity to reference the Region of Peel's CPTED Principles document which contains chapters on schools, parking garages, automated banking machines and multi-storey residential buildings in Section 4.10.4.3 of the document. The Region of Peel's CPTED Principles document was developed with the assistance of City of Brampton planning staff. This reference is especially important given the vague definition of safety that follows in Section 4.10.4.6 (x) of the document. The document defines safety as "How the physical development ensures personal safety" but offers no insight in how to achieve this. For your information, the Peel CPTED principles document is referenced in Appendix (o) of the Mississauga Official Plan.</p> |       |   |

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|           | 3  | These comments notwithstanding, I did find a number of safety references and was particularly impressed with Section 4.10.2.1 on Streetscapes which referenced CPTED principles as well. I also found the use of photos throughout the document to be extremely beneficial.   |   | <p><b>Section 4.10.2.1.7 (iv) Street Network</b></p> <p>The word "safety" has been added after "...pedestrian movement"</p> <p><b>Section 4.10.4.3 Implementation</b></p> <p>"Region of Peel Crime Prevention Through Environmental Design (CPTED) Principles document" has been added to the list of implementation tools.</p> <p><b>Section 4.10.4.6 (x) Safety</b></p> <p>The definition has been amended to "How the design and use of the physical development can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life,"</p> <p>Support for the use of photographs in the document is noted.</p> |
| <b>1B</b> | <b>Paul Mountford, Peel District School Board (May 30, 2006)</b> |   |   |  |
|           | 1  | <p>Thank you for providing the Peel District School Board with the opportunity to review the above noted draft Official Plan. While the Board is satisfied with most of the policies related to schools, it has comments on the following policies:</p> <p>Policy 4.1.10.1<br/>Add the word "institutional" after community</p> | 1 | Change has been made as suggested.   |
|           | 2  | <p>Policy 4.2.3.2, 4.3.1, 4.3.2.2</p> <p>The Board requires confirmation that additions to existing schools are permitted.</p>  | 2 | Infilling and redevelopment including additions to existing school being noise sensitive institutional uses are not permitted in the LBPIA Operating Area.   |
|           | 3  | <p>Policy 4.4.6.15</p> <p>Delete the word "elementary" before school</p>  | 3 | Change has been made as suggested.   |
|           | 4  | <p>Policies 4.6.1.16, 4.6.3.2.3 and 4.6.8.5</p> <p>The Board will work with the City on the joint use of our facilities where it is mutually advantageous for both parties and the community.</p>   | 4 | Comment noted.   |
|           | 5  | <p>Policy 4.6.3.3.1 (iii)</p> <p>The Board does not mind being located at the corner of two streets when adjacent to a neighbourhood park, but prefers to only be adjacent to one street for safety and supervision reasons.</p>  | 5 | Comment noted.   |
|           | 6  | <p>Policy 4.8.6.8</p> <p>This policy should be removed. While the road right-of-way width for access to our schools is preferably</p>   | 6 | The policy has been refined as suggested by the Dufferin-Peel Catholic District School Board (Ref 1C5 below) to  |

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|  |    | 23 meters, having a collector road designation as a minimum for our frontage has the potential to limit the location of future school sites. As well, a number of our schools currently do not meet this criterion based on Schedule B. There is also the issue of student safety, especially for our junior schools, if they are to be located adjacent to busy collector roads, and minor and major arterial roads. |    | maintain a minimum requirement of a 23m road ROW width or collector road designation.  |
|  | 7  | Policy 4.8.11.1<br>The Board has concerns with this policy. The Board has its own requirements it must meet on the land it owns and the addition of a day care centre on a school site may require the Board to obtain more land. For the Board to accept a day care centre, it would have to be government funded or sanctioned by the Ministry of Education.  | 7  | The policy is intended to facilitate more efficient land use through shared use and concentrating related land uses. These facilities will only be approved with the consent of the School Boards.                                     |
|  | 8  | Section 4.10.3.5 and Policy 4.10.3.5.2<br>The Ministry of Education sets benchmarks for school construction. The Board must work within the grants provided by the Province of Ontario to meet its legislative requirements as well as the additional requirement of the local municipalities. The Board has set funds for the designs for our schools and tries to meet the design guidelines set out by the City.   | 8  | Comments noted.  |
|  | 9  | Policy 4.10.3.5.1<br>Add "where possible /practical" after visibility.  | 9  | The word "generally" in the policy has similar effect already.   |
|  | 10 | Policy 4.10.3.5.3<br>The following wording should be included at the end of the policy:<br><br>"where feasible, subdivisions should be designed to allow for the frontage of school sites to be opposite residential properties rather than street intersections to mitigate the impacts on the access points to schools sites."  | 10 | Staff do not recommend this change. From an urban design point of view, corner buildings are encouraged to reinforce edges and focal points. Institutional and community uses including schools are considered good corner treatments. |
|  | 11 | Add the following "Policy 4.10.3.5.4 "In order to ensure the sanitary, storm and utility easements (hydro, gas, water, etc.) do not interfere with approved site plans, it is requested that such easements be approved by the School Boards prior to their establishment on a proposed school site."   | 11 | It is already current practice that the School Board is consulted during the various stages of the development approvals process where their sites are involved. Adding this policy is thus not necessary.                             |
|  | 12 | Policy 4.10.3.6.7<br>Replace the word "shall" with "may". The Board will work with the City on the joint use of our facilities where it is mutually advantageous for both parties and the community.  | 12 | Staff do not agree with the wording change as it will weaken the policy intent. The policy applies to all institutional uses and shared parking is required to be considered for all such uses if they located adjacent to parks.      |
|  | 13 | Policy 5.32.1<br>Suggested to add the word "institutional" after the word "residential".  | 13 | Section 5.32 has been deleted as procedures and time frames for development approvals are now provided   |

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|           |   |   |   | in the specific policies such as Section 5.5 Block Planning.   |
| <b>1C</b> | <b>Vince J. Ramelli, Dufferin-Peel Catholic District School Board (June 20, 2006)</b> |   |   |  |
|           |   | Thank you for providing us with an opportunity to review the Draft Official Plan. We have completed our review and have the following comments.   |   |  |
|           | 1   | Policy 4.2.2.3<br>The policy indicates that any redevelopment of institutional uses, such as schools are prohibited in the Lester B. Pearson International Airport (LBPIA) Operating Area. The Board has an existing secondary school in the LBPIA Operating Area, namely St. Thomas Aquinas Secondary School at 4555 Tomken Road. Although there are no immediate redevelopment plans related to the site, confirmation is requested that any future redevelopment required will be permitted. | 1 | As responded to Peel District School Board's comment above (Ref 1B2), infilling and redevelopment including additions to existing school being noise sensitive institutional uses are not permitted within the LBPIA Operating Area. |
|           | 2   | Policy 4.6.1.16<br>The Board is supportive of initiatives related to the shared-use of buildings, sport fields and parking facilities.  | 2 | Comment noted.   |
|           | 3   | Policy 4.8.6.7<br>Request this policy be deleted. The Board is supportive of ensuring that school sites are provided in draft plans, however is satisfied that the Secondary Plan and Block Plan processes are adequate to ensure that school sites are provided in satisfactory locations.   | 3 | Staff do not support removing this policy as it provides certainty that a school site will be delivered.   |
|           | 4   | The last photo on page 4.8-6 shows St. Edmund Campion Secondary School. The caption should be updated accordingly.  | 4 | The photograph caption has been amended.   |
|           | 5   | Policy 4.8.6.8<br>There are instances where schools site frontages are provided with a road right-of-way width of 23 meters on a local road. While it is preferred to locate schools on a minimum street classification of a collector road, the Board requests that the words, "local roads with a minimum 23 meter road right-of-way width or" be added after the word "designated".  | 5 | Policy has been refined as suggested. See also response to Peel District School Board's comment above (Ref 1B6).   |
|           | 6   | Policy 4.8.11.1<br>The Board will evaluate the needs related to day care spaces in new schools. The Board does not support services related to before and after school programs.  | 6 | See response to Peel District School Board's comment above (Ref 2A7).  |
|           | 7   | Policy 5.32.1<br>The policy indicates that the City may expedite the approval of specific development applications which are deemed to be of significant importance in  | 7 | Section 5.32 has been deleted as procedures and time frames for development approvals are now provided in the specific policies such as Section 5.5  |

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|           |  | fulfilling community, social and economic objectives. The Board requests that the word 'schools' be added to the list of uses.  |   | Block Planning.  |
| <b>1D</b> | <b>Julie Tremblay, Conseil Scolaire De District Catholique Centre-SUD (May 10, 2006)</b> |   |   |  |
|           | 1  | No Comment  | 1 | Noted.   |
| <b>1E</b> | <b>Pat Neville, Greater Toronto Airports Authority (June 2, 2006)</b>                    |   |   |  |
|           |  | In response to your letter of May 1, 2006, the Greater Toronto Airports Authority (GTAA) has reviewed the Draft Official Plan for the City of Brampton and offers the following comments:   |   |  |
|           | 1  | Section 4.5.16.1.7 under "Airport Noise Policies" makes reference to the Noise Exposure Forecast (NEF), the Noise Exposure Projection (NEP) and the Composite Noise Contour map as well as to the Lester B. Pearson International Airport (LBPIA) Operating Area being used as a basis for land use planning and development control. The Airport Operating Area has been illustrated on Schedule A (entitled General Land Use Designations) in the Plan, however the Composite Noise Contour Map has not been included in the Plan. As the City's Aircraft Noise Policies also refer to specific NEF/NEP levels (Policies 4.5.16.1.8, 4.5.16.1.9 and 4.5.16.1.14 refer), the GTAA recommends inclusion of a schedule illustrating the Composite Noise Contour Map in the Plan. The Noise Contour Map should reflect the 25, 30, 35 and 40 NEF/NEP contours, not only to provide clarity to the policies, but because all four contours impact lands in Brampton. The GTAA will be happy to provide the necessary digital files to produce the Noise Contour Map. | 1 | Staff do not consider it necessary to show detailed NEF/NEP contours on any schedule in the Official Plan. The inclusion of the LBPIA on Schedule "A" and associated policies throughout the Plan is sufficient to provide policy direction regarding this matter.   |
|           | 2  | Just as the Airport Operating Area and the Composite Noise Contours affect land use planning and development control in Brampton, so too do the Lester B. Pearson International Airport Zoning Regulations.<br><br>Airport Zoning Regulations are imposed by the Ministry of Transport under authority of the <i>Federal Aeronautics Act</i> to ensure aviation safety and protection to the public and to maintain the operational integrity of the airport. On March 27, 2000, the Toronto-Lester B. Pearson International Airport Zoning Regulations were revised and registered on the titles of affected land parcels in the appropriate Land Titles Offices and Land Registry Offices of the Province of Ontario.<br><br>Specifically, Airport Zoning Regulations are enacted to:   | 2 | See responses to previous comment above. Given that the Toronto-Lester B. Pearson International Airport Zoning Regulations are already registered on the title of affected land parcels, inclusion of the zoning map in the Official Plan is redundant and not necessary. Reference to the Toronto-Lester B. Pearson International Airport Zoning Regulations has been included in Section 4.5.15.1.7 to provide further direction regarding these restrictions. |

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|           |   | <ul style="list-style-type: none"> <li>Limit the height of buildings, structures and objects including objects of natural growth in the area surrounding the airport;</li> <li>Restrict dumping of waste materials which might attract birds on lands adjacent to the airport; and,</li> <li>Protect lands which house and are affected by navigational aids such as radar and communications equipment.</li> </ul> <p>The GTAA recommends that a map illustrating the boundaries of the Airport Zoning Regulations that impact lands in the City of Brampton also be included in the Official Plan. Inclusion of this map would assist developers and city planners alike in identifying lands that are impacted by the Airport Zoning Regulations and that therefore have height restrictions that may impact on land development. The GTAA is able to provide you with the necessary digital files.</p> |   |  |
|           | 3   | Our last comment is editorial in nature. On Page 4.5-23, the GTAA logo is displayed in the right column with the label "Greater Toronto Airport Authority" below. The label should read "Greater Toronto Airports Authority".  | 3 | Correction has been made.  |
| <b>1F</b> | <b>Ted Tyndorf, City of Toronto (June 12, 2006)</b> |  |   |  |
|           | 1   | <p>Generally, we support the directions and policies in the Plan. Its "City Concept" is similar to the "Urban Structure" in Toronto's new Official Plan: a strong downtown, intensification in transit-based corridors, the importance of retaining employment lands and priority for protecting natural heritage.</p> <p>We have a few suggestions for additional policies, revisions and clarification:</p>  | 1 | Comment noted.   |
|           | 2   | <p>Section 4.10.3.3</p> <p>States 'Development that supports the use of transit is thus the focus of this Plan'. We support this emphasis on transit-oriented development, but this is the first time it is explicitly stated in the Plan. We suggest that it be stated in Section 3.</p>  | 2 | Agree and statement has been included in the preamble of Section 3.2.              |
|           | 3   | We are concerned with potential downstream impacts of development on watercourses that flow into Toronto. It appears this will be addressed through subwatershed studies and environmental implementation reports. We would appreciate it if Sections 4.5.1 and 4.5.2 could recognize that downstream municipalities will be consulted during the preparation and review of subwatershed studies and environmental implementation reports.   | 3 | Additional policies/provisions have been included in Sections 4.5.1.8 and 4.5.2.3. |



## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|  | 4 | We did not find objectives and policies addressing pollution-particularly air quality. We recognize that the general transit-based corridors approach of the plan is an important way of minimizing air pollution, but we feel the objective should be stated more explicitly. We suggest that an objective to minimize air, soil and water pollution be included in Section 2.4.3 along with an objective to encourage energy and water conservation in order to minimize related air pollution impacts.  | 4 | Objective (h) (re-numbered from (f)) in Section 4.5 addresses pollution while a new objective (d) has also been included in Section 2.4.3 for the same as suggested. In addition, a new Section 4.5 16.2 has been added to address air quality and energy.  |
|  | 5 | Schedule C Transit Network identifies Steeles Avenue as a "BRT Corridor" with a connection east of Highway 50 into the City of Toronto. It should be noted however that the connection along Steeles Avenue within the City of Toronto is not identified in the City of Toronto's Official Plan as either a Higher Order Transit Corridor (Map 4) or as a Surface Transit Priority Segment (Map 5) which can be found at <a href="http://www.toronto.ca/torontoplan/offiical_plan.htm#4">http://www.toronto.ca/torontoplan/offiical_plan.htm#4</a> . The function of this BRT Corridor within the City of Brampton, and more specifically the connection (if any) with Toronto, needs to be clarified to ensure the logical extension of transit services across the City boundary. If the connection is to be shown in the Brampton OP as BRT, a note should also be included on the Schedule indicating the current transit status of the Steeles Avenue segment in the City of Toronto Official Plan. | 5 | Brampton's analysis identifies Steeles Ave. as a BRT Corridor. The connection shown beyond Brampton's boundary is an intent to work with the City of Toronto in the future EA Studies to assess and ascertain the travel demand on the corridor in an endeavour to provide seamless services to passengers across the municipal boundaries.<br><br>A new policy 4.4.4.8 has been inserted to strengthen the intent. |
|  | 6 | In addition, Schedule C shows Secondary Transit corridors connecting into Albion Road and Finch Avenue in Toronto. These connections are not identified for surface transit priority in Toronto's Official Plan. If, however they depend on surface transit priority in Toronto, then Schedule C should also include a note indicting the current transit status of the Albion Road and Finch Avenue segments. Finally, if BRT or other higher order transit service cross-boundary connections are recommended for implementation by the City of Brampton on any three of those roadways connecting to City of Toronto/TTC services, amendments to the Toronto OP must be requested in advance as part of the E.A. or other approval processes for those new services.  | 6 | A new policy 4.4.4.8 has been added.<br><br>The City of Brampton agrees to work with the City of Toronto during the EA studies for the implementation of those transit corridors involving cross-boundary connections.  |
|  | 7 | We also note that Schedule C shows a dashed green line along Highway 407 which is not identified in the legend. It would be helpful to know what this indicates.   | 7 | The dashed green line along Highway 407 is a provincial 407 transit way. We agree to appropriately identify this in the legend of Schedule "C".   |

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|           | 8   | <p>Schedule C1 Pathway Network</p> <p>The City of Toronto Bike Plan identifies three routes that have potential connections into the City of Brampton:</p> <ul style="list-style-type: none"> <li>A proposed off-road extension of the West Humber Trail (W30) through Claireville Conservation Area</li> <li>Propose Bike Lanes for portions of Steeles Avenue (W1), and</li> </ul> <p>Proposed Bike Lanes along Albion Road (W4).</p>  | 8 & 9 | <p>Continuity of connections across municipal boundaries has been shown on Schedule "C1" wherever feasible". The intent is that neighbouring concerned municipal jurisdictions will be consulted where cross-boundary issues surface.</p> <p>Policy 4.4.6.19 has been amended to strengthen the intent of cooperation.</p> |
|           | 9   | <p>To provide continuity across municipal boundaries, the potential for connections at these locations should be examined and incorporated in to the plan where feasible (see <a href="http://www.toronto.ca/cycling/bikepla/pdf/bikenetwro k2.pdf">http://www.toronto.ca/cycling/bikepla/pdf/bikenetwro k2.pdf</a> for a Bike Plan map.)</p>  |       |  |
|           | 10  | <p>Section 4.4.1, Policy 4.4.1.4 refers to Metro Toronto. This and all similar references in the Plan should read City of Toronto.</p>   | 10    | <p>Suggestion incorporated", references to "Metro Toronto" have been changed to read as 'City of Toronto'.</p>   |
| <b>1G</b> | <b>Ron Miller, Planning and Building Department, City of Mississauga (August 1, 2006)</b> |  |       |  |
|           |   | <p>Attached please find the staff report (dated July 10, 2006) regarding the Draft Brampton Official Plan, which is to be considered by City Council August 2, 2006. The City Clerk will subsequently forward Council's resolution after they have dealt with it.</p>  |       |  |
|           | 1   | <p><b>RECOMMENDATION:</b></p> <p>That the report titled "City of Brampton Draft Official Plan" dated July 10, 2006 from the Commissioner of Planning and Building be adopted as Mississauga's response to the City of Brampton Draft Official Plan dated April 10, 2006 and forwarded, by the City Clerk, to the City of Brampton, the Town of Caledon and Region of Peel.</p>   | 1     | <p>Recommendation noted.</p>   |
|           | 2   | <p><b>COMMENTS:</b></p> <p>Appendix 2 is a Brampton Planning, Design, and Development staff report titled "Status Report-Release of the Draft Official Plan for Public Consultation" dated April 10, 2006. The report provides an overview of the Draft Official Plan, and summarizes the major revisions to the Official Plan. The most comprehensive revisions to the Official Plan were carried out for those sections which were subject of the focus area review.</p> <p><b>Land Use Impacts on Mississauga</b></p> <p>Staff are monitoring the City of Brampton Official Plan Review program, have reviewed the discussion papers and draft Official Plan, and have provided</p> | 2     |  |

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|  |   | <p>input at workshops. There are no significant changes proposed to the land use designations which might impact Mississauga. Further, given that Brampton and Mississauga are buffered by the Parkway Belt West Plan, which includes Highway 407, and because the Brampton land use designations in the vicinity of the Brampton/Mississauga boundary are largely similar to, and complement the Mississauga land use pattern, there is unlikely to be any significant land use impact on Mississauga, except with respect to the following.</p> <p>Section 4.7.4.5, Hydro-Electric Power, Telephone and Other Cabled Services, permits power generating facilities in any land use designation without an amendment to the Plan. The Plan indicates that the City of Brampton shall set criteria for the development of these facilities, including such matters as land use compatibility, urban design, traffic, and environmental. Until these criteria are developed, this policy will permit power generating facilities in proximity to Malton and Meadowvale Village Residential Planning Districts.</p> <p>The City of Mississauga recently undertook a comprehensive study of power generating facilities, and amended Mississauga Plan to permit them only in lands designated "Industrial". Given the potential for impact on Malton and Meadowvale Village, the Brampton Draft Official Plan should be amended to prohibit power generating facilities south of Steeles Avenue.</p> <p>Section 4.7.5 states that "the Britannia and Caledon Landfill sites are the only active public landfill sites in Peel". As the Britannia site is now closed, this policy should be amended accordingly.</p> |   | <p>Staff agree that power generating facilities should not be permitted as-of-right in all land use designations. As such, Section 4.7.4.5 has been amended to delete "power generating facilities" from the list of permitted uses. This modification together with the requirement that Hydro One shall consult with the City on the location of all new electric power facilities (the last statement in Section 4.7.4.5) and the policy that the City shall set criteria for power generating plants (Section 4.7.4.8) will ensure sufficient planning control over these facilities.</p> <p>This statement in Section 4.7.5 is based on the Region of Peel Official Plan dated November 2005 (Section 6.4). Correction has been made.</p> |
|  | 3 | <p><b>Transportation Concerns</b><br/>Transportation and Works provided the following comments:<br/><u>Section 4.4 Transportation</u></p> <p>Schedule B<br/>City Road Hierarchy<br/>Schedule B1 City Road Right-Of-Way Widths</p> <p>Mississauga Plan Policy 3.14.2.5 states that where there is a transition of function and right-of-way widths at or near municipal boundaries, a suitable transition between right-of-way widths and cross-section designs will be accommodated in consultation with the municipalities involved. It is requested that a similar policy be included in City of Brampton's Draft Official Plan.</p>   | 3 | <p>City acknowledges the collaborative approach. A new policy 4.4.2.20 has been incorporated which reads as:</p> <p>"The City shall work collaboratively with neighbouring municipalities to accommodate suitable transition between different right-of-way widths and cross-section designs at or near municipal boundaries".</p>   |

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|  |   | <p>During the discussions regarding Brampton's Transportation and Transit Master Plan Study, it was noted that Mississauga Plan identified the extension of Edwards Boulevard linking opposite the Highway 407 eastbound off-ramp. This has not been identified in the City of Brampton's Draft Official Plan. Consequently, this extension should be identified, or wording of the conceptual alignment be included subject to further study.</p> <p>Schedule C Transit Network</p> <p>Schedule C shows a comprehensive transit network involving Bus Rapid Transit Corridors on Hurontario Street and Airport Road and regular transit services on most north-south roads approaching the Mississauga/Brampton boundary. Regular transit services include Primary Corridors with peak headways of 5 to 7.5 minutes and Secondary corridors with peak headways of 10 to 15 minutes.</p> <p>Mississauga Plan designates major transit facilities only, such as the Transitway (Bus Rapid Transit) and Major Transit Corridors. Mississauga Plan does not show regular services, nor does it indicate peak service frequencies as operational matters such as these have traditionally been excluded from the Mississauga Official Plan. As such, the arrows shown at the Mississauga boundary in Schedule C should be removed.</p> |   | <p>A sentence has been added to Section 4.4.2.7 stating the City's willingness to participate with Mississauga and MTO in a study of this proposal.</p> <p>Schedule 'C' presents the hierarchy of transit services.</p> <p>The new policy 4.4.4.8 has been incorporated.</p> <p>The connections shown (arrows) beyond Brampton's boundary is an intent to work with the City of Mississauga on future plans in an effort to provide seamless services to passengers across the municipal boundaries.</p> |
|  | 4 | <p><b>Environment Comments</b></p> <p>Brampton has included reference to sustainable development in terms of environmental planning and are moving forward with an ecosystem approach to land use planning and development in the traditional sense, i.e. protection of natural features, including headwater stream and woodlands. There are no additional policies regarding recent initiatives for low impact development or "green development" standards being promoted by the Conservation Authorities.</p>  | 4 | <p>Additional policies on sustainable low impact development, "green development" etc. have been included in response to comments received from consultation. See Sections 4.1.8.4 (vi), 4.2.3.7, 4.2.8.6, 4.3.2.17 (g), 4.8.2.2 and 4.10.3.2.8.</p>   |
|  | 5 | <p><u>Section 4.5 Natural Areas and Environmental Management</u></p> <p>Section 3.1 should also state that, where required, Brampton will work closely with adjacent municipalities, in addition to the Conservation Authorities, within a watershed or air shed to ensure no impacts on other municipalities.</p> <p>The following policy should be added to Section 4.5.1, Watershed Plans and Subwatershed Studies:</p> <p>"In those cases where a sub-watershed study finds</p>  | 5 | <p>Consultation and/or cooperation with adjacent municipalities on various matters is an objective of the Plan as stated in the various sections of the Plan including Section 2.5.4.</p> <p>Additional provisions/policies have been included to reinforce and implement this objective in Section 4.5.1.8 regarding subwatershed studies and Section 4.5.2.3</p>   |

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|  |   | <p>that it is necessary or desirable to deviate from the goals and objectives of the Watershed Plan, the sub-watershed study will be circulated for comment to the City of Mississauga.”</p> <p>Further, references to the participation of “appropriate agencies” in the processing of sub-watershed studies should include adjacent municipalities, where there are any within the boundaries of the subwatershed.</p> <p>With respect to Section 4.5.3, Storm Water Management, page 4.5-5 states that “to ensure the health of the watershed and subwatershed within Brampton and in downstream municipalities, storm water management is required in all new development areas”. This section should also address storm water management for infill and redevelopment scenarios, as these types of developments can also have an impact on downstream recipients. Further, “Stormwater Management Master Plan” should be added to the list of approved studies in this section.</p> <p>With respect to Section 4.5.4, Water Supply and Conservation, the following additional policy is required:</p> <p>“(v) That the Region of Peel be encouraged to develop a Water Conservation Policy, against which new development proposing to use large volumes of water be reviewed and required to utilize water conservation techniques.”</p> <p>A new section “Dust, Odour and other Air Emissions”, is required, and include the following in Section 4.5.16.1, Noise and Vibration:</p> <p>“Those applications which have the potential to generate dust, odour and other emissions to air must be evaluated in accordance with the Ministry of Environment’s D-6 Guidelines.”</p> <p>The following should be added to Section 4.5.16.3, Contaminated Sites and Water Disposal Sites:</p> <p>“A Record of Site Condition is also required where a property is changing use from a non-sensitive use, such as industrial or commercial, to a more sensitive use such as residential, institutional or parkland.”</p> |   | <p>regarding environmental reports. See response to City of Toronto’s comment above (Ref 1F3).</p> <p>As suggested, statement in Section 4.5.3 has been amended to include infill/redevelopment etc. Stormwater Management Master Plan has also been added to the list of approved studies (section 4.5.3.2).</p> <p>The Regional OP has similar provision for water conservation strategies. As such, staff do not consider it necessary to add the suggested policy.</p> <p>A new section 4.5.15.2 has been included to address air quality.</p> <p>Suggested policy has been included as Section 4.5.15.2.2.</p> <p>A new policy has been added as Section 4.5.15.4.4 to reinforce the point included in the preamble which also addresses this comment.</p> |
|  | 6 | <b>FINANCIAL IMPACT:</b> None   | 6 | Noted.  |
|  | 7 | <p><b>CONCLUSION:</b></p> <p>The City of Brampton Draft Official Plan is not expected to adversely impact Mississauga, except for the policy that permits electric power generation and supply facilities in any land use designation without</p>   | 7 | See the relevant responses above.   |

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|           |  | an amendment to the Official Plan. Amendments are required to this policy, together with revisions to the Transportation and Environment areas of the Plan.   |   |  |
| <b>1H</b> | <b>Jane Clohec, The Regional Municipality of Halton (August 1, 2006)</b> |   |   |  |
|           | 1  | Further to your letter of May 1, 2006, requesting comments on the City of Brampton draft Official Plan (April 10, 2006), we are pleased to provide the following response. As Halton has commented in the past, our main area of interest in Brampton's policy documents relates to planning to accommodate future growth, the need to have appropriate policies to address the interface between urban (Brampton) and rural (Halton Hills) areas and the implications of that growth on transportation infrastructure.   | 1 | Comments noted. The Corridor protection policies have been added in Section 4.4.2.   |
|           | 2  | <p>Transportation</p> <p>In the transportation policies, we want to ensure to the greatest extent possible that a wide range of transportation solution are incorporated and that the focus is not on a solution that is still being explored:</p> <ul style="list-style-type: none"> <li>On Schedule B &amp; Schedule B1, the Corridor Protection Area only extends from mid-block roadway (between 407 and Embleton) to roadway north of Embleton Road. Yet, Section 4.13.1.4.1 mentions protection for the N-S Corridor would follow the same route south to 407. If protection for the N-S Corridor is being provided, we recommend that it should be shown on Schedule B &amp; B1 as well.</li> <li>On Schedule B, the Bram West Parkway (major arterial) is only shown south to 407. There is no indication that the N-S Corridor would follow the same route wholly within Brampton.</li> <li>On Schedule B1, the Bram West Parkway ROW is only 40-45 m. This does not protect for a N-S Corridor ROW (likely 100m or more).</li> <li>We support the intent of Section 4.4.2.13 regarding inter-municipal cooperation with respect to road planning. However, we recommend that the reference to a North-South Transportation Corridor in the "Halton/Peel boundary area" be revised to suggest a corridor in the Bram West area so as not to imply that the corridor will be in the Region of Halton.</li> <li>Section 4.13.1.3, 3<sup>rd</sup> paragraph (also section 4.13.1.4, 3<sup>rd</sup> paragraph) mentions that iTran report is based on "complete analysis" of environmental constraints.....". The wording implies that consideration of all</li> </ul> | 2 | <p>In Section 4.4.2, new policies have been incorporated setting out the Corridor Protection Area policies along with the policies set out in Section 4.13. Among other things, they reference the role of the key Halton-Peel Transportation Network Review Study. The study will determine the role of a N-S Corridor and address the potential that alternative roadway facilities may be recommended.</p> <p>Schedule B and Schedule B1 have been appropriately refined.</p> <p>Policy 4.4.2.13 (now 4.4.2.19) has been amended to state that the required facility is generally expected to be in the vicinity of the Peel-Halton boundary area. Additionally, a key network review study will be undertaken to address this issue.</p> <p>The new and amended policies have incorporated the role of a Halton/Peel Transportation Network Review Study and the potential for alternative roadway facilities to be recommended.</p> |

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|  |   | <p>environmental impacts, transportation impacts, etc. was already undertaken but our position is that this consideration can only be complete through an Environmental Assessment.</p> <p>Section 4.13.1.3.1, 1<sup>st</sup> paragraph (also Section 4.13.1.4.3), mentions that the alignment of the N-S Corridor will be determined by EA or another process satisfactory to municipal stakeholders. In our view, an EA is the only acceptable means of determining the alignment. Also this Section states that the NW Brampton and Bram West planning processes should continue in accordance with previous Council direction prior to determination of the preferred alignment of the N-S Corridor. Does previous Council direction limit any options for the N-S Corridor since every plan shows only a major arterial wholly within Brampton? This section of the Plan should clearly identify the need for the continues involvement of the Region of Halton in any studies pertaining to the secondary plan areas subject to this Special Policy Area since the N-S Transportation Corridor will have impacts to the land use and transportation planning in Halton.</p> |   | -Same as above-  |
|  | 3 | <p>General Comments</p> <p>Policies of Other Levels of Government (2.5.2)</p> <p>Staff feel that the commentary in the draft Plan under the sub-title Growth Plan gives the impression that the Growth Plan provides for Brampton to absorb a larger portion of the growth in the western half of the GTAH into its greenfields with no intention of intensification in the built area. While greenfields will continue to provide ground-related housing opportunities, a major thrust of the Growth Plan is to direct an increasing share of annual residential production into built-up areas in medium and higher density forms of housing. Perhaps it would be appropriate to clarify the direction of the Growth Plan for the City in this last paragraph.</p>  | 3 | <p>The Official Plan directs growth to both greenfield area as well as the built up areas through infill /intensification as required by the PPS. Brampton will work with other municipalities in Peel Region to meet the Growth Plan targets.</p> <p>For clarity, the portion of the first statement in the third paragraph "for ground related .....employment development" has been deleted. Updating of the section has also been made to account for the Growth Plan released in June 2006.</p> |
|  | 4 | <p>Natural Areas and Environmental Management (4.5)</p> <p>Brampton's draft policies are consistent with the direction of ROPA'25 with regard to natural areas and environmental management.</p> <p>Brampton's treatment of certain headwater tributaries appears appropriate; however, Conservation Halton and the CVC will comment accordingly. Much of the boundary between Halton-Brampton is already included under established subwatershed studies and the policies of these studies are supported by Halton's ROPA 25.</p>  | 4 | <p>Comment noted. CVC and TRCA consider the policies on Valleylands and Watercourse Corridors generally acceptable. See responses and comments in the relevant sections below (Ref 1M and 1N).</p>   |

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|  | 5 | <p>Soils Conservation (4.5.5)</p> <p>Section 4.5.5. on Soil Conservation suggests that cultivated farm field may contain high contamination content. This may not be appropriate as legislation exists to prevent this. Halton staff recommends that this point be deleted.</p>  | 5 | <p>The statement merely points out the possibility of such occurrence which cannot be completely eliminated despite existing legislation.</p>  |
|  | 6 | <p>Special Study Areas and Special Policy Areas<br/>Special Policy Area 5 (4.13.2.5)</p> <p>The draft policy indicates that a private recreation area shall be developed in accordance with the Agricultural Code of Practice. We are unclear whether Minimum Distance Separation is already included in the policy. As MDS is intended to be applied in agricultural areas (not future urban), staff questions why this policy is included. It may be preferable to have a general policy indicating that existing agriculture is permitted, and along with that, normal farming practices. Best Management Practices may need to be implemented to reduce conflict between agricultural and non-agricultural uses.</p> | 6 | <p>It is a policy in the existing OP (1997) that needs to be kept.</p> <p>The policy has been moved to Section 4.15.5.</p>   |
|  | 7 | <p>North West Brampton Urban Development Area (4.14)</p> <p>We have already provided comments through the process of commenting on ROPA#15 and OP93-245, and we anticipate that these policies will be appropriately resolved through settlement discussions.</p>  | 7 | <p>The section incorporates the OP93-245 that was revised through settlement reached between the City, Peel Region and the Province of Ontario. As the case has not been approved by the OMB, other amendments have to await. The final OMB decision.</p>  |
|  | 8 | <p>Implementation<br/>Consent (5.17)</p> <p>Halton staff questions whether rural consent are compatible with the City's focus on sustainable development as severed rural lots may create obstacles to creating a "model for the City's "next generation of sustainable greenfield development. It is planned to be a compact, complete and connected community....." Halton staff recommend that consents not permitted in remaining Greenfield areas.</p>  | 8 | <p>It is necessary to keep this policy except those related to Agriculture. Section 5.17.18 (iv) (a) has been refined and Section 5.17.19 is deleted. See response to Comment 9 below.</p>   |
|  | 9 | <p>Agriculture Section (5.17.19)</p> <p>No agriculture section could be found in the draft Plan. Are these policies included in another section.</p>   | 9 | <p>The previous Section 4.7 Agriculture was deleted per OP93-245. Scoped policies for agriculture have been re-introduced in the new Section 4.15 as a result of the modified OP93-245.</p> <p>This policy has been deleted as a result of the deletion of the old Section 4.7.4 Consents in the Agriculture policy section.</p> |



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|           | 10  | We appreciate the opportunity to review the City's draft Official Plan and look forward to continuing to work co-operatively with the City and the Region of Peel on these issues. Please contact us to advise how our comments will be addressed in any revisions to the document. Please provide notice of the adoption of the Official Plan to Halton Region.  | 10 | Request for notice of adoption has been forwarded to City Clerk for action.  |
| <b>11</b> | <b>James Stiver, Planning Department, Town of Orangeville (July 14, 2006)</b> |   |    |  |
|           | 1   | I apologise for the tardiness of my response to your circulation, I hope it is not too late to submit comments to you. Please accept the attached letter on behalf of ORDC.   | 1  |  |
|           | 2   | FYI-just a friendly observation-I noted that the draft OP changes references from metric to imperial in at least one place-on page 4.5-20 the paragraph on the Greenbelt refers to 500 "acres". At the top of the same page, there is a reference to "10 metres".   | 2  | Changes have been made to use metric unit consistently throughout the OP. Where appropriate, both metric and empirical units are provided for ease of consideration. |
|           | 3   | I also noted that the word "metre" is spelled two different ways in the document-i.e. "metre" in some places and "meter" in others.   | 3  | Changes have been made to use "metre" throughout the document.   |
|           | 4   | Attached letter from Orangeville Railway Development Corporation, July 14, 2006-07-18   | 4  |  |
|           | 5   | Thank you for the opportunity to provide comments on the City's Official Plan review. The Orangeville Railway Development Corporation (ORDC) is the owner of the former Canadian Pacific railway (CPR) Owen Sound Subdivision Line that runs from Streetsville to Orangeville, traversing the City of Brampton in roughly a north-south direction. The Town Of Orangeville acquired the CPR rail corridor in September 2000 and the ORDC was created as the administrator of the Orangeville-Brampton Railway (OBRY). | 5  | Noted.   |
|           | 6   | The OBRY is an active industrial facility, and the ORDC is taking steps towards maximizing its use and expanding rail operations. It is with that context in mind that ORDC provides the following comments on the City's draft Official Plan (OP) dated April 10, 2006).   | 6  | Comments noted. City will appreciate if it is kept updated on the future developments.   |
|           | 7   | There are schedules in the draft OP pertaining to City roads, right-of-way, transit routes and pathways. In the opening paragraphs of Section 4.4-Transportation, the OP states that "Efforts to shift more goods movement towards rail transportation is one measure that would help reduce truck trips". Section 4.4.1-Transportation System also speaks to rail forming part of the City's transportation network and introduces a policy that refers to rail forming a  | 7  | Comments noted.  |

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|  |    | strategic element of a balanced transportation system.  |    |   |
|  | 8  | While Schedule "C"-Transit Network of the draft OP shows the rail lines within the City, the GO Transit line is the only one that is identified. Section 4.4.8-Railways states that the two major railway lines are shown on Schedule "C". If the movement of goods, and the role that rail plays in that is so significant to the City's economy, these lines should be appropriately identified on a schedule to highlight their significance and location relative to the built-up areas of the City.  | 8  | Rail Lines and Intermodal Terminal have been appropriately identified on the Schedules. Additionally, preamble to Section 4.4.8 has been expanded for greater recognition to rail infrastructure. |
|  | 9  | Section 4.4.1 of the OP identifies that "the Federal Government is responsible for rail facilities" and the opening paragraph of Section 4.4.8-Railways states that "...their operation and control is under the jurisdiction of the Canadian National and Canadian Pacific Railway Companies".   | 9  | Preamble has been appropriately revised.  |
|  | 10 | While the Federal Government regulates the rail industry, the lines in Brampton are owned and operated by those private companies identified, also including ORDC. If the City wishes to explore partnership, consultation, coordination and cooperation, as stated in 4.4.1, reference should be made to the City consulting with the companies that own and operate the respective rail facilities within the City.   | 10 | Section 4.4.1 has been appropriately revised.   |
|  | 11 | The policies outlines in section 4.4.8-Railways seem to focus on the safety and interface aspects of rail lines and other elements of the City's transportation network, rather than that of the general public when they are not in their vehicles. Along these same lines, the policies of Section 4.4.10-Adverse Impacts should include reference to development adjacent to railways and how appropriate safety measures such as separators and buffers are to be provided, in consultation with the appropriate railway company, in new development and redevelopment wherever possible and appropriate. | 11 | The new policy 4.4.10.7 has been added as suggested.  |
|  | 12 | In Section 4.5.16.1.2 a reference should be included regarding "in consultation with the appropriate railway" with respect to the approval of noise and vibration studies.  | 12 | Suggested change has been included. The section has been renumbered to 4.5.15.1.2.  |
|  | 13 | In section 4.5.16.1.19- Rail Noise Policies, the wording of the first sentence should be modified to add the words "or vibration" after the words "...development applications within the noise...".  | 13 | Suggested wording has been included. The section has been renumbered to 4.5.15.1.19.  |
|  | 14 | ORDC is pleased that the City has requested our comments on its draft Official Plan. Please continue  | 14 | The City will continue to inform and consult ORDC regarding the OP Review.  |

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|           |  | to forward ORDC information related to your Official Plan review.  |   |  |
| <b>1J</b> | <b>Shari Prowse, Ministry of Culture (June 6, 2006)</b>  |  |   |  |
|           | 1  | Overall, we find the proposed policies sufficient in addressing cultural heritage resource concerns and we have made note that it incorporates both the recent (2005) changes to the <i>Ontario Heritage Act</i> and the PPS. However, would like to indicate the following:<br><br>Policy 4.9.6.7<br>Provisions should be in place to restrict access to archaeological assessment reports submitted to your Municipality in order to protect site locations.   | 1 | Policy 4.9.6.7<br>As suggested, the following provision has been added:<br><br>"Access to these archaeological assessment reports submitted to the City shall be restricted in order to protect site locations in accordance with the <i>Ontario Heritage Act</i> ."   |
|           | 2  | Policy 4.9.6.12<br>When the Region of Peel Heritage Complex accepts donations of artefacts, they should be accompanied by all associated field records and other materials considered as part of the archaeological collection. In terms of these donations, although it is a legislative requirement for the transfer of collections obtained under the authority of a licence be approved by this Ministry, this is not the case for those obtained prior to the establishment of archaeological licensing. As you are aware, this Ministry maintains a database that includes information on all of the registered archaeological sites within this Province. Given such, when collections obtained prior to licensing are donated, it would be of assistance to this Ministry if we could be notified so that we can update our database concerning the location of these collections. | 2 | As suggested, the following provision has been added as new policy 4.9.6.12:<br><br>"When collections obtained prior to licensing are donated, the Ministry of Culture is to be notified of such collections to enable updating of their database on all registered archaeological sites within the Province." |
| <b>1K</b> | <b>Heather Doyle, Ontario Ministry of Transportation, Transportation Planning Branch (June 29, 2006)</b> |  |   |  |
|           | 1  | We have completed our review of the draft Official Plan and offer the following comments for your information.<br><br>Overall, the concept of community block plans as a part of Brampton's land use planning process will support the government's objectives of growth management at a sub-area basis.   | 1 | Noted.   |
|           | 2  | The City's transportation policies support the government's investment in transit and overall objective to promote transit-oriented communities, creation of an integrated transit network across the GGH and better coordination between transit and land use decisions.  | 2 | Comment acknowledged.  |
|           | 3  | The ministry supports policy 4.4.1.3 that promotes a cooperative working relation between the City and the Province in studies and initiatives to protect future transportation corridors.   | 3 | Comment acknowledged.  |

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|  | 4 | In Section 4.4 on page 4.4.-1 with regard to the last paragraph, Brampton should be aware that the government supports a transportation system that meets the needs of its users and would be reluctant to promote a modal split. Market forces and competition should drive the supply and demand of transportation services not government intervention.  | 4 | It is not clear that there is presently a level playing field in the market costs of rail and road modes on a life cycle basis and that the City's moderate statement is appropriate.   |
|  | 5 | On page 4.4-7, item 4.4.2 (v), the municipality should be aware that they Highway 410 extension will be constructed as a 4-lane facility not a 6 lane from Bovaird to Highway 10 and the completion timing has yet to be determined. As such, we request that this item be reworded to read as follows:<br><br>The extension of Provincial Highway 410 will be constructed as a four lane facility from Bovaird Drive and connect to Highway 401 north of Snelgrove.  | 5 | Brampton's Transportation and Transit Master Plan analysis reveals that in order to maintain a good level of service, it needs to advocate and ensure that transportation infrastructure requirements are adequately met to satisfy transportation demand in a timely fashion. This is a statement of network needs, not of any specific commitment. This will be clarified in the policy.  |
|  | 6 | The statement in policy 4.4.2.1 (vi) is speculative at this time and as such the MTO will require that it be removed.   | 6 | Same as Response 5 above-   |
|  | 7 | In Item 4.4.2.1 (vii), the Ministry has not established the construction timing of Highway 427 extension and therefore the date of "2011" must be removed. Furthermore, the current EA study terminates at the Oak Ridges Moraine. The Official Plan's reference to the extension to Highway 9 and beyond has not been identified as an initiative in the final Growth Plan and therefore must be removed.  | 7 | Section 4.4.2.1 (vii) has been revised to read as "The extension of Provincial Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the Green Belt in the vicinity of Brampton's northern boundary."   |
|  | 8 | Section 4.4.2.1-(ix) stipulates that:<br><br>"Further network planning and corridor protection for a Peel/Halton North-South Transportation Corridor and related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401/407 to the vicinity of Bovaird Drive by 2011, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule "B" with financing directly from the Provincial Government. The expanded municipal revenue sources may be used for carrying out the network and related roadway planning." | 8 | Section 4.4.2.1(ix) has been revised to read as: "Further network planning and corridor protection for a North-South Transportation Corridor in the vicinity of the Peel-Halton boundary, and for a related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401 or Highway 407 to the vicinity of Bovaird Drive by 2021, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule 'B'. |
|  | 9 | The City should recognize that a GTA West Transportation Corridor has been conceptually identified in the final Growth Plan released by the Province in June 2006. To support the transportation policy directions in the Growth Plan, MTO has initiated the planning and environmental assessment process to study the long-term provincial transportation needs and recommend improvements  | 9 | A new policy 4.4.2.1(x) respecting GTA West Corridor is added and reads:<br>"Support and work with the Province, the Region of Peel and other GTA and Golden Horseshoe municipalities in planning and implementing the long-term higher order roadway and transit improvements identified in the Provincial   |

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|  |    | in the GTA West Corridor.  |         | Growth Plan including the GTA West Transportation Corridor".  |
|  | 10 | MTO consider north-south transportation needs in the context of provincial interest by coordinating with on-going and planned municipal transportation initiatives in the general GTA West Corridor area. To this end, MTO has committed to participating in the proposed Peel/Halton Network Review Study which is, as we understand, supposed to lay the ground work before the affected municipalities determine the next course of action in the respective planning and EA study processes.   | 10      | Comments noted.   |
|  | 11 | Until the appropriate planning and EA work is complete, it is premature to assume that the Province would be responsible for financing a Peel/Halton North-South Transportation Corridor. The City should also acknowledge that, pending the outcome of MTO's GTA West Corridor Study and other relevant provincial/municipal planning/EA studies, additional transportation policies may be required to amend the City's Official Plan.   | 11      | Comments noted. The policy has been amended as in Response 8 above.   |
|  | 12 | We require that all Provincial highways in the text and on all schedules be referred to as "Provincial highways" rather than freeway. MTO requires that all official plans identify our highways by jurisdiction rather than by function (freeway) and on this basis we request the Plan be amended to address this item.  | 12      | Suggestions incorporated. Provincial roadway facilities are now referred to as "Provincial Highways" in both the text and schedules.  |
|  | 13 | <p>In policy 4.4.2.2. Road Functional Plan, we will require that the category dealing with Provincial highways be entitled as "Provincial Highways" with no reference to Tollways. The word "Tollways" must be removed. The first line of this section states:</p> <p style="text-align: center;">"The City shall ensure that road facilities function in accordance with the following general guidelines and classification."</p> <p>We find this statement somewhat misleading as the City cannot ensure that the Province plans, designs and designates Provincial Highways.</p> | 13 & 14 | <p>13 &amp; 14 are addressed together. Road Functional Plan respecting provincial highways has been revised as suggested. It reads as:</p> <p><u>Provincial Highways</u> are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional road and transit traffic travelling at high speeds. Interchanges with other roadways will be grade separated with full access control to the abutting land uses.</p> |

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|           | 14   | <p>Furthermore, O.P. policy on provincial highway should not contain any reference to design features such as HOV lanes, divided highways and on this basis, we will require this statement be reworded as follows:</p> <p>Provincial highways will be designed to accommodate long distance travel and inter-regional traffic. All interchanges with other roads will be grade-separated. Direct access to a Provincial controlled access highway (CAH) will not be permitted. All development located adjacent to a Provincial highway will require the prior approval of the Ministry of Transportation.</p>   |    | Addressed in Response 13 above.  |
|           | 15   | In Section 4.4.4 Public Transportation, 4.4.4.1, this section should identify the 407 Transitway as one of the components. It should indicate that the 407 Transitway is being planned by MTO initially as a Busway with the flexibility to convert to LRT technology in the future if required.  | 15 | <p>Section 4.4.4.1 (ii) respecting 407 transit way is revised as suggested. It reads as:</p> <p>“A Highway 407 transitway planned initially as a Busway with the flexibility to be operated as an LRT corridor in the future and to be constructed in stages during the period of this Plan.</p> |
|           | 16   | On Schedule C Transit Network, the 407 Transitway and stations should be identified as shown in the MTO Transitway Corridor Protection Study dated December 1998.   | 16 | Comment noted. The transitway and stations are now shown in accordance with the MTO Study.   |
| <b>1L</b> | <b>L. Spittal, Development Planning Services, Region of Peel (June 19, 2006)</b> |   |    |  |
|           | 1  | <p>Thank you for the opportunity to comment on the Draft Official Plan for the City of Brampton. Regional staff would like to commend you on taking the progressive approach of basing the new plan on the principles of sustainable development, and on a job well done.</p> <p>Regional staff have completed their initial review of the draft Official Plan (OP). Given the comprehensive nature of the new plan and the limited time available for our review, we have of necessity focussed on the conformity of the draft Plan to the Regional Official Plan (ROP) as well as its consistency with the Provincial Policy Statement (PPS). Based on this evaluation, we have prepared our comments for the purpose of your upcoming statutory public meeting on June 26, 2006.</p> | 1  |  |
|           | 2  | As you know, the Region will be the approval authority for the new Official Plan and as such may have a number of additional comments or suggestions as the Plan continues through the approval process. In particular, Regional staff have not had an opportunity as yet to evaluate any possible changes that may be  | 2  | The principal policy directions of the Growth Plan have been adopted throughout the Official Plan. A separate review will be undertaken to address conformity requirements of the Growth Plan. “Growth Plan” in Section 2.5.2 has  |

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|  |   | required as a result of the new Provincial Places to Grow Plan including transition provisions.  |   | been updated to address these issues.   |
|  | 3 | At the outset, we wish to advise the City that there are two parts of the draft plan that the region, as approval authority, will not be able to approve if adopted in their current form but rather will have to defer to a later date. These two parts are the provisions relating to Northwest Brampton which is now in the hands of the Ontario Municipal Board and the Special Policy Area policies relating to certain flood prone areas of the City which will require further discussion with the relevant Provincial Ministries and Conservation Authorities. | 3 | Comment noted. In view that the issues regarding the SPAs are still under review, staff considers it premature to include such policies in the OP and are thus recommending that Section 4.5.15 Special Policy Areas be deleted. The existing policies in the relevant secondary plans will continue to address the SPAs until the review is completed.   |
|  | 4 | Otherwise our main concerns at this point are with respect to Section 1 and 2, Section 4-Residential, Section 4.4-Transportation, Section 4.5-Natural Areas and Environmental Management, and a number of other sections which may require some further revision to fully conform with the Regional Official Plan.   | 4 |   |
|  | 5 | Given that the City intends to repeal the 1993 Official Plan as part of the adoption of the new Official Plan, we are concerned that Section 1 may not provide adequate protection to existing approved Secondary Plans that were adopted as amendments to the 1993 and previous Official Plans. We suggest that the City include specific wording in the new Plan that clearly protects the status of these Secondary Plans similar to that employed in the 1993 Official Plan.   | 5 | Provisions have been included in Sections 1.4 to address this matter as follows:<br><br>"The Secondary Plans (Part II of the Official Plan), more particularly described in Part II for each Secondary Plan Area, consist of unrepealed portions of the 1978 Consolidated Official Plan of the City of Brampton Planning Area and amendments thereto, unrepealed Chapters of Part IV of the 1984 Official Plan and amendments thereto, and Chapters to Part II of the 1997 Official Plan and amendments thereto. These Secondary Plans are incorporated into and form part of the Official Plan."<br><br>Refinement of Section 5.4 Secondary Plan has also been made for consistency. |
|  | 6 | Subsection 2.2 of the draft discussion Social Considerations and sets social planning objectives. We want to draw your attention to Regional Official Plan Amendment No.11 which included new Human Services Policies in the Regional Official Plan and wish to be advised how the draft addresses the policies of ROPA No.11. Of particular interest to the Region is how the City proposes to deal with the implications of changing demographics, ethnicity and promotion of affordable housing.  | 6 | Human services is mainly the responsibility of the Region. There are provisions and policies included throughout the OP that facilitate delivery of such services by the Region and other agencies. Examples include Sections 2.2 (a) to (c); 2.3 (a); 2.4.5 (a) and (b); Section 4.6 Recreational Open Space Objective (d), Section 4.6.10 Specific Needs of Residents; and various sub sections of Section 4.8 Institutional and Public Uses such as Objective (a);   |

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|  |   |   |         | Sections 4.8.6, 4.8.7, 4.8.8, and 4.8.9 that address the changing needs of the population. Section 4.1 Residential Objective (a) provides for a range of housing choices to meet the needs of the diverse community as described throughout this section while Section 4.1.6 speaks to Affordable Housing specifically and Section 4.1.7 speaks to Special Housing Needs. |
|  | 7 | Our concerns on Section 4.1 revolve around Provincial Policy Statement (PPS) conformity as there appears to be some duplication in both the policies and the Tables which appear to be from the current 1993 Official Plan. Further discussion is required.   | 7       | Updating of Section 4.1 has been made as part of the housekeeping amendments including those required to conform with the PPS. See responses to the specific concerns raised in email from Regional staff dated July 17, 2006 below (Ref 1L35).   |
|  | 8 | Concerns on section 4.4 pertain to policies on widening of Highways 410 and 407 to 6 and 8 lanes at certain segments and conformity of this section to Amendment No.16 to the Regional Official Plan adopted by Regional Council last year. Another concern is the lack of Regional Road representation in both policy and on the Schedules. PPS Policy 1.6.5.3 emphasizes 'connectivity' between Regional, Provincial and local governments.   | 8       | Region of Peel's concerns respecting the transportation section have been appropriately addressed as per discussions with Regional staff. The response to respective comments are set out below (Ref 1L14 to 29).   |
|  | 9 | <p>Our concerns on Section 4.5, Natural Areas and Environmental Management are summarised as follows:</p> <p>The intent of the Greenlands System policies of the ROP is to establish a Regional Greenlands System containing Core Areas and complementary local core areas defined in the ROP as Natural Areas and Corridors (PNACs). The Regional Greenlands Systems is protected and supported through the ROP and area municipal official plans. At a minimum, the City OP policies must recognize, identify and protect the Core Areas of the region of Peel Greenlands System. It is unclear which features on Schedule D of the draft OP comprise the Natural Areas designation and if those features include all the Core Areas of the Regional Greenlands System. Furthermore, the identification and protection of the natural heritage system from the development and site alteration needs to be clearly stated in the OP policies.</p> | 9 to 11 | Substantial revisions have been made to Section 4.5 to better align with the PPS and to address the comments of Peel Region, CVC and TRCA. See detailed responses to comments raised in the Region's subsequent emails dated July 13 and July 19 as well as those raised by TRCA (Ref 1M) and CVC (Ref 1N).   |



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|   | 10 | Further discussion is needed to confirm the intent of the new OP as it relates to natural heritage system planning as identified in Section 2.0. "Wise Use and Management of Resources" of the PPS. For example, s.4.5.10.2 in the draft OP states that development can occur within Provincially Significant Wetlands (PSWs) if it can be demonstrated that there will be no negative impacts on the natural features and their functions. This is not consistent with the PPS, which states that development is prohibited in PSWs.   |    |   |
|   | 11 | With respect to watershed plans and subwatershed studies, additional policy and minor policy rewording is requested in order to strengthen the role of watershed plans and subwatershed studies as the City's ecosystem approach. The policies requiring Environmental Implementation Reports (EIRs) in implementing subwatershed studies are comprehensive and supported. The policy should be clarified to indicate the types of development applications that may be subject to discretionary EIRs. The addition of policy to require ongoing private well monitoring, protection and mitigation in urbanizing areas throughout the development approvals process is also recommended. |    |   |
|   | 12 | To avoid confusion, the term 'Special Policy Areas' should only apply to areas prone to flooding.   | 12 | Special Policy Areas in Section 4.13.3 have been renamed 'Special Land Use Policy Areas'.   |
|   | 13 | Finally, there are a number of detailed comments that we wish to discuss with City staff but which are not necessarily relevant to the upcoming Public Meeting. At a convenient time following June 26 <sup>th</sup> Regional staff wish to meet with you to go over these matters which represent comments/concerns from a number of Regional Departments which we intend to have resolved prior to Brampton's adoption of the new Plan later in 2006. We will, of course, provide a copy of these comments prior to our meeting.  | 13 | Region has provided detailed comments on the Draft Official Plan in a number of letters and emails as set out below. City Staff had met with Regional Staff on several occasions to discuss their comments including June 29 and July 24, 2006 regarding their comments on environmental policies and mapping and July 12, 2006 regarding comments on transportation and related matters. |
| <b>Letter from Brian Hudson, July 7, 2006</b> |    |   |    |   |
|   | 14 | Regional staff has completed their review of the Transportation sections contained within the draft Official Plan (OP). Our review focused on the conformity of the draft Plan to the Regional Official Plan (ROP) as well as its consistency with the Provincial Policy Statement (PPS). Based on this review, we are providing our preliminary comments on the Traffic and Transportation sections as outlined below:<br><br>Section 4.4.1.4<br><br>The term 'Metro Toronto' should be changed to 'City of Toronto. Additionally, the Town of Caledon   | 14 | The term "Metro Toronto" has been changed to "City of Toronto". The policy  |

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|  |    | should also be included in this list, considering this is a long range document.  |    | has been further amended to include "the Town of Caledon" as suggested.  |
|  | 15 | <p>Section 4.4.2-Road Network</p> <p>We understand that Policy 4.4.2.1 Road Network are assumptions that Brampton made on the future transportation system. However, based on the most current information, some of these network assumptions may now be unrealistic and/or inaccurate. The following are future transportation assumptions we consider problematic.</p> <p>v) "Extension of Highway 410 as a 6-lane facility from Bovaird to connect to Highway 10 north of Snelgrove by 2008"</p> <p>- Although the project has been announced and construction has begun, it is still not certain when the highway will open. Peel Region's ROPA 16 states, "policy 5.6.3.2.2 a) extending Highway 410 to join with Highway 10" (no mention of number of lanes and time frame)</p> <p>vi) "Highway 410 from Bovaird to south City limits will be widened to at least an 8-lane facility by 2011"</p> <p>- this may be overly optimistic and is not consistent with Peel Region's ROPA 16 states, "policy 5.6.3.2.2 b) widening Highway 410 from Highway 401 to Bovaird" (no mention of number of lanes and time frame; MTO's Highway 410 widening EA only goes up to Queen Street)</p> <p>vii) "... south of the Oak Ridges Moraine in the vicinity.."</p> <p>-this area is referred to as "Greenbelt" via ROPA 16 (policy 5.6.3.2.2 d)</p> <p>viii) "Highway 407 will be widened to an 8-lane facility between Highway 427 and its junction with Highway 401 by 2011"</p> <p>- Peel Region's ROPA 16 states "policy 5.6.3.2.2 g) encourages and supports the widening of Highway 407 between Highway 427 and Highway 410" (no mention of number of lanes and time frame)</p> <p>Policy 4.4.2.1 (i)-Does the term 'Inter-Regional' travel demands mean within Peel Region or a larger geographical area such as the GTA? Please clarify this.</p> <p>Policy 4.4.2.2-Road Functional Plan (iv)-no mention of Regional Roads being included as 'major arterials' but policy 4.4.3.2 indicates the Region of Peel.</p> <p>Policy 4.4.2.4-Regional Roads are part of the 'desired major road network' but not listed or defined as 'major arterials'.</p> <p>Policy 4.4.2.6-Region Municipality of Peel is identified in this policy but no reference in the</p> | 15 | <p>Please note that transportation demand for Brampton has been assessed based on the listed assumptions. If the required improvements are not undertaken in a timely fashion, Brampton will face congestion and reduced LOS on its roads.</p> <p>Brampton's TTMP analysis reveals that in order to maintain a good level of service on City roads, it needs to advocate/ ensure that transportation infrastructure requirements (all jurisdictions) are adequately met to satisfy transportation demand in a timely fashion.</p> <p>Policy 4.4.2.1(vii) has been revised to read as: "The extension of Provincial Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the Green Belt in the vicinity of Brampton's northern boundary".</p> <p>Brampton's analysis reveal that in order to maintain a good level of service on city roads, it needs to ensure that transportation infrastructure requirements (all jurisdictions) are adequately met to satisfy transportation demand in a timely fashion.</p> <p>The term "inter-regional" refers to the travel demands between the two regions. This was clarified during the staff meeting of July 12, 2006.</p> <p>Policy 4.4.2.2(ii) has been amended as "Major Arterials <u>under the jurisdiction of both Region of Peel and the City</u> are to be planned, designed....."</p> |

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|  |    | Schedules. Schedule B should identify all Regional Roads and we suggest 'Major Arterial-Brampton and 'Major Arterial-Region'<br>Policy 4.4.2.16-No indication of the need for 'connectivity' to Regional Roads when reviewing Secondary Plans and Plans of Subdivision. If this is the intent, alignment with Regional Roads must be in accordance with Regional Controlled Access By-law 59-77.   |    | This has been addressed as in the previous policy.<br><br>Schedule "B", B1, C have been revised appropriately.   |
|  | 16 | Policy 4.4.3.2-No reference in the text on the Region's Controlled Access By-law. (B/L 59-77). We suggest adding a new sub-section (vi) as follows:<br>"(vi) All accesses and intersections on Regional roads shall conform to the Region of Peel's Controlled Access B/L 59-77 as amended."   | 16 | Comment has been addressed- No response is required.   |
|  | 17 | Policy 4.4.4.3 should be amended as follows:<br>"The City shall in coordination with the Region of Peel promote measures including transit priority schemes, high occupancy vehicle (HOV)."<br><br>Policy 4.4.4.14 should be amended as follows:"<br>"The City shall, in coordination with the Region of Peel, optimize transit, including accessibility for persons with disabilities by:"<br><br>Policy 4.4.4.28-A new policy (i) should be inserted as follows (suggested numbering: 4.4.4.28(i)):<br>"The City shall work with GO Transit, the government of Ontario, Region of Peel, Region of York and Town of Caledon to introduce new GO Rail service on the Bolton corridor." | 17 | Additional wording will be included at the end of policy 4.4.4.3 "The City shall coordinate with the Region of Peel while planning and promoting transit priority measures on Regional Roads".<br><br>A new broad policy 4.4.4.12 has been inserted to recognize Regional Roads. The policy reads as:<br><br>"The City shall work with the Region of Peel to provide adequate and appropriate roadway design and features on Regional Roads which support planning and implementation of high order bus rapid transit service".<br><br>Policy 4.4.4.1(v) has been expanded to address the suggestion. It reads as:<br>"Coordinate and work with GO Transit, Regions of Peel & York and the Town of Caledon for an introduction of new GO Rail service on the Bolton corridor". |
|  | 18 | Objective 4.4.5 b) should be amended as follows:<br>"To restrict parking supply, where appropriate, to support transit, transportation demand management and reduce development costs."  | 18 | Policy 4.4.5(b) has been amended as suggested.   |
|  | 19 | Policy 4.4.5.7 should be amended as follows:<br>"The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and the reduction of single-occupant vehicle trips."  | 19 | Policy 4.4.5.7 has been amended as suggested.  |
|  | 20 | Policy 4.4.6.11 should be amended as follows:<br>"The City shall coordinate the interconnections of major trails with the Region of Peel and adjacent municipalities."   | 20 | Policy 4.4.6.11 has been amended to read as:<br>"The City shall coordinate the interconnections of major pathways with   |

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|  |    |   |    | the Region of Peel and adjacent municipalities as appropriate   |
|  | 21 | <p>Section 4.4.7-Trucking and Goods Movement. We suggest a sentence that strengthens the opening paragraph. This is where you want to be very positive about goods movement as many of the other parts of the sections touch on the negative aspects of goods movement. See suggestions below:</p> <p>“Goods movement is an important consideration in the transportation system and it is essential for sustainable economic growth. Businesses in Brampton need a safe and efficient system for the movement of goods and services within and through the City of Brampton. Goods movement is closely integrated with the structure of the municipal/regional/provincial transportation system.”</p>  | 21 | <p>Section 4.4.7 has been revised as follows:</p> <p>“Goods movement is an important consideration in the transportation system. Safe and efficient movement of goods and services within and through the City of Brampton is essential for sustainable economic growth and is an important component of the city’s economy in attracting and retaining a wide range of industries and businesses. In order for Brampton’s businesses to gain competitive edge, the City needs to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks”.....</p> |
|  | 22 | <p>Policy 4.4.7.3 should be amended as follows:</p> <p>“The City will work with the Region and other levels of government to develop a program to acquire comprehensive goods movement data for strategic planning, analysis and formulation of recommendations.”</p>   | 22 | <p>Policy 4.4.7.3 has been amended as suggested “The City will cooperate with the Region and other levels of Government in their efforts to acquire the necessary goods movement data for strategic planning, analysis and formulation of recommendations”.</p>   |
|  | 23 | <p>Policy 4.4.9.3- The City should also work with Greater Toronto Airports Authority (GTAA) in addition to the list of stakeholders listed.</p>   | 23 | <p>Policy 4.4.9.3 has been revised as suggested to read as:</p> <p>“The City will work cooperatively with the Ministry of Transportation, Transport Canada, Greater Toronto Airports Authority (GTAA) adjacent municipalities and the Region of Peel in planning for a rapid transit link to the Airport from Brampton”.</p>  |
|  | 24 | <p>Schedule B: City Road Hierarchy and Schedule B1: City Road ROW Widths</p> <p>The North-South Corridor protection area should reflect the same area protected in Region of Peel’s Official Plan Schedule E. Having specific alignments of two segments between Mayfield to Williams Parkway and Williams Parkway to 407 would be inconsistent with the intent of having a larger corridor protection area. There is also no legend to clarify these two routes other than having a 40-45 ROW and it has not been determined whether this route will be a municipal road, regional road or provincial expressway. A Provincial road would have a ROW greater than 50m. (See Regional Official Plan Amendment No. 16)</p> <p>Overall Regional Roads <b>are not adequately</b></p> | 24 | <p>In section 4.4.2, new policies have been incorporated setting out the Corridor Protection Area policies along with the policies set out in Section 4.13. Among other things, they reference the role of the key Halton-Peel Transportation Network Review Study. The study will determine the role of a N-S Corridor and also address the potential that alternative roadway facilities may be recommended.</p> <p>Schedule B and Schedule B1 have been appropriately refined.</p>   |

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|  |    | <b>identified on the Schedules.</b> A better format is required (a Note in the legend for Schedule B1 indicating Right-of-way widths for Regional roads)   |    |   |
|  | 25 | <p>Schedule C: Transit Network</p> <p>Due to discrepancies between Figure 3.2 (Balanced Strategy: Strategic Framework Elements) and Figure 3.20 (2021 Strategic Transit Framework) in Brampton's Transportation and Transit Master Plan (TTMP), there is confusion on Schedule C with regard to Brampton's future transit network. Brampton should clarify the inconsistency before they finalize their Transit Network.</p> <p>The Airport Road BRT Corridor should end at Bovaird, rather than Mayfield (identified on Peel Region's Transit Corridor Schedule G and TTMP's Fig.3.2)</p> <p>The BRT Corridor segment on Hurontario and Sandalwood Parkway north of Bovaird should be designated as a Primary Corridor (it is not identified on Peel Region's Transit Corridor Schedule G nor TTMP's Fig.3.2)</p> | 25 | As discussed in the meeting with Regional staff on July 12, 2006 it was explained that Schedule 'C' represents a horizon year of 2031 and TTMP Figure 3.2 as mentioned represents a transit framework for 2021. Schedule 'C' as represented is appropriate. |
|  | 26 | Policy 4.14.2-Although the North-South Transportation Corridor is discussed in 4.14.1, the need for a transportation study is not listed within the six stages of planning approvals preceding the development of North West Brampton.   | 26 | An appropriate cross reference has been added to Section 4.14.1 to connect it to Stage 3 in Section 4.14.2.   |
|  | 27 | Policy 4.4.2.2-Regional Roads are not identified in the section-Road Functional Plan, but Region Roads are capitalized in Policy 4.4.2.1(iv) and this requires clarification. All Regional Roads are considered 'Major Arterials'.   | 27 | This has been addressed in Response 15 above.   |
|  | 28 | <p>Policy 4.4.3.2-Improve Traffic Circulation-Concerns regarding the omission of Regional requirements (as/per Regional B/L 59-77). A new sub-section (vi) should be added as follows:</p> <p>(vi) "All accesses and intersections on Regional roads shall conform to the Region of Peel's Controlled Access B/L 59-77 as amended."</p>  | 28 | Regional staff has confirmed that this is no longer a concern at the July 12, 2006 meeting.   |
|  | 29 | As the approval authority, the matters identified above require further discussion between staff from the Region's Transportation section and City staff, prior to Planning Committee's recommendation to adopt the Plan on September 18, 2006. We look forward to meeting with you at your earliest convenience. Please call to arrange a possible meeting time.  | 29 | Meeting has been held on July 12, 2006. Responses are included in the above.  |

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| Email from Brian Hudson, July 17, 2006 |    |  |    |  |
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|  | 30 | As previously discussed, we are supplying you with some additional comments on the Draft Brampton official Plan for your consideration. Some of these issues may involve conformity with the Regional Official Plan (ROP) as well as ensuring consistency with the Provincial Policy Statement (PPS).  | 30 |  |
|  | 31 | Section 2.3, Economic Factors-We suggest inclusion of a statement confirming the City's Central Area reflects the Regional Urban Node in the ROP.  | 31 | The suggested wording has been included in Section 3.2.1 which is considered more appropriate.   |
|  | 32 | We also recommend adding a new objective (e) that 'Promotes the efficient use of existing City and Regional services and infrastructure' to reflect ROP Section 5.3.2.3 which provides the following policy direction: "Plan for the provision and financing of Regional services so as to efficiently use existing services and infrastructure, and generally accommodate a pattern of compact urban forms of urban development and redevelopment."   | 32 | The suggested new objective has been added to Section 2.4.2.   |
|  | 33 | We recommend that objective 2.4.2 d) be revised by removing the remainder of the sentence after the word 'municipality' and adding the following wording "...and by ensuring an appropriate amount of land is designated for mixed use residential and commercial/employment uses". This is another way of improving live/work ratios which is identified as a policy objective on page 2-7 of the draft Brampton OP.  | 33 | The suggested wording changes have been made.  |
|  | 34 | We recommend that Brampton consider culture as the fourth pillar of sustainability. Culture is mentioned under the range of housing to be provided but not under cultural heritage. With growing diversity and immigration, it is expected that the immigrant community will make significant cultural contributions to the City of Brampton over time therefore it would be appropriate for the Official Plan to recognize and promote these cultural assets as both economic and social opportunities. | 34 | "Cultural diversity" has been added to Section 2.4.4 Objective (a).  |
|  | 35 | Section 4.1-Residential and Section 4.1(iii)-change 'Province of Ontario' to 'Provincial Policy Statement'. Many of the policies in this section are the same as in the current 1993 plan including the Tables on existing Housing Mix and Density Categories. Is Policy 1.4.1, 1.4.2 of the PPS regarding supply, allocation of population and units being met? We request further discussion to ensure PPS conformity.   | 35 | <p>The suggested wording change to Section 4.1 (iii) has been made.</p> <p>Old Housing Mix and Density Categories table is still applicable for the interpretation of older secondary plans while the new City-wide density target (Section 4.1.1.4) will be reviewed as part of the Growth Plan conformity exercise to be conducted separately.</p> <p>Policies 1.4.1 and 1.4.2 of the PPS in respect of supply, allocation of population</p> |

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|  |    |   |    | and units have been addressed in many sub-sections of Section 4.1 but specifically by Sections 4.1.9 to 4.1.11. The policy framework includes the City's Growth Management Program, secondary plans and community block plans.                                  |
|  | 36 | Section 4.2.5-why are residential uses not permitted in this section? Allowing higher density residential uses or mix uses near Bramalea Road and Steeles Avenue would enable a gradual transition from lower to higher density residential uses along Bramalea Road down to Steeles Avenue. The GO Station could be considered as an incentive for higher density in this area in relation to Urban Node policies contained in the ROP and PPS.  | 36 | Bramalea Road and Steeles Ave Office Node and related land uses is the subject of an OMB decision which ruled against residential uses in this area.  |
|  | 37 | Section 4.3 Employment Lands-The PPS Section 1.3 and Section 7.8.2.11 of the ROP requires the preparation of a Regional financial model to analyze the fiscal impact of proposals when there is "substantially change from non-residential land uses to residential land uses as designated in an area municipal official plan". We are unsure if the PPS and Regional policy were considered when drafting of Plan and further discussion is required in light of the Growth Plan's release. | 37 | Section 4.3.1.15 speaks to the need for a comprehensive review in accordance with the PPS in considering conversion of industrial land to any other use.  |
|  | 38 | As mentioned in our letter of June 19, 2006 on Policy 4.5.15-Special Policy Areas, the wording of this section may require amendments pending review of the Master Drainage Plan currently underway for Downtown Brampton. Any policy changes from the current OP document require MNR and MAH approval.  | 38 | As responded in 3 above, Section 4.5.15 has been deleted pending the result of the review by the Province, TRCA and the City.   |
|  | 39 | Policy 4.5.4.1 (iii)-Cross reference this policy with 4.7 and add the word 'limited' development serviced by private wells. It is not the intent to allow large scale new development on private wells, only some limited infill development in estate residential. All development will ultimately be serviced by the South Peel Servicing System as indicated by Regional Policy 6.3.2.1  | 39 | Part of Section 4.5.4 has been moved to Section 4.7.2 to address comments raised by the ROP and CVC (Ref 1L62 and 1N86). See responses to the relevant comments below. Suggested wording has been added to the policy which is now re-numbered Section 4.7.2.3. |
|  | 40 | Section 4.5.16.3-Contaminated Sites and Waste Disposal Sites. A Policy is required stating the Region of Peel will not accept dedication of lands (see Planning Act) which are contaminated if there is the potential for contamination without a Record of Site Condition undertaken as stated by PPS Policy 1.1.3.3 & 3.2.2.  | 40 | A new Policy 4.5.15.4.5 has been included to address comment.   |
|  | 41 | Section 4.7.5-Waste Management, Paragraph 2. Peel Region is responsible for collection, processing, transfer and disposal of waste and assumed  | 41 | After consultation with Region Staff, refinement of the preamble of Section 4.7.5 and Schedule "F" has been made to   |

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|  |    | <p>responsibility for collection of waste from the area municipalities in 1994.</p> <p>Although "Schedule F" includes all of the former Municipal Landfill Sites please note that it does not make any distinction between closed Municipal and Private Landfill Sites. The Region of Peel is only responsible for monitoring former Municipal Landfill Sites.</p> <p>The location of contaminated sites should be verified with Elaine Gilliland, Supervisor Pollution Control (Water &amp; Wastewater Treatment Division).</p> <p>The Algonquin Power Energy from Waste Facility at 7656 Bramalea Road (south of Highway 407) should be included in Schedule F.</p> <p>The Caledon Sanitary Landfill Site is the only active public landfill in the Region of Peel. The Britannia Sanitary Landfill closed on June 29, 2002.</p> |    | <p>clarify the Region's responsibilities for waste management and the status of the landfill sites, i.e. private vs public and existing vs closed.</p> <p>Contaminated sites are removed from Schedule F as they are now addressed by the Record of Site Regulations.</p> <p>The statement in Section 4.7.5 is based on Section 6.4 ROP (November 2005) which states that both landfillsites are active. Based on this latest comment, refinement to Section 4.7.5 has been made.</p> |
|  | 42 | <p>Transfer Stations, Incinerators and Waste Processing Plants-The picture captioned as "Peel Region Transfer Station" is actually the Brampton Community Recycling Centre at 395 Chrysler Drive. The Peel Integrated Waste Management Facility is located at 7795 Torbram Road (south of Highway 407). Please note that another Community Recycling Centre is to be located at Railside Drive (west of Hurontario Street, south of Sandalwood Parkway), which should be opened by Spring 2008.</p>  | 42 | <p>Comment noted and photo caption has been corrected.</p>  |
|  | 43 | <p>Liquid Waste 4.7.5.9-Please note that Household Hazardous Waste from Peel residents is accepted at the Region's Community Recycling Centers. This material is bulked and transferred off-site for recycling and/or disposal by appropriately licensed companies.</p>  | 43 | <p>Comment noted.</p>   |
|  | 44 | <p>Policy 4.7.1.1-Sanitary Sewerage-Remove the words 'and the Provincial Government' as the use here is incorrect.</p>   | 44 | <p>Suggested correction has been made.</p>  |
|  | 45 | <p>Policy 4.7.2 Water Supply-Remove the words 'through agreements with the Province of Ontario' as the use is incorrect.</p>   | 45 | <p>Suggested correction has been made.</p>  |
|  | 46 | <p>Policy 4.5.4 Water Supply and Conservation-We suggest these policies be moved to Section 4.7 'Infrastructure and Utilities'</p>   | 46 | <p>Suggested change has been made.</p>  |
|  | 47 | <p>Schedule F-Infrastructure and Utilities-This schedule has out-of-date information on Regional facilities and should be corrected.</p>   | 47 | <p>Regional facilities on Schedule "F" have been updated accordingly but further information from Peel Region is still awaited.</p>   |



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|   | 48 | <p>5.17.18-RURAL No Transition policies for Agriculture</p> <p>As a consequence of the Northwest Brampton Official Plan Amendment and the gradual phasing out of rural uses in Brampton (with the exception of Environmentally Sensitive/ Significant Areas), it would be necessary for Brampton to consider the potential for urban agriculture in the Plan area and to determine how this land use can contribute productively in an urban setting.</p>  | 48 | <p>Agricultural policies have been reintroduced into the OP as Section 4.15 through a modified OP93-245 in order to recognize that agriculture activity can continue in Brampton in the transitional period.</p>            |
|   | 49 | <p>The ROP points towards creating a better designed physical environment that reduces the possibility of crime (Section 7.4, Chapter 7 of the ROP). As per the ROP, the area municipalities should include policies in their plans that support the design of communities (which can include a mix of residential and employment uses) to minimize crime by including Crime Prevention through Environmental Design (CPTED) principles in the development (Policies 7.4.2).</p>   | 49 | <p>There are existing policies in the Draft Official Plan regarding CPTED principles. As well, additional provisions have been included to further address this matter. See responses to Peel Regional Police (Ref 1A).</p> |
| <b>Email from Mark Head (July 13, 2006)</b> |    |  |    |   |
|   | 50 | <p>Regional staff are pleased to provide the following comments further to our meeting on June 29, 2006. Further to your request for comments in the form of modifications, Regional staff have prepared the following recommended additions, deletions and revisions to the Draft Official Plan (dated April 10, 2006) for consideration and further discussion at our meeting on July 24, 2006. The comments in this memo pertain primarily to the Plan's natural environment/natural heritage system policies. Comments on other policies of the Plan will be provided through separate correspondence.</p> <p>Please note that suggested new and revised policies are indicated in <b><i>bold italics</i></b> and that, where applicable, we have incorporated Conservation Authority comments in order to facilitate your updating of the Draft Plan. Recommended definitions to be added to the Plan are indicated in <b><u>underlined bold italics</u></b>.</p> <p>Comments 1 to 16 address the introductory policies of section <b>4.5 Natural Areas and Environmental Management</b> relating to watershed/subwatershed planning, water resources, and environmental implementation reports.</p> <p>Comment 17 requests the addition of private well monitoring, protection and mitigation policies.</p> <p>Comments 18 to 23 recommend the addition of new</p> | 50 |   |

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|  |    | <p>policies to establish natural heritage system policies, modelled on the City's current approach that uses watershed planning and subwatershed studies to identify and define a natural heritage system. These changes represent the most significant enhancement to the Official Plan that would set the Plan's natural heritage policies apart as a leading approach in the region. The added policies also address requirements for conformity with the Regional Official Plan (ROP) and consistency with the Provincial Policy Statement (PPS).</p> <p>Comments 24 to 54 are corresponding revisions that follow from the policies of the natural heritage system framework, or that improve clarity and interpretation of policy and the formatting, structure and order of policy for ease of reading.</p> |    |   |
|  | 51 | <p><b>Section 1.4 Interpretation of the Official Plan</b></p> <p>Delete section 1.4, paragraph 2, 5<sup>th</sup> sentence in its entirety.</p> <p>Although it appears the intent is to provide guidance where there may be competing policy objectives and interpretation, it is the opinion of Regional staff that the proposed wording unnecessarily weakens the Official Plan policies related to protection of the natural environment.</p> <p>Appropriate flexibility has been incorporated in other policies of the Plan (see flexibility clause in section 1.4 and sections 4.5.7.5, 4.5.8.10 and 4.5.8.11).</p>  | 51 | The statement has been deleted.   |
|  | 52 | <p><b>Section 4.5 Natural Areas Objectives</b></p> <p>Water resources objectives should be added to the Plan in order to establish the purpose and intent of policies that follow in subsequent sections.</p> <p>Revise section 4.5 by adding the following:</p> <ul style="list-style-type: none"> <li>a) <i>Ensure that land use planning contributes to the protection, improvement and restoration of water resources;</i></li> <li>b) <i>Maintain and, where possible, improve or restore surface and ground water resources in sufficient quality and quantity to meet existing and future uses and ecological requirements on a sustainable basis; and</i></li> <li>c) <i>Ensure that land use decisions promote water conservation and support the efficient use of water resources.</i></li> </ul>        | 52 | The suggested objectives have been included as Objectives (b), (d), and (g) respectively. |

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|  | 53 | <p><b>Section 4.5.1 Watershed Plans and Subwatershed Studies</b></p> <p>In order to maintain consistency with new policy provided in the 2005 PPS, we recommend that a new policy be added as follows and the remaining policies renumbered accordingly:</p> <p><b>4.5.1.1</b><br/> <i>Watershed plans and subwatershed studies shall identify surface water features, ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed including the identification of sensitive and vulnerable surface and ground water features. Development and site alteration will be restricted in or near sensitive and vulnerable surface and ground water features such that these features and their related hydrologic functions will be protected, improved or restored.</i></p> | 53 | Suggested new policy has been added as Section 4.5.1.1.   |
|  | 54 | <p><b>Section 4.5.1.1 Subwatershed Studies to Conform with Watershed Plans</b></p> <p>Revise section 4.5.1.1 by deleting the word “generally”. Subwatershed studies should conform with the goals and objectives of watershed plans.</p>  | 54 | Staff do not support suggested wording change as the original wording of “generally” provides some flexibility that may be required for changes through EIRs. This policy has been renumbered as Section 4.5.1.2. |
|  | 55 | <p><b>Section 4.5.1.2 Content of Subwatershed Studies</b></p> <p>Revise section 4.5.1.2, 2<sup>nd</sup> sentence by adding <i>“including impacts to private well supplies”</i> after “the impact or potential impact on water quality and quantity”.</p>  | 55 | Suggested wording has been added to Section 4.5.1.3.  |
|  | 56 | <p><b>Section 4.5.1.3 Development to Conform with Subwatershed Studies</b></p> <p>Revise section 4.5.1.3 by deleting the word “generally”. Development applications should be required to conform with the recommendations of approved subwatershed studies.</p>  | 56 | See response Ref 1L54 above.  |
|  | 57 | <p><b>Section 4.5.1.6 Updating of Subwatershed Studies</b></p> <p>1. Revise section 4.5.1.6 - In addition to comments provided by the Credit Valley Conservation Authority, we request that the following be added at the end of the policy:</p> <p><b>4.5.1.6</b><br/> In rare occasions...development proceeds in an</p>  | 57 | Suggested provision has been included accordingly into Section 4.5.1.7.   |

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|  |    | <p>area. <i>In cases where planning decisions are likely to have a significant immediate or cumulative impact, the need to update a subwatershed study shall be determined jointly with relevant agencies and the Region of Peel prior to further development being approved.</i></p> <p>This recommendation is consistent with policy direction in the ROP</p>  |    |   |
|  | 58 | <p><b>Section 4.5.1.7 Significant Vegetation and Woodlands</b></p> <p>Delete section 4.5.1.7 in its entirety. Policy specific to the identification and protection of woodlands and significant vegetation should be addressed in sections 4.5.7 and 4.5.9. The current wording that woodlands and vegetation will be accommodated where feasible may weaken protection for these features. It is also not clear that this policy would conform with ROP policy direction that Regional Core Greenlands and locally significant woodlands be protected from development and site alteration.</p>   | 58 | Policy has been deleted.  |
|  | 59 | <p><b>Section 4.5.2 Environmental Implementation Reports</b></p> <p>Add the following new policy and renumber the subsequent sections accordingly.</p> <p><b>4.5.2.1</b><br/> <i>Environmental Implementation Reports (EIRs) shall be required to address the impacts of development on the natural environment and to implement the recommendations of subwatershed studies. EIRs shall be completed to the satisfaction of the City of Brampton in consultation with relevant agencies prior to approval of community block plans.</i></p> <p>This simply provides policy that reflects the intent of the preamble for this section. There currently is no policy to indicate the requirement.</p> | 59 | Suggested new policy has been added.  |
|  | 60 | <p>The proposed wording of policy 4.5.2.1 (iv) is unclear and should be revised.</p> <p><b>4.5.2.1 (iv)</b><br/> <i>(iv) measures for the protection, maintenance, enhancement and ongoing management of natural features, functions and linkages comprising the natural heritage system including requirements for monitoring consistent with an Adaptive Environmental Management (AEM) approach."</i></p>   | 60 | Proposed wording change has been made with some modification to accommodate also CVC's suggestion. Policy has been re-numbered Section 4.5.2.2. |

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|  | 61 | <b>Section 4.5.2.4 Evaluation of EIRs</b><br><br>This policy is unclear and should be reworded or deleted.   | 61 | The wording has been improved and the section has been renumbered as Section 4.5.2.5.   |
|  | 62 | <b>Section 4.5.4 Water Supply and Conservation</b><br><br>We recommend that sections 4.5.4, 4.5.4.1 and 4.5.4.2 be moved to section 4.7 which more appropriately addresses infrastructure and servicing and not be included as part of the natural environment policies of the Plan.   | 62 | Suggested restructuring has been made including moving Section 4.5.4 Water Supply and Conservation and the relevant policies to Section 4.7.2 |
|  | 63 | In order to indicate that it is not the responsibility of the Region of Peel to adopt policies and attach conditions to development approval, delete the introductory statement to section 4.5.4.1 and replace it with the following:<br><br><b>4.5.4.1</b><br><i>To continue to provide a potable water supply, the following policies apply:</i>   | 63 | Suggested wording change has been made. See Section 4.7.2.1.  |
|  | 64 | We recommend that policies 4.5.4.3 and 4.5.4.4 be moved to section 4.5.5 which more appropriately addresses policies for the protection of groundwater resources.  | 64 | The policies have been moved to Sections 4.5.4.6 and 4.5.4.7 as suggested.  |
|  | 65 | <b>Section 4.5.5 Groundwater Resources</b><br><br>We recommend that policy 4.5.5.1 be reworded and relocated to section 4.7 which more appropriately addresses servicing related issues (please see the Region's comments under section 4.5.4).  | 65 | The policy has been reworded to address CVC's and this comment and moved to Section 4.7.2.3 as suggested.                                     |
|  | 66 | Delete policy 4.5.5.2 as it will now be included in policy 4.5.1.1 (see comments under section 4.5.1).   | 66 | This policy has been deleted.   |
|  | 67 | <b>Private Well Monitoring and Mitigation</b><br><br>In order to address the impacts of development on private well supplies in urbanizing areas, the Region is requesting that the following policies be added to the Plan to require private well monitoring, protection and mitigation through the development approval process.<br><br>Add the following new policy after section 4.7.2:<br><br><b>4.7.2.1</b><br><i>In order to address potential cumulative impacts to existing private well supplies in urbanizing areas, the City shall require private well monitoring, protection or mitigation strategies through the development approvals process.</i><br><br>Please note that the Region is reviewing the need for | 67 | Suggested new policy has been added as Section 4.7.2.4.   |

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|  |    | additional policies to clarify how developer obligations for private well monitoring, protection and mitigation should be incorporated within the Official Plan. Subject to the Region's finalization of the review, additional comments will be forwarded to the City for consideration. Additional policy for sections 5.4, 5.5 and 5.6 may be requested.  |    |  |
|  | 68 | <b>Section 4.5 Natural Areas and Environmental Management</b><br><br>Regional staff agree with CVC staff's suggestions to rename this section to <i>"Natural Heritage System and Environmental Management"</i> .   | 68 | This section has been re-titled "Natural Heritage and Environmental Management".   |
|  | 69 | Preamble, Paragraph 5 – At a minimum, the City OP policies must recognize, identify and protect the Core Areas of the Region of Peel Greenlands System. The features designated on Schedule D should be called, <i>"Natural Heritage Features and Areas"</i> to be consistent with the PPS and the introduction of these features and areas in the Preamble should be revised as follows:<br><br><i>Natural Heritage Features and Areas are designated on Schedule "D" of this Plan as follows:</i> <ul style="list-style-type: none"> <li>• <i>Valleylands and Watercourse Corridors</i></li> <li>• Woodlands</li> <li>• Wetlands (Provincially Significant and Other Wetlands)</li> <li>• Environmentally Sensitive Areas and Areas of Natural and Scientific Interest</li> <li>• <i>Fish and wildlife habitat</i></li> <li>• <i>Habitat of threatened or endangered species</i></li> <li>• Greenbelt <i>Plan Natural System</i></li> <li>• Special Policy Areas (<i>floodplain management areas as defined by the Provincial Policy Statement</i>)</li> </ul> | 69 | Schedule "D" has been retitled as suggested.<br><br>Suggested wording changes to the text have been made with some minor modifications.  |
|  | 70 | <b>Section 4.5.7 Natural Features and Functions</b><br><br>Regional staff agree with CVC staff's suggestion to rename this section to <i>"Natural Heritage System"</i> .   | 70 | Section heading has been changed as suggested and is also re-numbered Section 4.5.6.   |
|  | 71 | Regional staff recommend replacing policies 4.5.7.1 to 4.5.7.7 with the following policies to clarify the approach for the identification, protection, enhancement and restoration of the City's natural heritage system. We suggest the following revisions will strengthen the Plan and set it apart as a leading example of natural heritage system policy in the Region. The approach reflects current practice by allowing the identification and refinement of the   | 71 | Staff consider some of the suggested changes in respect of introducing a three-tier natural heritage system (Core, Supportive Core and Restoration Area) not necessary at this stage. The current policy framework of identification and refinement of the natural heritage system through watershed plans, subwatershed studies and natural heritage system |

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|  |    | natural heritage system through watershed plans, subwatershed studies and natural heritage system studies. Furthermore, the policies provide clarity and consistency to ensure the policies of the PPS and Regional Official Plan are adequately addressed.   |    | <p>studies already serves the same purposes while allowing for more flexibilities in terms of the need to update the mapping i.e. the suggested Figure D-1.</p> <p>As well, the three-tier system represents a major change from the draft document which has been subject to an extensive public consultation process. Incorporating this change will require additional consultation before adoption.</p>       |
|  | 72 | <p>2. Preamble:</p> <p><i>It is the intent of City Council to identify, protect, enhance and restore a natural heritage system for the City of Brampton. A <u>natural heritage system</u> is made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. Natural Heritage Features and Areas comprising the City's natural heritage system are designated on Schedule "D" of the Official Plan.</i></p>  | 72 | <p>Suggested wording change has been made with some modifications to address also CVC and TRCA's comments on this section.</p>  |
|  | 73 | <p>New policies for Section 4.5.7:</p> <p><b>4.5.7.1</b><br/><i>The City's natural heritage system is categorized into Core natural heritage features and areas, Supportive Core natural heritage features and areas, and Restoration Areas.</i></p> <p><b>4.5.7.2</b><br/><i>The Core natural features and areas provide favourable conditions for uninterrupted natural systems, maximum diversity and ecological sustainability, and therefore, warrant the greatest level of protection.</i></p> <p><b>4.5.7.3</b><br/><i>The Supportive Core natural features and areas play a crucial role in supporting the <u>integrity</u> of the Core features and areas.</i></p> <p><b>4.5.7.4</b><br/><i>Restoration Areas are lands and waters that have the potential to be enhanced, improved or restored to a natural state, contributing to the enhancement of the City's natural heritage system. It is the policy of this Plan that Restoration Areas will be added to the natural heritage system over time in accordance with guidance provided in watershed plans, subwatershed studies, natural heritage system studies and site specific studies where such</i></p> | 73 | <p>As stated in the responses above, suggested policies/provisions/references regarding the three-tier system will not be included. Other wording changes have been included accordingly as stated below.</p> <p>Suggested policies 4.5.7.1 to 4.5.7.3 are not included as the three-tier system is not applied.</p> <p>Suggested provisions for Restoration Areas have been incorporated in Section 4.5.6.9.</p> |

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|  |  | <p><i>lands and waters will be shown or described conceptually until appropriate restoration or enhancement opportunities are identified.</i></p> <p><b>4.5.7.5</b><br/> <i>The extent of the City's natural heritage system will be evaluated and identified through watershed plans, subwatershed studies and natural heritage system studies prepared through the City's development process and in consultation with relevant agencies. The results of these studies may refine the extent of the natural features designated on Schedule D, and the Core and Supportive Core natural heritage features and areas of the City's natural heritage system identified on Figure D-1. If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan), refinement of boundaries of natural features may be determined on a site by site basis through an Environmental Impact Report or Environmental Impact Study.</i></p> <p><b>4.5.7.6</b><br/> <i>The Core natural features and areas of the City's natural heritage system are generally identified on Figure D-1 of the Official Plan and shall be defined as:</i></p> <ul style="list-style-type: none"> <li><i>a) Provincially significant wetlands;</i></li> <li><i>b) Environmentally Sensitive or Significant Areas;</i></li> <li><i>c) Habitats of threatened or endangered species;</i></li> <li><i>d) Regionally significant valleylands and watercourse corridors;</i></li> <li><i>e) Regionally significant woodlands that are a minimum of 30 hectares (75 acres) in area;</i></li> <li><i>f) Locally significant woodlands greater than 2 hectares (5 acres) in area, unless a subwatershed study determines that such a woodland is not locally significant;</i></li> <li><i>g) Any other woodland identified as locally significant through a subwatershed study;</i></li> <li><i>h) Any other natural heritage feature or area identified as Core natural heritage feature and/or area through studies, in consultation with the relevant agencies.</i></li> </ul> <p><b>4.5.7.7</b><br/> <i><u>Development</u> and <u>site alteration</u> within the Core natural features and areas of the City's natural heritage system is not permitted, except for:</i></p> <ul style="list-style-type: none"> <li><i>a) Development permitted within approved Two Zone or Special Policy Areas identified within the Official Plan;</i></li> <li><i>b) <u>Minor development</u>, <u>minor site alterations</u> and <u>compatible recreation</u>;</i></li> <li><i>c) <u>Essential infrastructure</u>; and</i></li> </ul> |  | <p>Suggested wording has been included in Section 4.5.6.2 with modifications to exclude references to the three-tier system which is not applied.</p> <p>Suggested policy is not included as the three-tier system is not applied. The intent and principles of the suggested policy have been incorporated into the general policies for the Natural Heritage System as well as the specific policies for the relevant features/areas.</p> <p>Suggested new policy is not included as the three-tier system is not applied. The intent and principles of the suggested policy have been incorporated into the general policies for the Natural Heritage System as well as the specific policies for the relevant features/areas.</p> |
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|  |  | <p><i>d) Works for conservation purposes.</i></p> <p><b>4.5.7.8</b><br/> <i>The Supportive Core natural features and areas of the City's natural heritage system are generally identified on Figure D-1 of the Official Plan and shall be defined as:</i></p> <ul style="list-style-type: none"> <li><i>a) All other wetlands;</i></li> <li><i>b) Regional Earth and Life Science Areas of Natural and Scientific Interest;</i></li> <li><i>c) All other woodlands;</i></li> <li><i>d) Headwater source and groundwater discharge areas;</i></li> <li><i>e) All other valleyland and watercourse corridors;</i></li> <li><i>f) Fish and wildlife habitat; and</i></li> <li><i>g) Any other natural heritage feature or area of the City's natural heritage system identified as a Supportive Core natural feature and/or area through studies, in consultation with the relevant agencies.</i></li> </ul> <p><b>4.5.7.9</b><br/> <i>The Supportive Core natural heritage features and areas provide functions that support the Core natural features and areas of the City's natural heritage system and shall be protected from development and site alteration, unless it has been demonstrated that there will be no negative impacts on the Supportive Core natural features and areas or their ecological functions. Furthermore, policy 4.5.7.7 of this Plan applies to Supportive Core natural features and areas of the City's natural heritage system.</i></p> <p><b>4.5.7.10</b><br/> <i>Existing agricultural uses are permitted to continue within the City's natural heritage system.</i></p> <p><b>4.5.7.11</b><br/> <i>Restoration and enhancement opportunities will be identified through the conservation, restoration and land securement programs of public agencies and through private land stewardship.</i></p> <p><b>4.5.7.12</b><br/> <i>Where restoration opportunities are identified through the development approvals process in accordance with studies determining that natural heritage system restoration or enhancement is appropriate, these lands and waters will be added to the natural heritage system and placed in a protective zone category through block plan, subdivision and site plan approvals.</i></p> <p><b>4.5.7.13</b><br/> <i>Once identified for protection, Restoration Areas will be protected from development and managed so</i></p> |  | <p>Suggested new policy is not included as the three-tier system is not applied. The intent and principles of the suggested policy have been incorporated into the general policies for the Natural Heritage System as well as the specific policies for the relevant features/areas.</p> <p>Suggested new policy is not included as the three-tier system is not applied.</p> <p>Suggested policy has been included as Section 4.5.6.7.</p> <p>Suggested policy has been included as Section 4.5.6.10.</p> <p>Suggested policy has been included as Section 4.5.6.11.</p> <p>Suggested policy has been included as Section 4.5.6.12 with some modification.</p> |
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|  | <p><i>as to establish natural conditions and self sustaining natural vegetation. When such lands and waters have been restored, they may be designated on Schedule D in accordance with a specific natural heritage policy of the Plan. The addition of Restoration Areas to Schedule D to will not require an amendment to this Plan.</i></p> <p><b>4.5.7.14</b><br/> <i>Development and site alteration within Restoration Areas may be permitted provided that it is demonstrated that there will be no negative impacts on the natural heritage system features and areas or their ecological functions.</i></p> <p><b>4.5.7.15</b><br/> <i>Detailed policies for restoration and enhancement of the natural heritage system through buffers, linkages and corridors are provided in policy 4.5.14 [Policy renumbering is explained on pg. 9, under "Section 4.5.11"].</i></p> <p><b>4.5.7.16 Adjacent Lands</b></p> <p><b>4.5.7.16.1</b> <i>Development and site alteration shall not be permitted on lands adjacent to the natural heritage system unless an Environmental Implementation Report and/or Environmental Impact Study has demonstrated that there will be no negative impacts on the ecological function of the system or its ecological features.</i></p> <p><b>4.5.7.16.2</b> <i>For the purposes of policy 4.5.7.16.1, adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands shall be determined in consultation with the Conservation Authorities having regard for standards recommended by the Province.</i></p> <p><b>4.5.7.17</b><br/> <i>On lands subject to a development application where any natural feature or area designated on Schedule D or identified on Figure D-1 is damaged or destroyed, there will be no adjustment to the boundary or re-designation of these features or areas in the Official Plan and it will be a condition of the development approval that the applicant prepare a <u>site restoration plan</u> for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.</i></p> <p><b>4.5.7.18</b><br/> <i>To encourage the conservation of the <b>natural</b></i></p> | <p>Suggested policy has been included as Section 4.5.6.13.</p> <p>Suggested policy is not included as the three- tier system is not applied.</p> <p>Suggested policy has been added as Section 4.5.6.6.</p> <p>Suggested policy has been added as Section 4.5.6.3.</p> <p>Suggested policy has been added as Section 4.5.6.8 but reference to the three- tier system is excluded.</p> <p>Suggested wording change has been made</p> |
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|  | <p><i>heritage system</i>, the City may consider such implementation procedures as density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.</p> <p><b>4.5.7.19 No Net Loss</b></p> <p><b>4.5.19.1</b><br/>The City shall strive to achieve no net loss to the natural heritage system. In some instances, <i>where studies demonstrate that development and site alteration will have no negative impact on a Supportive Core feature and/or area</i>, the <u>compensation</u> for the feature and/or area that is no longer retained as part of the natural heritage system may be requested and <u>compensation</u> may be provided at another appropriate location to maximize the benefits to the <i>natural heritage system</i>.</p> <p><b>4.5.7.19.2</b><br/><i>The removal of natural heritage features and areas from the City's natural heritage system will be justified by an Environmental Impact Report or Environmental Impact Study in consultation with the Conservation Authorities and relevant agencies. These studies will demonstrate to the satisfaction of the City in consultation with the Conservation Authorities that there will be no net loss, and if possible a net gain, in natural heritage system values and ecological functions.</i></p> <p><b>4.5.7.19.3</b><br/><i>The added lands will at least equal the removed lands in area and quality.</i></p> <p><b>4.5.7.19.4</b><br/><i>The added lands should abut other portions of the City's natural heritage system, and preferably should be within the subject lands or within other suitable lands identified to the satisfaction of the City and relevant agencies.</i></p> <p><b>4.5.7.19.5</b><br/><i>Development and site alteration permitted to facilitate essential services will be encouraged to meet the no net loss objectives of the Official Plan and provide appropriate <u>compensation</u> where feasible.</i></p> <p><b>4.5.7.20</b><br/><i>In cases where a Supportive Core natural feature and area overlaps a Core natural feature and area, the portion of the Supportive Core natural feature and area that is overlapping shall be subject to the more restrictive policy of the Core natural heritage system.</i></p> | <p>in the re-numbered Section 4.5.6.20.</p> <p>Suggested wording changes have been made with modifications to place more emphasis on the objective of achieving "Net Ecological Gain" as has also been recommended by TRCA and CVC. See Section 4.5.6.14.</p> <p>Suggested policy has been added as Section 4.5.6.15.</p> <p>Suggested policy has been added as Section 4.5.6.16.</p> <p>Suggested policy has been added as Section 4.5.6.17.</p> <p>Staff do not consider this policy necessary as it may weaken the protection for natural heritage. Sufficient flexibility has been built in the policies for considering essential services.</p> <p>Suggested new policy is not included as the three-tier system is not applied.</p> |
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|  | 74 | <p><b>Sections 4.5.8 to 4.5.12</b></p> <p>Regional staff have taken a systematic review of these sections of the City's draft OP and have attempted to augment CA and Regional comments and further clarify policies to be consistent with the PPS and to conform to the intent of the ROP. In addition, recommendations are made to provide for a consistent format throughout these sections, which begins with the general and prohibitive policies first, followed by more detailed policies.</p> <p><b>Section 4.5.8 Valleylands and Watercourses</b></p> <p>Regional staff agree with CVC's suggestion to rename this section to "<b>Valleylands and Watercourse Corridors</b>" – see pg. 16 of CVC comments.</p>   | 74 | <p>These sections have been renumbered as 4.5.7 to 4.5.13.</p> <p>Section has been renamed as suggested. This is now Section 4.5.7.</p>                 |
|  | 75 | <p>Preamble – Delete paragraph 3, as permitted uses within Valleylands and Watercourse Corridors are addressed in Policies 4.5.7.7, 4.5.7.9 and 4.5.7.10.</p>   | 75 | <p>Paragraph 3 is retained with some refinement as the suggested policies except 4.5.7.10 are not included as the three-tier system is not applied.</p> |
|  | 76 | <p>Move policy 4.5.8.5 to become policy <b>4.5.8.1</b>. This policy needs to be clarified to differentiate between the level of protection for Core and Supportive Core natural features and areas of the City's natural heritage system.</p> <p><i>Development and site alteration is not permitted in valleylands and watercourse corridors identified as Core natural features and areas of the City's natural heritage system. Within valleylands and watercourse corridors identified as Supportive Core natural features and areas, development and site alteration is not permitted, unless it has been demonstrated that there will be no negative impacts on the feature and its ecological functions. When considering a development application within a Supportive Core valleyland or watercourse corridor feature, the following shall be taken into account:...</i></p> | 76 | <p>The policy has been reordered as Section 4.5.7.1 but suggested wording change is not made as the three-tier system is not applied.</p>               |
|  | 77 | <p>Move policy 4.5.8.4 to become policy <b>4.5.8.2</b>.</p>   | 77 | <p>Policy has been re-numbered Section 4.5.7.2 as suggested.</p>  |
|  | 78 | <p>Move policy 4.5.8.6 to become policy <b>4.5.8.3</b>.</p>   | 78 | <p>Policy has been re-numbered Section 4.5.7.3 as suggested.</p>  |
|  | 79 | <p>Move policy 4.5.8.1 to become policy <b>4.5.8.4</b>.</p>   | 79 | <p>Policy has been re-numbered Section 4.5.7.4 as suggested.</p>  |
|  | 80 | <p>Change policy 4.5.8.2 to policy <b>4.5.8.5</b> – using the York, Peel, Durham and Toronto (YPDT) model policies for watershed planning as guidance, this policy has been revised to provide direction in cases</p>   | 80 | <p>Suggested reordering and wording change have been made. See Section 4.5.7.5.</p>   |

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|  |    | <p>where lands to be conveyed to the City are contaminated. The proposed changes to these policies complement section 4.5.16.3 of the City's (also see pg.17 of CVC comments).</p> <p><i>All valleyland and watercourse corridors conveyed to the City of Brampton, including associated environmental hazards and defined conservation buffers, shall be in a condition satisfactory to the municipality. If any such lands are contaminated and prior to conveyance, the transferor, at the discretion of the City, will restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites.</i></p>  |         |  |
|  | 81 | Renumber policy 4.5.8.3 to become policy 4.5.8.6.  | 81      | Policy has been re-numbered Section 4.5.7.6 as suggested.  |
|  | 82 | 4.5.8.10 – This policy needs to be clarified so that it cannot be interpreted to allow for the re-designation of a valleyland or watercourse corridor feature resulting from adverse impacts associated with development or site alteration. The following is recommended to clarify that re-designation can only occur when the boundaries of the feature is refined through further  | 82 & 83 | Suggested refinement has been made. See Section 4.5.7.10.  |
|  | 83 | <p>Study and the adjustment and re-designation is appropriate, in consultation with the Conservation Authorities. It is recommended that this policy is broken into two policies. The first policy addresses cases where only the boundaries of the feature or area is adjusted and the feature or area is retained as part of the natural heritage system:</p> <p><i>Should further study refine the width of a valleyland or watercourse corridor feature, the portion of land no longer associated with the natural feature or its function will revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan. The refinement of valleyland and/or watercourse corridor features shall be determined in consultation with the Conservation Authorities and relevant agencies.</i></p> |         |  |
|  | 84 | <p>This new policy addresses cases where further studies have determined that a valleyland or watercourse corridor feature, other than a Core natural feature, is no longer functioning as part of the natural heritage system.</p> <p><b>4.5.8.11</b><br/><i>In cases where further approved studies, conducted</i></p>   | 84      | Suggested new policy has been added as Section 4.5.7.11 with some modifications to exclude the reference to the three-tier system i.e., Core features. |

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|  |    | <i>in consultation with the Conservation Authorities and relevant agencies, have evaluated a valleyland and/or watercourse feature, other than a Core natural feature, to not be significant to the natural heritage system the water course feature may revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan.</i>   |    |   |
|  | 85 | <b>Section 4.5.9 The Urban Forest</b><br><br>Regional staff agree with CVC staff's suggestions to rename this section to <b>"Woodlands and the Urban Forest"</b> .   | 85 | The section , now re-numbered 4.5.8 has been renamed as suggested.  |
|  | 86 | 4.5.9.1 – This policy needs to clarify that woodlands will be evaluated and identified for their level of significance in relation to their function within the overall natural heritage system.<br><br>Prior to development, <i>watershed plans, subwatershed studies and natural heritage system studies prepared through the City's development process and in consultation with relevant agencies,</i> will be required to evaluate <i>woodlands designated on Schedule "D" of this Plan, and identify which of those woodlands are Core and Supportive Core natural features and areas of the City's natural heritage system. The City will require that those woodlands identified as Core and Supportive Core natural features and areas be protected, enhanced and restored. The impacts of development adjacent to Core and Supportive Core woodlands will be addressed through sensitive subdivision and site design, where permitted and appropriate.</i> | 86 | The policy has been refined to include CVC's suggested minor wording changes only, but not those related to the three-tier system. See Section 4.5.8.1.             |
|  | 87 | 4.5.9.2 (also see pg. 20 of CVC comments) – this policy needs to clarify that development and site alteration may only occur in woodlands that are not Core natural features and areas of the City's natural heritage system.<br><br><i>The City will require that development and site alteration within or adjacent to a woodland, that is not a Core natural feature and/or area of the City's natural heritage system, submit a Woodland Mitigation Plan for approval, prior to the issuance of a grading or building permit. The Mitigation Plan must identify preservation and specific management measures, including conservation buffers that will protect the woodland and mitigate potential impacts. The Plan will also provide a detailed assessment of significant vegetation adjacent to the designated woodland, and identify appropriate tree protection measures to be implemented prior to, during and after</i>                                  | 87 | Changes have been made to include CVC's suggestion only. The references to core features are excluded as the three-tier system is not applied. See Section 4.5.8.2. |

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|  |    | <i>development and site alteration.</i>  |    |   |
|  | 88 | 4.5.9.13 – Delete this policy, as a general policy regarding density bonusing is included as policy 4.5.7.18.  | 88 | Policy is retained to provide clarity which is also consistent with TRCA's suggestion.  |
|  | 89 | <b>Section 4.5.10 Wetlands</b><br><br>Preamble, Paragraph 1, second sentence (also see pg. 20 of CVC Comments) – The PPS, 2005, states that development is not permitted in Provincially Significant Wetlands, with no exceptions. Please change this paragraph to the amendments recommended by CVC.  | 89 | CVC's suggested changes have been made. See preamble in the re-numbered Section 4.5.9.  |
|  | 90 | Preamble, Paragraph 2:<br><br>To address these different types of wetlands, they have been <b>designated</b> on Schedule "D" as Provincially Significant and Other Wetlands.   | 90 | Suggested wording change has been made.   |
|  | 91 | 4.5.10.1 and 4.5.10.2 (also see pg. 21 of CVC comments) – Need to reword to be consistent with the PPS and re-order for clarity:<br><br><b>4.5.10.1</b><br><i>Development and site alteration are not permitted within Provincially Significant Wetlands.</i><br><br><b>4.5.10.2</b><br><i>Development and site alteration shall not be permitted on adjacent lands to Provincially Significant Wetlands, unless the ecological function of the adjacent lands has been evaluated and it has been demonstrated that there will be no negative impacts on the natural features or on their ecological functions. Where no broad scale environmental studies have been prepared, an Environmental Impact Report or Environmental Impact Study prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially Significant Wetlands, in accordance with the requirements of the Provincial Policy Statement.</i> | 91 | Suggested changes have been made. See Sections 4.5.9.1 and 4.5.9.2.   |
|  | 92 | 4.5.10.3 (also see pg.21 of CVC comments):<br><br><i>Based on the recommendations of watershed plans, subwatershed studies and natural heritage system studies prepared through the City's development process and in consultation with relevant agencies, the City will require that those lands identified as Core and Supportive Core natural features and areas of the City's natural heritage system be protected, enhanced and restored through sensitive subdivision and site design, where permitted and</i>   | 92 | Suggested changes have been made except for the provisions regarding the three-tier system which is not applied. See Section 4.5.9.3. |

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|  |    | <i>appropriate, including appropriate stormwater management and sustainable management practices. Furthermore, the City will encourage wetland creation to mitigate the loss of locally significant and unevaluated wetlands.</i>  |    |   |
|  | 93 | 4.5.10.8 – Delete this policy, as a general policy regarding density bonusing is included as policy 4.5.7.18.  | 93 | Policy is retained to provide clarity which is also consistent with TRCA's suggestion.  |
|  | 94 | <p><b>Section 4.5.11 Environmentally Sensitive Areas and Areas of Natural and Scientific Interest</b></p> <p>Regional staff recommend separating ESA and ANSI policies into two policy sections of the Brampton OP, as these features are identified using different methodologies and as such should be considered differently in the context of policy within the OP.</p> <p><b><i>Section 4.5.11 Environmentally Sensitive Areas</i></b></p> <p>Preamble:</p> <p><b><i>Environmentally Sensitive Areas are designated on Schedule "D" and identified as Core natural feature and area on Figure D-1 of this Plan.</i></b></p> <p>Environmentally Sensitive Areas are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection or preservation in the long-term interests of the environment and the community. Environmentally Sensitive Areas are identified by Conservation Authorities according to set of established criteria. (also see page 22 of CVC's comments for more recommendations to the preamble for this section).</p> <p>4.5.11.2<br/>Rename this policy <b><i>4.5.11.1</i></b>. ESAs are Core Areas of the Regional Greenlands System, and therefore, development and site alteration is prohibited. Revise this policy to state:</p> <p>Grading, buildings and other works <b><i>are not permitted within an Environmentally Sensitive Area, with the exceptions identified in policy 4.5.7.3.</i></b></p> <p>4.5.11.3 (also see pg. 22 of CVC comments) – this policy needs to clarify that development and site alteration may only occur within Earth Science ANSIs. Revise to state:</p> <p><b><i>Where no broad scale environmental study has been prepared</i></b>, an application for site plan approval, amendment to a Zoning By-law or a subdivision proposed <b><i>adjacent to a Provincial Earth Science</i></b></p> | 94 | <p>Suggested changes have been made to split the section into two separate sections, See Section 4.5.10 Environmentally Sensitive/Significant Areas and Section 4.5.11 Areas of Natural and Scientific Interest.</p> <p>Changes have been made except for the provisions for the three-tier system which is not applied.</p> <p>Suggested wording change has been made. The policy is now re-numbered Section 4.5.10.3.</p> <p>Suggested change has been made with some modifications to also accommodate CVC's comments. See Section 4.5.11.3.</p> |



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|  |    | <p><b><i>Area of Natural and Scientific Interest, or adjacent to a Provincial Life Science Area of Natural and Scientific Interest</i></b>, the City and the Conservation Authority will require <b><i>an Environmental Impact Report or Environmental Impact Study</i></b> to the satisfaction of the City and Conservation Authority. <b><i>Study requirements</i></b> will be determined on a site specific basis.</p> <p>4.5.11.4<br/>Rename this policy <b><i>4.5.11.2</i></b>. The ROP policies state that Core Areas of the Regional Greenlands System, and as further detailed in the area municipal official plan, are not to be damaged or destroyed. Therefore, this policy needs to be revised to state:</p> <p style="padding-left: 40px;">Should the proponent of a development be unable or unwilling to provide adequate protection for <b><i>lands adjacent to</i></b> an Environmentally Sensitive Area, the application for development <b><i>will be refused</i></b>.</p> <p>4.5.11.5<br/>Rename this policy <b><i>4.5.11.3</i></b>. This policy needs to clarify that development is prohibited in ESAs and should be revised to state:</p> <p style="padding-left: 40px;">Where new development is proposed on a site, part of which is an Environmentally Sensitive Area as identified <b><i>on Figure D-1 as a Core natural feature and area of the City's natural heritage system, the City shall not permit development and site alteration within the Environmentally Sensitive Area and</i></b> shall endeavour to obtain such areas in public ownership by appropriate means...</p> <p>4.5.11.6 – Delete.<br/>Why should these policies be excluded from an EA? Policies in an Official Plan pertaining to these features should be considered in an EA through both the Municipal Class EA procedure and pursuant to the <i>Environmental Assessment Act</i>.</p> <p>4.5.11.1 – Rename policy <b><i>4.5.11.4</i></b></p> |    | <p>Suggested wording change has been made. See Section 4.5.10.5.</p> <p>This is not necessary as the three-tier system is not applied. Issues are also addressed by CVC's suggested changes.</p> <p>Policy has been deleted.</p> <p>Policy order is maintained but has been re-numbered to Section 4.5.10.1 as a result of the restructuring of this section.</p> |
|  | 95 | <p><b><i>Section 4.5.12 Areas of Natural and Scientific Interest</i></b></p> <p>Preamble:<br/>In order to reflect the current inventory of Areas of Natural and Scientific Interest in the City of Brampton, the preamble should be revised to state:</p> <p><b><i>Areas of Natural and Scientific Interest (ANSIs) are designated on Schedule "D" and are identified</i></b></p>  | 95 | <p>Section has been re-numbered to 4.5.11.</p> <p>Suggested wording change has been made with some modification to exclude</p>  |

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|  |    | <p><i>on Figure D-1 as Supportive Core (Regional Life and Earth Science ANSIs). Within the City of Brampton, there are three Areas of Natural and Scientific Interest, the Brampton Esker Regional Earth Science ANSI, the Heart Lake Forest and Bog Regional Life Science ANSI and the Huttonville Valley Regional Life Science ANSI.</i></p> <p>4.5.11.8<br/>Rename this policy <b>4.5.12.1</b>. If a feature is a Life Science ANSI, development is prohibited, and if an Earth Science ANSI development may occur. Revise this policy to state:</p> <p><i>Development and site alteration is not permitted within the Regional Earth and Life Science ANSIs identified as Supportive Core natural features and areas of the City's natural heritage system, unless it can be demonstrated that, in the case of Regional Life Science ANSIs, there will be no negative impacts on the natural features and their ecological functions, and in the case of Regional Earth Science ANSIs, there will be no negative impacts to the scientific value of the feature.</i></p> <p>4.5.11.3<br/>Rename this policy <b>4.5.12.4</b> (also see pg. 22 of CVC comments). This policy needs to clarify that development and site alteration may only occur in Earth Science ANSIs. Revise to state:</p> <p><i>Where no higher order environmental study has been prepared, application for site plan approval, amendment to a Zoning By-law or subdivision proposed adjacent to a Provincial Life Science Area of Natural and Scientific Interest, or within or adjacent to a Provincial Earth Science Area of Natural and Scientific Interest, the City and the Conservation Authority will require an Environmental Impact Report or Environmental Impact Study or a scoped Environmental Impact Study be prepared to the satisfaction of the City and Conservation Authority. The extensiveness of the study will be determined on a site specific basis.</i></p> |    | <p>references to the three-tier system.</p> <p>Changes have been incorporated accordingly to address CVC and ROP's comments. See Sections 4.5.11.1 and 4.5.11.3.</p> |
|  | 96 | 4.5.11.7 – Delete. Policy 4.5.11.3 and the new policy <b>4.5.7.15</b> address development within adjacent lands to natural heritage features and areas.   | 96 | The previous Section 4.5.11.7 has been deleted.  |
|  | 97 | <p><b>Section 4.5.12 Habitat Fisheries and Wildlife</b></p> <p>Rename to <b>4.5.13 “Fish and Wildlife Habitat”</b>. This section needs to be re-organized to begin with prohibitive policies first, followed by detailed policies.</p>  | 97 | The section has been renamed as suggested.   |

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|  | 98  | <p>Preamble – please see pg. 23 of CVC comments. This section needs to recognize that development and site alteration is not permitted within habitats of vulnerable, threatened or endangered species (VTEs), as well as the level of protection fish and wildlife habitat and VTEs have within the City's natural heritage system. Please revise to state:</p> <p>The presence of <i>fish and wildlife habitat</i> within an urban setting is a <i>significant</i> component of a healthy <i>and diverse self-sustaining</i> ecosystem. <i>Fish and wildlife habitat also</i> have secondary recreational or quality of life benefits (i.e. nature viewing, bird watching and sport fishing).</p> <p>There is considerable <i>Federal and Provincial</i> legislation <i>intended to protect fish habitat as components of a natural heritage system</i>. Municipal policies <i>need to</i> focus on <i>evaluating, identifying, protecting and restoring regionally and locally significant habitat features and areas, their functions and their linkages to natural heritage systems</i>.</p> <p><i>The Official Plan policies recognize that the local fish and wildlife habitat within Brampton</i> is linked to and forms part of the larger regional and provincial <i>natural heritage system</i>. <i>For this reason, fish and wildlife habitat are designated on Schedule "D" of this Plan. The City recognizes the need for both impact assessments and long-term monitoring to ensure that urban development can protect, maintain, enhance and restore biodiversity to achieve a self sustaining natural heritage system.</i></p> | 98  | Suggested wording changes have been made.                |
|  | 99  | <p>New policy <b>4.5.13.1:</b><br/><i>Development and site alteration in significant habitat of vulnerable, threatened or endangered species is not permitted.</i></p>  | 99  | Suggested new policy has been added as Section 4.5.12.1. |
|  | 100 | <p>New policy <b>4.5.13.2:</b><br/><i>Development and site alteration within significant wildlife habitat is not permitted, unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</i></p>   | 100 | Suggested new policy has been added as Section 4.5.12.2. |
|  | 101 | <p>New policy <b>4.5.13.3:</b><br/>The Federal Fisheries Act prohibits the harmful alteration of fish habitat <i>without authorization</i> and advocates a principal of no net loss of the productive capacity of fish habitat. Development and site alteration in fish habitat <i>shall not be permitted</i> except in accordance with Provincial and Federal requirements.</p>  | 101 | Suggested new policy has been added as Section 4.5.12.3. |

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|  | 102 | New policy <b>4.5.13.4:</b><br><i>The City shall reference the Fisheries management Plan prepared by the relevant Conservation Authorities to define fish habitat and fish habitat management requirements.</i>  | 102 | Suggested new policy has been added as Section 4.5.12.4.                              |
|  | 103 | Rename policy 4.5.12.1 to <b>4.5.13.5</b> (also see pg. 23 of CVC comments) – this policy needs to be consistent with the language of the PPS. Revise to state:<br><br><i>As part of a development application affecting fish and/or wildlife habitat, an Environmental Impact Report or Environmental Impact Study will be required, in consultation with relevant agencies, to determine any negative impacts on the feature and its ecological function, through all stages of the development process.</i> Such impact assessment shall include an inventory of existing <b>species</b> , populations, <b>and habitat</b> ; consideration of relocation, redesign and mitigation measures <b>to address</b> potential impacts on habitat; <b>and</b> long term management practices necessary to maintain, <b>restore or</b> enhance such populations and habitat.   | 103 | Suggested wording change has been made in Section 4.5.12.5.                           |
|  | 104 | Rename policy 4.5.12.2 to policy <b>4.5.13.6.</b>  | 104 | Policy has been renumbered and revised as per CVC's suggestion. See Section 4.5.12.6. |
|  | 105 | Rename policy 4.5.12.3 to policy <b>4.5.13.7.</b>  | 105 | Policy has been re-numbered to Section 4.5.12.7 as suggested.                         |
|  | 106 | Add the following new definitions to section 5.2.<br><br><i><b><u>"Compensation"</u> means habitat replacement or enhancement provided in response to the removal or loss of habitat or funded through means acceptable to the City in consultation with the Conservation Authorities.</b></i><br><br><i><b><u>"Essential Infrastructure"</u> means infrastructure that is deemed necessary in the public interest after all alternatives have been considered. Infrastructure includes sewage and water systems, waste management facilities, storm water management facilities, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.</b></i><br><br><i><b><u>"Natural Heritage System"</u> means a system made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations</b></i> | 106 | All suggested definitions have been added to Section 5.2.                             |

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|   |     | <p><i>of indigenous species and ecosystems. These systems can include lands and waters that have been restored and areas with the potential to be restored to a natural state.</i></p> <p><i><u>“Development”</u> means the subdivision of land, or construction of buildings and structures, requiring approval under the Planning Act but does not include activities that create or maintain infrastructure authorized under an environmental assessment process or works subject to the Drainage Act.</i></p> <p><i><u>“Minor Development and Site Alteration”</u> means development or site alteration, which due to its scale or intensity, can demonstrate no significant incremental cumulative impacts on the landform, features or ecological functions of the Greenlands System in Peel, as set out in further detail in the area municipal official plans.</i></p> <p><i><u>“Site Alteration”</u> means site grading, excavation or removal of top soil, vegetated cover and peat and the placing or dumping of fill.</i></p> <p><i><u>“Site Restoration Plan”</u> means a plan that provides for restoration and enhancement of valued features and functions at an altered or disturbed site as nearly as possible to natural conditions, while recognizing what is achievable and appropriate in the context of exiting and approved development on a site. Specific methods and requirements may be established through watershed plans and subwatershed studies.</i></p> |     |  |
| <b>Email from Mark Head (July 19, 2006)</b> |     |   |     |  |
|   | 107 | <p>Further to our memo of July 13, 2006 providing comments on the City's Draft Official Plan, we are also providing the following comments for your consideration and discussion at our meeting on July 24, 2006.</p> <p>These comments recommend policies that would address the impacts of development on private well supplies in urbanizing areas. The Region is requesting that the policies be added to the Plan to require private well monitoring, protection and mitigation through the development approval process.</p> <p>Add the following new policy after section 4.7.2:</p> <p><b>4.7.2.1</b><br/><i>In order to address potential cumulative impacts to</i></p>  | 107 | <p>Suggested new policies have been added to Section 4.7.2 to formalise existing practices in recent secondary and block plans.</p> <p>This has been added to Section 4.7.2.4.</p> |

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|  |     | <i>existing private well supplies in urbanizing areas, the City shall require private well monitoring, protection and/or mitigation strategies through the development approvals process.</i>   |     |   |
|  | 108 | <p><b>Section 5.4 Secondary Plans</b></p> <p>Add the following new section 5.4.7 after section 5.4.6 and renumber the subsequent sections accordingly.</p> <p>5.4.7<br/> <i>In support of approval of a secondary plan, and in addition to any subwatershed or environmental studies required by section 5.4.6, the City shall require a study to address the cumulative impacts to private well supplies and/or the inclusion of policies pertaining to private well monitoring, protection and mitigation. The study or policies will consider and identify strategies to protect private wells and/or mitigate impacts that are to be implemented through the development approvals process. Private well monitoring, protection and/or mitigation will be continued through requirements or conditions at the secondary plan, community block plan and subdivision approval stages as appropriate.</i></p> <p><i>Studies shall be completed in accordance with terms of reference satisfactory to the Region of Peel.</i></p> | 108 | Suggested policy has been added.  |
|  | 109 | <p><b>Section 5.5 Community Block Plans</b></p> <p>Add the following new policy 5.5.7 after policy 5.5.6 and renumber the subsequent policies accordingly.</p> <p>5.5.7<br/> <i>In support of approval of a community block plan, the City shall require private well monitoring, protection and/or mitigation strategies to be carried out in order to address the cumulative impacts of development on private well supplies. The monitoring, protection and/or mitigation strategies will be completed in accordance with terms of reference satisfactory to the Region of Peel and will build on any studies initiated during the preparation of secondary plans.</i></p> <p>5.5.7.1<br/> <i>The obligation for well monitoring, protection and/or mitigation shall be shared among the development proponents within a community block plan in accordance with a landowner cost sharing agreement as required by section 5.5.6 or in an alternative satisfactory arrangement.</i></p>  | 109 | Suggested policies have been added as Section 5.5.7 and 5.5.7 (i) to (iii). |

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|           |   | <p><b>5.5.7.2</b><br/> <i>The well monitoring and associated well protection and/or mitigation strategies shall be utilized and refined at a site specific scale as part of individual subdivision approvals.</i></p> <p><b>5.5.7.3</b><br/> <i>The requirements for private well monitoring, protection and/or mitigation shall be completed or addressed prior to subdivision approvals being granted.</i></p>  |     |  |
|           | 110   | <p><b>Section 5.6 Subdivision Approval</b></p> <p>In order to implement private well monitoring and mitigation through subdivision approvals, and to further clarify the obligations of development proponents, we also recommend that the policies for subdivision plan approval in section 5.6 be amended by adding the following new policy:</p> <p><b>5.6.5</b><br/> <i>As a condition of draft approval, assurances in the form of certification by a qualified professional shall be submitted to the Region of Peel in accordance with the Region's Guidelines for Clearance of Standard Draft Conditions for New Developments on Municipal Services and verifying that the terms of reference for private well monitoring and well protection/mitigation for the community block plan associated with the subdivision have been satisfied and that adequate mitigation strategies are in place.</i></p>   | 110 | Suggested policy has been added.   |
| <b>1M</b> | <b>Josh Campbell, Toronto and Region Conservation Authority (June 21, 2006)</b> |   |     |  |
|           | 1   | <p>I have had a chance to quickly review the City's most recent Draft OP. For the most part, it appears as though the majority of the comments identified in our correspondence dated April 4, 2006 (see attachment) have not yet been incorporated. As such, the basis for our discussions next week are essentially outlined in that letter.</p> <p>Additionally, it appears as though CVC has also issued their comments - and for the most part their major concerns with the draft echo ours (i.e. strengthen the City's desire to implement a systems-based ecosystem approach to planning by better linking the plan's strategies and policies; strengthen the text in terms of natural heritage systems and hazard management terminology and policies to be more consistent with the new PPS; strengthen the documents framework and policies in terms of requiring BMPs (aka Sustainable Management Practices); revisit the proposed natural hazard</p> | 1   | <p>Owing to the timing of the comments, staff was only able to address some of them in the last version of the Draft Official Plan in April 2006. Some of the remaining comments have either been overtaken by events or have since been addressed as detailed in the following responses.</p> <p>Comment noted.</p> |

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|  |   | <p>management framework and strategies outlined in the document; further consider recognizing CA's strategies and plans within the document , broaden the scope of the proposed density bonus/transfers identified for some natural heritage features to more broadly apply; revise Schedule D to reflect most recent data sets etc...).</p> <p><b>TRCA's Letter dated April 4, 2006 submitted by Quentin Hanchard regarding TRCA staff comments on the Draft Official Plan (dated March 2, 2006)</b></p> <p>As the City of Brampton serves as a unique and integral component of the Toronto and Region Conservation Authority's (TRCA's) watersheds, we would like to commend the City for embracing a 'Sustainable City Concept' as the foundation for your updated Official Plan. We are also pleased that City staff continue to recognize the value of promoting a holistic, systems-based approach to planning in which a balance between the social, economic and natural environmental requirements of the community are reached. Finally, TRCA staff would like to thank the City of Brampton for continually welcoming our input throughout these various stages of the Official Plan Review.</p> <p>In this regard, it is our understanding that input from external agencies has not yet been formally requested by City staff as interdepartmental discussions remain. As such, please find below TRCA staff's initial comments based on our initial review of this draft of the plan:</p> <p><b>1.4 Interpretation of the Official Plan</b><br/>To provide for more flexibility in circumstances where lands may be deemed undevelopable due to the extent of natural hazards and/or natural heritage features on the property, we suggest the following revision to the text:</p> <p>"Unless specifically indicated, the individual or cumulative restrictions of the supplementary schedules and the policies respecting Natural Features and Environmental Management <del>shall</del> <i>will generally</i> not preclude the establishment of the general lands uses..." (page 1-3, second paragraph, 5<sup>th</sup> sentence)</p> |   | <p>Formal circulation and consultation of the Draft Official Plan has since been undertaken in May to June 2006.</p> <p>This statement has been deleted from Section 1.4 per ROP suggestion (Ref 1L51).</p> |
|  | 2 | <p><b>2.1 Physical and Environmental Considerations</b><br/>To strengthen the text in terms of the relationship(s) between natural heritage features and potential hazard lands, and to further support the City of Brampton's commitment to hazard management, we suggest referring to 'sound natural hazard management' throughout the text of this section (for example, please consider revising page 2-3, 1<sup>st</sup> paragraph, 1<sup>st</sup></p>   | 2 | <p>The suggested wording change has been made.</p>  |



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|  |   | sentence to read: "The <i>sound natural hazard management</i> and preservation of these systems...").   |   |  |
|  | 3 | In addition, to reinforce the influence the natural heritage system and/or associated natural processes which yield hazard lands have on the built form of Brampton's communities, we suggest excluding the term 'environmental constraints' throughout the text replacing it with 'natural heritage features' and/or 'natural hazards' where appropriate (for example, please consider revising page 2-3, 1 <sup>st</sup> paragraph, 1 <sup>st</sup> sentence to read: "...represent not only <del>constraints by virtue of</del> flooding and erosion hazards, but also a major component of the <del>land and water related ecosystem</del> <i>natural heritage system</i> "). | 3 | The suggested wording changes have been made with some modifications.  |
|  | 4 | To clarify the plan's interpretation of an ecosystem approach, we recommend replacing the last paragraph of this section with the following sentence:<br><br>"An <del>example of this approach to the Plan is the requirement for subwatershed management studies</del> <i>ecosystem approach works on multiple levels of system-based planning, from higher order Official Plan policies, to site specific implementation policies and requirements - subwatershed studies are on component of this.</i> " (page 2-3, last sentence, final paragraph of this section)  | 4 | The wording has since been changed in the April 10, 2006 version of the Draft Official Plan. Staff agree that the suggested wording is more appropriate and the text has been revised accordingly. |
|  | 5 | To strengthen the intent of this section and to be consistent with terminology used throughout the Provincial Policy Statement (PPS), it is recommended that "Objective (b)" be revised to read as follows:<br><br>"Conserve and protect the City's <del>environmental amenities</del> <i>natural heritage system</i> through sustainable development practices, <i>sound natural hazard management</i> , and a <i>systems-based</i> ecosystem approach to land-use planning and policy development." (page 2-3, Objective (b))   | 5 | The suggested wording change has been made.  |
|  | 6 | <b>2.4 The Strategic Plan: Six Pillars Supporting Our Great City</b><br><br><u>2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods:</u><br>Environmental protection not only benefits neighbourhoods from a recreational and connectivity perspective, but also provides invaluable ecological services such as maintenance of biodiversity, habitat for wildlife, control of flooding and erosion, moderation of temperature, production of oxygen, and sequestration of carbon dioxide. To better recognize this, we suggest revising the final sentence of this section to read:  | 6 | The suggested wording change has been made.  |

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|  |    | <p>"When planning and designing transportation corridors to achieve transit-oriented, mixed-use development, the City recognizes <del>the importance of accessibility and pedestrian friendly streetscapes</del> that healthy, sustainable communities integrate natural systems that provide for an accessible parks and recreation system that is based within a cohesive and comprehensive natural heritage system." (page 2-7, 2<sup>nd</sup> sentence)</p>  |    |   |
|  | 7  | <p>To further Brampton's commitment to environmental protection and a systems-based approach to ecosystem planning, we recommend 'Objective (c)' be revised to read as follows:</p> <p>"Conserve and protect <i>a sustainable system of significant <del>environmental</del> natural heritage</i> features such as woodlots, wetlands, marshes, rivers and streams." (page 2-8, Objective c))</p>  | 7  | The suggested wording change has been made.   |
|  | 8  | <p><b>2.5 Policies of Other Levels of Government</b></p> <p><u>2.5.1 - Federal Government</u></p> <p>Please note that we have recently been advised by our legal council that C.N.R. and C.P.R. are no longer owned and/or operated by the Federal Government (they are private facilities).</p>   | 8  | The statement has been amended accordingly to delete the reference to these operators.  |
|  | 9  | <p><b>3.1 Sustainable Planning Framework</b></p> <p>To better promote natural resource conservation and for consistency throughout this plan, we recommend the following be added to this section:</p> <p>Residential</p> <p>Include a new provision which promotes incorporating best management practices (BMPs) in urban design such as green urban and building design standards (i.e. principles of 'Leadership in Energy and Environmental Design (LEED)' advocated by the Canada Green Building Council). These 'green' standards provide practical ways to reduce resource dependant activities and promote increased efficiency in the provision and use of infrastructure by introducing progressive energy, soil, water and air conservation standards to traditional designs (Page 3-2).</p> | 9  | <p>Provision promoting sustainable management practices has been included under "Urban Design" as it applies to all development types. See CVC's comment (Ref 1N35) below.</p> <p>Similar provisions and policies have also been included throughout the OP. See response to City of Mississauga's comment (Ref 1G4) above.</p> |
|  | 10 | <p><b>Natural Areas and Environmental Management</b></p> <p>To clearly state the relationship between natural heritage systems and natural hazard management, we suggest that the title of this subsection be revised to read "<del>Natural Areas and Environmental</del> <i>Heritage Systems and Hazard Management</i>" (page 3-3). Additionally, to further strengthen the natural resource conservation component of this plan, we</p>  | 10 | <p>The heading has been changed to "Natural Heritage and Environmental Management" to be consistent with the title of Section 4.5.</p> <p>Suggested wording has been added.</p>   |

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|  |    | <p>suggest the following sentence be added to the third bullet point in this subsection:</p> <p>“...Promote conservation of resources, particularly non-renewable resources, through reduction of unnecessary consumption, recycling and reuse. <i>In addition, the City of Brampton will strongly encourage the use of best management practices which promote air, water, soil and energy conservation.</i>” (Page 3-3, final bullet point under this subsection)</p>  |    |   |
|  | 11 | <p>To better present the relationship between the City of Brampton and TRCA, the following revisions to the second bullet in this subsection should be made:</p> <p>“...Work closely with the Conservation Authorities <del>to conduct watershed</del> <i>on planning matters, at all levels</i>, to continue to provide a comprehensive, systems-based approach to environmental planning.”</p>   | 11 | Suggested wording change has been made. |
|  | 12 | <p>Urban Design</p> <p>To be consistent with the above, we recommend the following be added to the final bullet point in this subsection:</p> <p>“...Encourage innovative, diverse and high quality urban design <i>models committed to best management practices which support a framework for sustainable development.</i>”</p>  | 12 | Suggested wording change has been made. |
|  | 13 | <p><b>3.2 Sustainable City Structure</b></p> <p><u>3.2.1 Central Area</u></p> <p>As you are aware, a significant portion of the City of Brampton's Central Area has been designated a 'Special Policy Area (SPA)' by the Province due to its location within a floodplain. To reinforce the City of Brampton's high standard for public safety and risk management, and to ensure that this plan clearly does not conflict with Provincial natural hazard management policies, we suggest including the following:</p> <p>“At appropriate locations, <i>with consideration for public safety requirements</i>, infill and intensification will be encouraged...” (Page 3-6, second paragraph, 3<sup>rd</sup> sentence)</p> | 13 | Suggested wording has been added.       |
|  | 14 | <p><b>4.1 Residential</b></p> <p>To ensure consistency throughout the plan in reference to public safety and hazard management considerations, we recommend that 'Objective (b)' be revised to read as follows:</p>  | 14 | Suggested wording change has been made. |

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|  |    | "encourage the development of built forms that enhance the characteristics of the neighbourhood, <i>promote public safety</i> , encourage land use intensification and creating attractive streetscapes;" (page 4.1-2, Objective (b))   |    |  |
|  | 15 | <u>4.1.3 Estate Residential</u><br>Policy 4.1.3.4 - all of the natural heritage system protection provisions stated in this policy should be broadly applied to all types of residential development policies in this plan. Alternatively, this policy could be brought forward in one of the parent objectives/policies for all residential types described in this section.   | 15 | This policy has been moved to Section 4.1.1.13 (under General Policies – Residential) and added to Section 4.5.6.22 (under Natural Heritage System). |
|  | 16 | <u>4.1.4 Intensification</u><br>Policy 4.1.5.7 - please include reference to natural hazards in this policy (for example, please consider inserting a new point stating: ' <i>provisions to ensure public safety in terms of natural and man-made hazards</i> ');   | 16 | Suggested additional provision has been included to address also CVC's comment on this.  |
|  | 17 | <u>4.1.8 Design</u><br>To further advocate for sustainable community design, we recommend strengthening the text in this subsection to reference BMP standards for site and building designs and natural heritage system protection. In this regard, we suggest including the following, where appropriate, in the 'list of objectives' on page 4.1-22:<br><br><ul style="list-style-type: none"> <li>○ best management practices relating to waste reduction, and water, soil, air and energy conservation;</li> <li>○ efficient use of servicing and infrastructure; and</li> <li>○ to promote the preservation, and where possible enhancement, of natural heritage features and systems.</li> </ul> | 17 | Suggested objectives have been added to (iv) of the second paragraph in the preamble of Section 4.1.8.   |
|  | 18 | Policy 4.1.8.4 - in addition to encouraging the protection and enhancement of safe and attractive built form, and natural heritage features, we suggest including reference to best management practices and green building design in the text (for example, please consider inserting a new point stating: ' <i>encourage urban and building designs which promote best management practices in terms of waste reduction, and water, soil, air and energy conservation</i> ').   | 18 | Suggested consideration has been added to policy 4.1.8.4 to also address CVC's comment (ref 1M50).   |
|  | 19 | <u>4.1.11 Residential: Special Policy Areas</u><br>To be consistent with Provincial and Regional policies, as well as to clarify that additional study to   | 19 | The "Residential: Special Policy Areas" in the previous Section 4.1.11 have been moved to Section 4.13. As responded to                              |

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|  |    | determine the appropriate land uses within the Downtown Core area require further study and policy formulation, we recommend that the general residential guidelines for the Brampton Core SPA be highlighted in this section (including provisions for natural hazard management).   |    | Peel Region's comment Ref 1L3 above, Section 4.5.15 has been deleted pending the result of the review by the Province, TRCA and the City.       |
|  | 20 | <b>4.2 Commercial</b><br>To further the City of Brampton's commitment to a 'Sustainable City Structure', it appears as though there may be opportunity to strengthen this section in terms of green urban and building design for commercial developments. In this regard, we suggest including a sentence, where appropriate, articulating the City's desire to further best management practices for commercial development in terms of waste reduction, and water, soil, air and energy conservation (i.e. green urban and building design, and promoting LEED standards). | 20 | Suggested provision has been included in various policies including Sections 4.2.3.7 and 4.2.8.6. See responses in Ref 1G4, 1M9, 1N35 and 1N52. |
|  | 21 | <b>4.2.2 Central Area</b><br>Similar to our comments noted for the residential section of this plan (Section 4.1), we recommend including reference to promoting public safety in terms of hazard management, in particular in areas designated as Provincial SPAs within the Central Area. In this regard, it appears as though opportunities to express these requirements may be easily transitioned within the portion of the text referring to heritage resources and heritage protection on page 4.2-3, 3 <sup>rd</sup> paragraph.                                      | 21 | Reference to public safety and the SPA is already included in the last paragraph of the preamble.   |
|  | 22 | Policy 4.2.2.8 - to be consistent with Provincial and Regional policy, in addition to recognizing the challenges outlined in this policy we suggest including a provision for council to establish Community Improvement Programs, planning policies, development standards or financial assistance programs to improve public safety and hazard management within this area (for example, please consider inserting a new bullet reading: <i>'The City of Brampton's high standards for public safety in terms of hazard management and emergency preparedness'</i> ).       | 22 | Suggested additional consideration has been included.   |
|  | 23 | Policy 4.2.2.9 - to provide clarity in terms of policies relating to Brampton's Downtown Core (Provincial) SPA and development in this area, we recommend including provisions specifically describing capital improvements as they relate to flood remediation and risk management (for example, please consider adding the following to the final bullet point: <i>'Capital improvements or infrastructure improvements necessary to promote or sustain development including provisions to address emergency preparedness and risk management'</i> ).                      | 23 | Suggested additional consideration has been included.   |

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|  | 24 | <p><u>Schedule C1 - Major Pathway Network</u><br/>It appears as though portions of the City's pathway network is located on TRCA owned lands. Please ensure that either in the text referring to this schedule, or in a note on the map, that the following text is included in the plan:</p> <p><i>"Pathway networks proposed to be located within conservation areas and/or on property otherwise owned by the TRCA may be subject to revisions, and will be in compliance with the approved master plans for such lands."</i></p>   | 24 | Section 4.4.6.19 has already addressed this issue in that the City shall work with all parties concerned in developing and expanding facilities for pathway. As such, staff do not consider it necessary to add the suggested text.  |
|  | 25 | <p><b>4.5 Natural Areas and Environmental Management</b></p> <p>For clarity, and to be more consistent with Provincial and Regional policies, we recommend that specific references to natural hazard policies be removed from this section and implemented into a new (sub)section titled 'Natural Hazards' under section 4.5.16 - Protecting Public Health and Safety. In this regard, references to (Provincial) SPAs and other natural hazards such as flooding and erosion on pages 4.5-1 (last bullet point and paragraph), as well as objective g) (page 4.5-2) should be incorporated into this new section.</p>   | 25 | The preamble in Section 4.5.16 which has been renumbered to 4.5.15 has already indicated that the policies regarding natural hazards are in other sections of the OP. As such, staff do not consider the suggested change necessary. |
|  | 26 | <p><u>4.5.2 Environmental Implementation Reports</u><br/>Please note that Environmental Implementation Reports (EIRs) are not referred to as Master Environmental Servicing Plans (MESPs) by the TRCA. Although these documents are similar in their intent and content, traditionally EIRs do not require the level of detailed design in terms of environmental protection, stormwater management and functional servicing that MESP do. In addition, MESPs generally require a detailed implementation strategy in terms of compliance with higher order plans, restoration and/or mitigation measures, phasing, interim measures, participating landowners etc..</p> <p>To clarify the terminology, we suggest changing the title of this subsection to 'Environmental Reports', and refer to EIRs and MESPs as detailed studies which may be required during the master planning process to ensure compliance with the relevant higher order studies (for example Watershed Studies, Subwatershed Studies, Habitat Improvement Plans etc.).</p> | 26 | The difference between the EIRs and MESPs has been clarified in the text. Staff prefer to emphasise the role of the EIR in the City's environmental policy framework and as such, are retaining the existing title.                  |
|  | 27 | Policy 4.5.2.1 - as these types of environmental reports go beyond traditional environmental protection issues such as natural heritage feature protection and require more detail in terms of engineering and design, we recommend noting that  | 27 | Suggested additional wording has been included. See Section 4.5.2.2 (iii).   |

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|  |    | stormwater management and functional servicing plans may also be included as components. In addition, to be consistent with previous direction given in terms of enhancing the natural heritage system, we suggest including the term 'enhancement' in this policy (for example, please consider elaborating point (iii) on page 4.5.4 to as follows: 'The consideration and evaluation of alternatives including land-use, engineering and design of lots and infrastructure, and mitigation and enhancement possibilities.')   |    |   |
|  | 28 | <p><b>4.5.7 Natural Features and Functions</b></p> <p>There appears to be opportunity to reference the TRCA's Terrestrial and Natural Heritage System Strategy (TNHSS) in this subsection of the plan. As described in our previous correspondence, our TNHSS provides the basis for our recommended 'Target System' which is required to achieve the TRCA's 'Living City' objectives for regional biodiversity. As described, the TRCA's 'Target System' is essentially a cohesive network of natural heritage features and surrounding lands that are required to meet minimum sustainable targets for quantity, quality and distribution throughout our jurisdiction. Please note that TRCA staff has previously supplied City staff with a digital copy of the TRCA's Terrestrial and Natural Heritage 'Target System', and suggest that this mapping be referenced in the text and included as an appendix to this plan.</p> <p>Policy 4.5.7.2 - to be consistent with our remarks for section 4.5.2 above, the first reference to the term Environmental Implementation Report in this policy should be changed to read '<i>Environmental Reports</i>'. Additionally, the second reference to the term Environmental Implementation Report in this policy should be changed to read '<i>Environmental Impact Study</i>' as this term is more relevant for a detailed site specific environmental investigation.</p> <p>Policy 4.5.7.3 - to clarify the terminology and to be consistent with requirements as previously outlined, the term Environmental Implementation Report in this policy should be changed to read '<i>Environmental Impact Study</i>'.</p> <p>Policy 4.5.7.6 - please recognize that we have determined that there is currently a net ecological deficit in terms of a long term sustainable terrestrial and natural heritage system within urbanizing areas in our jurisdiction such as Brampton. To ensure this portion of the plan is consistent with Provincial and Regional policy concerning improving and/or enhancing natural heritage feature forms and functions, we suggest including additional language promoting achieving a 'net ecological gain' where</p> | 28 | <p>Suggested reference to the TNHSS has been included in Section 4.5.10 Environmentally Sensitive/Significant Areas. This Natural Features section has also been substantially revised, including re-titling of the section to "Natural Heritage System" (re-numbered as Section 4.5.6), to strengthen the systems approach to natural heritage planning, and to address comments raised by the Conservation Authorities and Region of Peel. See also responses to ROP and CVC regarding this section.</p> <p>Staff has also reviewed the 'Target System' mapping and found that it generally corresponds with the natural heritage features and areas shown on Schedule "D". Updating of the Schedule can be made as and when the TNHSS and 'Target System' are completed. Appending the 'Target System' is not necessary at this stage.</p> <p>Suggested wording has been included in Section 4.5.6.2.</p> <p>The policy has been addressed by Section 4.5.6.2 and has thus been deleted.</p> <p>Suggested wording has been included with some modification to address also ROP and CVC's comments on this issue. See Section 4.5.6.14.</p> |

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|  |    | feasible to make the existing system more robust (for example, please consider including the following text within this policy to read: 'The City shall strive to achieve a no net loss in natural feature forms and functions, <i>and where feasible achieve a net ecological gain to improve the existing system...</i> ').  |    |   |
|  | 29 | <u>4.5.8 Valleylands and Watercourses</u><br>The TRCA generally does not advocate for new stormwater management and/or golf course facilities to be located within valley and stream corridors for long term maintenance and ecological protection reasons. Considering the above, and to be consistent with Policy 4.5.3.10 under the Stormwater Management section of this plan (Section 4.5.3), please remove new stormwater management facilities from the list of permitted uses within these features (page 4.5-11, 3 <sup>rd</sup> paragraph). In addition, we recommend removing the term 'golf courses' from the permitted uses within these features and replace with it with ' <i>private passive recreational facilities</i> ' (page 4.5-11, 3 <sup>rd</sup> paragraph). | 29 | Section has been renumbered 4.5.7.<br><br>Staff do not support the suggested change as stormwater management and golf course facilities are permitted uses in the current Official Plan and the suggested policy change will take away development right. These uses are subject to the development approval process including the requirement for environmental studies to demonstrate that there will be no adverse impact on the valleylands and watercourse corridors before they are allowed to proceed. |
|  | 30 | As previously suggested, specific references to natural and man made hazards should be removed from this section and placed into a new, stand-alone section. As such, we suggest removing the final sentence in the third paragraph of this subsection for consistency and clarity on this issue (" <del>At the minimum, development, if permitted, shall be required to be flood proof in order to reduce the risk of loss of life or property damage</del> ").<br><br>Policy 4.5.8.4 - as described above, we suggest that specific references to natural hazards be removed from this section. As such, this policy should be deleted from this subsection and relocated into a new subsection, titled 'Natural Hazards', where appropriate.                                      | 30 | See responses Ref 1M25 above.   |
|  | 31 | Policy 4.5.8.8 - to be more consistent with additional agency requirements for structures crossing valley and/or stream systems, we recommend that the text of this policy be revised to read as follows:<br><br>"In order to maintain the open character and linkage functions of valleylands, the City shall require, to the extent practicable, that structures crossing a valley <i>and/or stream</i> shall provide for a suitable open span to accommodate <i>the natural movement and functions of the feature, as well as</i> through movements of wildlife and pedestrians as appropriate."  | 31 | The suggested wording has been made with some modification to address also CVC's comment on this. See Section 4.5.7.8.  |
|  | 32 | <u>4.5.9 The Urban Forest</u><br>Policy 4.5.10.1 - please note that TRCA staff support   | 32 | The provision has been included in the General Policy of the Natural Heritage   |



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|  |    | the concept of density bonus and/or density transfer considerations to encourage the conservation of natural heritage features and systems. As such, we recommend that this concept also be considered to be applied for the preservation of all natural heritage features noted throughout this section including valleylands and watercourses (subsection 4.5.8), wetlands (subsection 4.5.10), environmentally sensitive areas and area of natural and scientific interest (subsection 4.5.11), environmental buffers, setbacks and linkages (subsection 4.5.13).   |    | System Section 4.5.6.20 as well as policies for each of the features and areas including Sections 4.5.7.12, 4.5.8.11, 4.5.9.8, 4.5.10.7, 4.5.11.4, 4.5.12.8 and 4.5.13.13.   |
|  | 33 | <u>4.5.10 Wetlands</u><br>Policy 4.5.10.1 to be consistent with terminology throughout this plan, the term 'Environmental Impact Report' in this policy should be referenced as ' <i>Environmental Impact Study</i> '.   | 33 | "Environmental Impact Study" has been added to policy 4.5.9.2.   |
|  | 34 | Policy 4.5.10.8 - as previously noted, TRCA staff support the concept of density bonus and/or density transfer considerations to encourage the conservation of natural heritage features and systems. Please consider applying this policy to all of the natural heritage features noted throughout this section.  | 34 | See response Ref 1M32 above.   |
|  | 35 | <u>4.5.11 Environmentally Sensitive Areas and Areas of Natural and Scientific Interest</u><br>Please note that the TRCA no longer implements the Environmentally Sensitive Area (ESA) program. As previously described, the TRCA has adopted the 'Terrestrial and Natural Heritage System Strategy (TNHSS)' which identifies significant areas to be preserved, as well as areas required for re-naturalization to produce a sustainable system. In this regard, we suggest referencing the TRCA's TNHSS in this section, where appropriate, making specific reference to the TNHSS's 'Target System' schedule suggested to be added to this section in our comments for the 'Natural Features and Functions' subsection (subsection 4.5.7) above. | 35 | Comment noted and the text has been updated accordingly. As well, the section has been splitted into two sections which address "4.5.10 Environmental Sensitive/Significant Areas" and "4.5.11 Areas of Natural and Scientific Interest" separately.<br><br>Please see also response regarding TNHSS and Target System above (Ref 1M28). |
|  | 36 | <u>4.5.13 Environmental Buffers, Setbacks and Linkage Policies</u><br>To avoid confusion, we suggest including the following explanation within this subsection, where appropriate, to clarify the difference between buffers and setbacks:<br><br><i>"In the context of natural heritage protection, the terms buffers and setbacks are often confused and incorrectly used interchangeably. The term 'buffer' is generally used in environmental management and refers to the distance between a natural heritage feature(s) or hazardland(s), and the adjacent land uses. Buffers are considered to be an integral component of the natural heritage</i>  | 36 | Explanations and definitions have been included to clarify the difference between buffers and setbacks.  |

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|  |    | <i>system, and typically remain within the open space block containing the feature(s) and are dedicated as such. The term 'setback' is generally a term used in zoning which refers to the distance between a structure and another regulated area such as a lot line or a zoning boundary. Setbacks are considered to be part of a development lot or block and remain in private ownership."</i>   |    |   |
|  | 37 | <p>Policy 4.5.13.7 - to ensure that this section adheres to policies and standards set by the Province, Region, and other external agencies, and to be consistent with recent terminology, please include the following revisions/provisions within this policy:</p> <ul style="list-style-type: none"> <li>○ revise item (I) of this policy to read "From the stable <del>top of bank</del> <i>crest of slope</i> for valleylands <del>and watercourses</del>. <i>If the valley slope is not stable, from the predicted long term stable slope (projected from the existing stable tow of slope, or from the predicted location of the toe of slope as shifted as a result of stream erosion over a 100 year period).</i></li> <li>○ revise item (ii) of this policy to read "From the drip line of significant <del>woodland</del> <i>vegetation</i>."</li> <li>○ add a new item identifying the floodplain as a consideration (for example, consider adding a new item A(v) <i>From the regulatory floodplain</i>).</li> <li>○ add a new item identifying the predicted meander belt as a consideration (for example, consider adding a new item A(vi) <i>From the predicted meander belt of the watercourse, expanded as required to convey the major system flows and/or to maintain riparian stream functions</i>).</li> </ul> | 37 | Suggested revisions/provisions have been included to also address CVC's comments.   |
|  | 38 | Policy 4.5.13.6 - to be consistent with Provincial policy and ensure that the long term interests in terms of maintenance and/or future community services are maintained, we suggest referencing that fragmentation of ownership of natural heritage features and systems is discouraged (for example, please consider adding a sentence to the end of the policy reading: <i>'In addition, the increased fragmentation of ownership of natural heritage features and systems shall be discouraged'</i> ).  | 38 | Suggested wording has been included.  |
|  | 39 | Policy 4.5.13.9 - it is our understanding that buffers from river valley corridors within the Province of Ontario's designated Greenbelt Area generally requires a minimum 30 metre vegetation protection zone from the boundaries of key natural heritage   | 39 | Section 4.5.13.9 has been refined to refer to the policies of Section 3.2.5 External Connections of the Greenbelt Plan instead of the specific buffer/setback requirements. |

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|  |    | and/or hydrologic feature(s).   |                |   |
|  | 40 | Policy 4.5.13.10 - to be consistent with similar policies within this plan (i.e. policy 4.5.8.1), please include text within this policy clarifying that the dedication of buffers to the City is required through the development process.   | 40             | Suggested additional text has been included.  |
|  | 41 | <b>4.5.15 Special Policy Areas</b><br>As noted in our comments at the beginning of this section (Natural Areas and Environmental Management Section 4.5), we suggest that this subsection be inserted under the heading of 'Natural Hazards' within subsection 4.5.16 'Protecting Public Health and Safety'.  | 41<br>to<br>45 | As responded to Peel Region's comment Ref 1L3 above, Section 4.5.15 has been deleted pending the result of the review by the Province, TRCA and the City. |
|  | 42 | Additionally, we suggest further clarifying the definition of a (Provincial) SPA. In this regard, we suggest including the text found in the definition section (Section 6.0, page 36) of the Provincial Policy Statement (2005) for consistency.   |                |   |
|  | 43 | Please note that although it appears as though there are numerous (Provincial) SPAs within Brampton, there are only 3 approved (Provincial) SPAs in Brampton - the Brampton Central Core (includes the flood susceptible areas in the downtown core), Brampton East (includes the flood susceptible areas south of Clarence Street, in the vicinity of Meadowland and Nanwood Drive), and Avondale (includes certain developed flood susceptible areas north of Steeles Avenue, and east of Dixie Road) SPAs.   |                |   |
|  | 44 | Policy 4.5.15.5 - to be consistent with Provincial policies, additional text referring to potential requirements for a risk feasibility report should be included in this section (for example, please consider revising the text of this policy to read: "To support development within a Special Policy Area, an engineering study may be required to address flood frequency, velocity and depth of storm flows, proposed flood damage reduction measures and stormwater management. <i>In addition, reports assessing the risks to life and property under existing and proposed conditions may also be required to determine the feasibility of development in these areas</i> "). |                |   |

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|  | 45 | <p>General Policies - to be in compliance with the approved policies set forth by the province for the SPAs within Brampton (see City of Brampton By-law 33-88 relating to the Avondale SPA), and to express the City of Brampton's commitment to public safety and risk management, the following policy should be included in this subsection:</p> <p><i>"The City, in conjunction with the TRCA, shall explore means of alleviating flood risk through remedial works such as culvert and minor channel improvements";</i></p>   |    |   |
|  | 46 | <p><u>Schedule D</u></p> <p>Wetlands - As described in our previous correspondence, it appears as though the mapping in regards to the wetlands is inconsistent with the data layers provided to your from our office and available from the Ministry of Natural Resources. In this regard, please ensure that the data we recently supplied to City staff is included in the mapping for these features, including the relevant data from TRCA's Ecological Land Classification and Jurisdictional Habitat data layers for the 'Other Wetlands' category.</p> <p>Additionally, it appears as though portions of some of the provincially significant wetland complexes are not correctly illustrated on your schedule (for example portions of the Heart Lake Wetland Complex north of Bovaird Drive and east of Heart Lake Road). As previously noted, please ensure you have the most up-to-date data layers for the Provincially Significant Wetlands from the Ministry of Natural Resources (contact Ken Mott, MNR - Aurora District, at 905-713-7400 extension 7352 to obtain copies of the recently revised data sets for MNR wetlands in your jurisdiction).</p> <p>Environmentally Sensitive Areas and Areas of Natural and Scientific Interest - it appears as though the boundaries of these features continue to be misrepresented on this schedule. The schedule generally illustrates the location of the MNR designated ANSI (Life Science) 'Heart Lake Forest and Bog' but does not appropriately illustrate the ANSI (Earth Science) 'Brampton Buried Esker' which is also predominately located within the Heart Lake Conservation Area. As noted in our previous correspondence referred to above, the MNR has identified this natural feature as a 'provincially and/or regionally significant representative geological feature' as it provides important ecological functions as well as unique educational and recreational opportunities. As such, the TRCA continues to recommend that the City of Brampton identify this natural feature, as well as all other ANSI (life and</p> | 46 | <p>The mapping for Wetlands-both Provincially Significant Wetlands and Other Wetlands, Environmentally Sensitive Areas, and Areas of Natural and Scientific Interest have been updated based on the latest data received from TRCA, CVC, ROP and MNR.</p> |

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|  |    | earth science) identified in the most recent MNR dataset (contact Ken Mott, MNR - Aurora District, at 905-713-7400 extension 7352 to obtain copies of the recently revised data sets in your jurisdiction).  |    |  |
|  | 47 | <b>4.6 Recreational Open Space</b><br><br><u>Schedule E - Major Recreational Open Space</u><br>It appears as though this schedule does not distinguish between lands owned by the TRCA which are operated as Conservation Areas, and other lands owned by the TRCA within the City of Brampton. In this regard, it is confusing to represent some of these lands as 'Conservation Areas'. We suggest removing the lands owned by the TRCA which are not operated as Conservation Areas from this schedule (i.e. remove all lands owned by TRCA except those associated with the Heart Lake and Claireville Conservation Areas).  | 47 | Schedule "E" has been updated to remove the lands owned by TRCA which are not operated as Conservation Areas.  |
|  | 48 | As previously noted, it is our understanding that input from external agencies has not yet been formally requested by City staff. As such, the comments above are based on TRCA staff's initial review of this draft of the plan. It is our expectation that the above will be considered prior to the release of the plan to external agencies, including the TRCA, and the general public. We appreciate the opportunity to provide comments at this transitional stage of your Official Plan review and we look forward to continuing to work with City staff to achieve our common objectives.   | 48 | Comment noted.   |
| <b>Email from Josh Campbell, July 19, 2006</b> |    |  |    |  |
|  | 49 | As discussed, the TRCA is in support of the intent of your suggested revisions.<br><br>Most notably TRCA staff strongly encourage the City to consider adopting the following revised policies highlighted by the Region under your comment #23 as more generally noted in our comments dated April 6, 2006:<br><br>Strengthening the City's current approach for Natural Heritage System protection (adopting the tiered approach taken by the Regional Plan) and strengthening the City's commitment to enhancing the natural system by including 'Restoration Areas' in the model (as discussed, restoration areas may be modelled on the CA's terrestrial and aquatic natural heritage system strategies - target system - which are continually being investigated and updated) - your suggested new policies 4.5.7.1 - 4.5.7.15; | 49 | See responses to ROP's comment regarding the three-tier system (Ref 1L73 above).<br><br>Provisions for 'Restoration Areas' have been included in Sections 4.5.6.9 to 4.5.6.13. |
|  | 50 | Including more specific policies relating to lands adjacent to natural heritage features and resources   | 50 | Additional policies have been included as Sections 4.5.6.2 and 4.5.6.3.  |

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|    |   | (termed Adjacent Lands) - your suggested new policies 4.5.7.16; and   |               |   |
|    | 51  | More clearly committing to a 'no-net-loss' principle which not only ensures consistency with Regional and Provincial policies, but also embraces the CA's corporate direction and policies relating to 'net ecological gain' - your suggested new policies 4.5.7.19.  | 51<br>&<br>52 | As discussed at the July 24, 2006 meeting, staff also supports the 'net ecological gain' principle and the relevant policies have been updated accordingly to reinforce this point (Sections 4.5.6.14 to 4.5.6.17). |
|    | 52  | <p>However, as discussed 'net ecological gain' is an extension of the no-net-loss principle which the TRCA strongly advocates. In this regard, to better align and strengthen these policies with those related to enhancement, restoration and the general long term conservation of natural heritage systems TRCA staff suggest changing this Region's subsection from 'no-net-loss' to '<i>net ecological gain</i>', of course still including similar provisions for no-net-loss embedded in the policies. As discussed, TRCA staff are willing to work with you to revise your proposed policies 4.5.7.19.1/2 to more clearly meet the intent of the net ecological gain and no net loss principles without compromising or trading off natural heritage features (or portions of), and/or losing the opportunity to enhance weaker portions of the system to meet other policy objectives (i.e 4.5.7.1 - 4.5.7.15).</p> <p>As discussed, TRCA staff are willing to further discuss this issue with you, your staff and the City at the upcoming meeting on July 24, 2006 to potentially strengthen this portion of your comments to more clearly address the above.</p> |               |   |
| 1N | Susan Jorgenson, Credit Valley Conservation Authority (June 20, 2006) |   |               |   |
|    | 1   | <p>CVC is pleased to provide comments to the draft Official Plan dated April 10, 2006. We thank City staff for addressing our July 29, 2005 comments by incorporating new sections in the OP, including: Watershed/Subwatershed Studies and Greenbelt. The City's focus on transit friendly development, as well as the need for innovative and diverse urban designs will aid in achieving a healthy community. We appreciate the variety of opportunities the City has afforded agencies to provide input into the Official Plan – circulation, open houses and workshops.</p> <p>Please note that this covering letter is also intended to introduce City staff to the various watershed strategies and plans that CVC has prepared in co-operation with our watershed municipalities, provincial agencies and the public. The strategies are generally intended to address specific watershed issues and/or concerns, and will, ultimately, be incorporated into a Watershed Plan.</p>  | 1             |   |

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|  |   | <p>We apologize in advance for the seeming length of our comments, but wanted to ensure that we followed the City's comprehensive lead in defining concerns and articulating policies. To assist the City in considering our proposed revisions (as provided in the attachment), we have maintained the City's wording in <i>italics</i> and CVC's proposed revisions in <b><i>bolded italics</i></b>. We have done this for clarity and to assist City staff to cut, paste and edit our revisions, as appropriate. Our proposed revisions are based on a combination of the following issues and concerns:</p> <p><b>Format, Terminology and Definitions</b></p> <p>The draft OP reflects new information and policies integrated into the 1997 OP, maintaining the general format and many of the existing policies of that document.</p> <p>Many municipalities are now streamlining their planning documents, particularly official plans, to present a more direct, simple format based on the adage of "say it once". In this regard, the draft OP provides not only the Natural Areas and Environmental Management Section policies, but repeats specific environmental policies throughout many (but not all) land use sections. Differences in policy wording and repetition may create confusion or provide opportunities for proponents to debate the intent of the policies. We would note that the City has incorporated in almost all sections a general policy that reads "<i>The City shall, in the planning and .... ensure consistency with the Natural Areas &amp; Environmental Management section of this Plan</i>". This policy ensures that all readers are directed to Sec. 4.5 environmental policies, and further, indicates that Sec. 4.5 applies to all other sections of the OP, which would negate the need for repetition.</p> |   | <p>One of the improvement of this draft Official Plan is the use of more streamlined policy structure and user friendly language style. Nonetheless, repetition is sometimes necessary to ensure clarity and to reinforce certain important policies such as those for the environment.</p> |
|  | 2 | <p>The OP should establish policy hierarchy to prioritize issues; identify regional and local jurisdiction, and minimize overlapping and/or potentially conflicting direction including:</p> <ul style="list-style-type: none"> <li>• Identify provincial to local level concerns – i.e. Natural Heritage Features;</li> <li>• Establish an infrastructure hierarchy of regional and local issues – i.e. water supply, roads, etc.; and</li> <li>• Have policies build upon and support each other re: Stormwater Management - i.e. establish responsibility; define direction; and define/prioritize technical requirements.</li> </ul>  | 2 | <p>Section 4.5 has been restructured accordingly to improve clarity of the policy and to address ROP, TRCA and CVC's comments.</p>  |
|  | 3 | <p>Integration of new policies and/or wording changes to existing policies has resulted in different approaches and terminology to address the natural heritage</p>   | 3 |   |

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|  |   | <p>system or individual environmental features throughout the draft OP. Many of CVC's proposed revisions are simple edits for both clarity and consistency. Further, we would recommend that the City use current terminology used in other policy and study documents, such as PPS, Greenbelt, ROP/CA policies, subwatershed studies, etc.). Basic edits proposed by CVC include:</p> <ul style="list-style-type: none"> <li>• Use <b><i>natural heritage system</i></b> as per PPS, instead of <i>natural features, natural environment, natural area, environmental features, landscape, etc.</i> The term <i>natural heritage system</i> is reflected in all levels of policy. A proposed definition is provided in Sec. 5.2</li> <li>• Use <b><i>environmental resources</i></b> in conjunction with <i>natural heritage system</i>, to more accurately describe and inter-relate the water ecosystem functions and linkages, including: the interface of the surface and groundwater systems, and local and regional groundwater systems; fluvial geomorphic processes; etc.</li> <li>• Use <b><i>Sustainable Management Practices</i></b> in lieu of <i>Best Management Practices</i> to recognize that the principles of sustainable development will require consideration of the concepts of low impact development (or LEED), sustainable and green technology, and future standards of the City, relevant CA and MOE that may be developed to address the quantity and quality of stormwater run-off.</li> <li>• Provide Sec. 5.2 definitions for: buffer, setback, EIR and MESP, etc. and use these terms consistently throughout the OP.</li> <li>• The City may find that a glossary of terms for each section is appropriate.</li> </ul> |   | <p>These terms have been adopted as suggested, and definitions have been included in the relevant sections of the Official Plan including Section 4.5 and 5.2.</p>  |
|  | 4 | <p><b>Open Space</b></p> <p>The OP addresses current provincial policies, i.e. Greenbelt Plan, PPS 2005, etc., and recognizes that the natural heritage system (and policies) is an important element of the City. Furthermore, the OP is both forthright and promotional about the various urban components that make up Brampton – from transportation, to residential/industrial land uses, cultural heritage, recreational open space, etc. However, throughout the document the natural heritage and recreational-parks are discussed as interchangeable components of the municipal open space system. It is important to clearly define the two components to eliminate confusion for the development community and the public.</p> <p>Brampton's unique landscape and natural heritage system is an integral part of the Region of Peel's</p>  | 4 | <p>It is one of main objective of the draft Official Plan to distinguish policies for conservation open spaces (Natural Areas) from recreational open spaces which are provided in two separate sections (Sections 4.5 and 4.6) and mapped on two separate schedules (D and E). Where open space is used as a more general term such as in the Sustainable City Structure, the context has been explained, usually in respect of distinguishing built /development versus green/recreational/ undeveloped areas which include both the natural heritage areas/features as well as recreational open spaces. The relevant text has been refined for clarification and as per CVC's comments.</p> <p>Recognition of the interrelationship</p> |



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|  |   | natural heritage system, and this links Brampton to Caledon and Mississauga – and links Brampton and Peel to the greater regional/provincial systems of the Niagara Escarpment, Oak Ridges Moraine and Lake Ontario. Recognition of the linkage of the local system to the larger regional system is important to maintain the health and integrity of the natural heritage system.  |   | amongst the various functions and systems is the basis of the City's ecosystem approach. This has been reflected throughout the policies in Section 4.5.  |
|  | 5 | <p><b>Biodiversity and Hazard Management</b></p> <p>The protection of the natural heritage system is intrinsic to both the health of the City and its residents through the prevention of damage to people or property arising from environmentally hazardous lands, and to ensure a self-sustaining natural heritage system for clean waters and lands. This protection cannot be alleviated through “preventative or remedial engineering and site design measures” or achieved through “integrating natural heritage features into the urban development fabric”.</p> <p>The OP needs to provide comprehensive environmental policies that reflect a systems approach to defining and protecting the natural heritage system – features, functions and linkages, including environmental resources and natural hazard lands. The relationship of the environmental planning process with regard to the municipal planning process and approval agencies should be demonstrated through inclusion of the <i>Environmental Planning Process</i> chart that was developed by the City.</p> <p>The City should use “special policy areas” solely for Sec. 4.5.15 “floodplains” as per the PPS. Comprehensive policies (and possibly detailed schedule/s) depicting the 5 SPAs should be included in the OP in recognition of the unique opportunities and constraints that these areas have with regard to new development, redevelopment, intensification and servicing in the context of hazard management.</p> | 5 | <p>These statements indicate some of the measures that can be taken to protect the environment or ameliorate potential impacts and are not meant to weaken the overriding intent /objective of the City's ecosystem approach. The first statement in Section 1.4 has been deleted.</p> <p>The environmental planning process has been sufficiently described in the relevant policy sections including Section 4.5 and Section 5. As such, staff do not consider it necessary to include the Environmental Planning Process chart into the OP.</p> <p>The other local Special Policy Areas as described in Section 4.13.3 have been re-named Special Land Use Policy Areas for clarity.</p> |
|  | 6 | <p><b>Federal and Provincial Legislation</b></p> <p>Be advised that most federal and provincial statutes and regulations are intended to protect natural heritage features at the federal and provincial scale. Regionally and/or locally significant features, functions and linkages, require municipal policies to ensure that environmental health and biodiversity is protected, maintained and restored to achieve a self-sustaining ecosystem.</p> <p>The Conservation Authority regulations can assist municipalities in the protection and conservation of valley and watercourse corridors, wetlands and fish habitat. Further, Conservation Authorities provide</p>   | 6 | Comment noted.  |

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|  |   | technical services to assist the regional and local municipalities in the conservation of other natural heritage features including woodlands, wildlife habitat, and environmental resource functions such as groundwater recharge/discharge areas, etc.   |   |   |
|  | 7 | <p><b>Recognition of CA Strategies and Plans</b></p> <p>We would encourage the City to recognize these strategies and plans, as applicable, through the OP, wherein they provide information, direction and/or recommendations that would assist the City in achieving its environmental goals. These strategies/plans include:</p> <p><b><i>Credit River Water Management Strategy</i></b></p> <p>CVC is finalizing the <i>Credit River Water Management Strategy Update 2006 (CRWMSU)</i>, a watershed-wide analysis that assesses the long term health of the watershed, with regard to existing and future land use changes and various land management practices. This work has concluded that:</p> <ul style="list-style-type: none"> <li>➤ there are direct links between public health and ecosystem health;</li> <li>➤ current watershed conditions show some degradation in the environment;</li> <li>➤ changing current planning and engineering practices and restoring existing land uses is critical to ensure safe, abundant, clean water for healthy sustainable communities; and</li> <li>➤ regardless of urban form, there is a need to limit to growth.</li> </ul> <p>The challenges that we face in implementing a sustainable strategy include:</p> <ul style="list-style-type: none"> <li>✓ changing mindsets;</li> <li>✓ identifying and funding the restoration of existing areas;</li> <li>✓ modifying existing policies and standards; and</li> <li>✓ encouraging and promoting progressive development submissions through consideration of incentives (credits).</li> </ul> <p>The <i>CRWMSU</i> is an ecosystem approach to the protection, restoration and enhancement of the <i>natural heritage system</i>, and particularly, the <i>environmental resources</i> of the water ecosystem. The <i>CRWMSU</i> encourages municipalities to go beyond the traditional stormwater management approach (Sec. 4.5), to incorporate Sustainable Management Practices that utilize “at source controls”, the concept of “low impact development”, green technology and future standards defined by the City, CA or MOE.</p> <p>In this regard, CVC is hosting the <i>Strategies for Sustainability</i> workshop to assist our municipal</p> | 7 | References to these document have been included in the relevant sections of Sections 4.5. |

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|  |   | <p>partners, agencies and the development industry to better under the concepts of low impact development as it relates to planning, land conservation, buffers, site design, erosion control, stormwater management, non-stormwater discharges, and stewardship. CVC is partnering with Canada Housing and Mortgage Corporation to look at options for reduced impervious areas, linked open spaces and transit friendly designs that can be incorporated into urban designs.</p> <p>The Official Plan needs to place greater emphasis on the implementation of sustainable water management practices through urban design (Sec. 4.10) including: reducing impervious cover; designing new and upgrading existing infrastructure that is compatible with environmental factors (e.g. Flood free, accounting for channel migration); using green technology; etc. In particular, there is a need to recognize and retrofit existing development through community revitalization projects to address water quantity and quality issues.</p> <p>New development, in particular Northwest Brampton (Sec. 4.14) must acknowledge the iterative nature and interrelationship of the transportation, community design and the landscape analysis/subwatershed studies with regard to defining development form, density, and mitigation options in support of the goals and objectives that will be developed for this area of Brampton</p> |   | <p>See responses to CVC's detailed comments on Section 4.10. Suggested changes have been made in Section 4.10.</p> <p>This has already been addressed in Section 4.14.</p> |
|  | 8 | <p><b>Long Term Monitoring</b></p> <p>CVC and the City of Brampton, in co-operation of the Region of Peel have implemented the <i>Effectiveness Monitoring Strategy (EMS)</i>, which is intended to monitor and analyze the effects of development on the environmental resources of Huttonville Creek and Fletcher's Creek. In addition, CVC has implemented the watershed-wide Integrated Watershed Monitoring Program (IWMP). Each of these programs monitors complementary issues including flow using stream gauges and staff gauges, benthics, fish, water chemistry, stream morphology, riparian vegetation and ground water. The 5 year analysis report will be used to identify, refine and develop stormwater management requirements to address hydrologic impacts, fluvial geomorphic changes, maintenance of the local and regional water balance, etc. The <i>EMS</i> has recently been expanded to include stations on Springbrook Creek and Tributary 8B, and ultimately Mullet and Levi Creeks, as appropriate.</p> <p>CVC has initiated the <i>Comprehensive Groundwater Monitoring Program (CGMP)</i> through the support of the Credit Valley Secondary Plan developers. Through groundwater monitoring wells, piezometers</p>  | 8 |  |

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|  |    | <p>and flow stations, the <i>CMGP</i> is intended to develop a data basis to better understand the local and regional groundwater system within the City of Brampton and the Peel Plain.</p> <p>We would encourage the City to provide policies to initiate and/or support long term monitoring programs to analyze stormwater management and urban design and engineering measures implemented to mitigate the impacts of development on the natural heritage system, particularly the environmental resources of the water ecosystem.</p>  |    | <p>Policies to address long term monitoring have been included in Sections 4.5.1.5-6, 4.5.2.2 and 4.5.4.1.</p> |
|  | 9  | <p><b><i>Credit River Fisheries Management Plan, 2002</i></b></p> <p>The <i>CRFMP</i> provides goals, objectives and policies that direct the conservation and restoration of fish and fish habitat in the Credit River watershed. In particular, it is CVC's goal to have "<i>healthy aquatic ecosystems</i>" and this can be achieved by "<i>protecting healthy aquatic ecosystems</i>", and "<i>rehabilitating degraded ecosystems</i>". The <i>CRFMP</i> has endorsed a refined classification of fish communities - coldwater, mixed water (or coolwater combinations), and warmwater. These management zones are based on existing fish communities, and physiographic based (potential) conditions, particularly geology and climate.</p>   | 9  | Noted.   |
|  | 10 | <p><b><i>Greenlands Securement Strategy, 2004</i></b></p> <p>To date, CVC and our municipal partners, the Ontario government and non governmental organizations such as the Nature Conservancy of Canada have secured approximately 2,428 hectares (6,000 acres) of greenlands within the Credit River watershed. <i>Greenlands</i> refers to the terrestrial and aquatic features (e.g. woodlands, wetlands, streams) and functions (e.g. groundwater recharge) of the land and water related ecosystems. The <i>Greenlands Securement Strategy</i> provides a science-driven, criteria-based process to identify lands of conservation importance and identify those that could enhance existing features and functions.</p> <p>The <i>Greenlands Securement Strategy</i> is designed to complement CVC's regulatory and voluntary programs, and provide practical implementation of regional government and area municipal greenlands dedication policies. Securement of greenlands can be achieved by a variety of tools including: dedication, donation, conservation easement, long term management agreement, and fee-simple acquisition.</p> | 10 | Noted.   |
|  | 11 | <p><b><i>Natural Heritage Strategy, 2002</i></b></p> <p>The <i>Natural Heritage Strategy (NHS)</i> provides the planning context for future CVC initiatives that are</p>   | 11 |  |

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|  |    | <p>designed to define, protect and identify enhancement measures for the natural heritage system of the watershed. As part of the <i>NHS</i>, CVC is developing a <i>Terrestrial Ecosystem Enhancement Model (TEEM)</i> that is intended to identify and assess natural heritages features and functions of the terrestrial and aquatic ecosystems, and also identify ecological linkages and lands which are important to the restoration and enhancement of the watershed's natural heritage system. This model will build upon the terrestrial model developed by the Toronto Region Conservation (TRC). At this time, the TRC model and several adaptations by other conservation authorities provide the most useful model methodologies available.</p> <p>We would encourage Brampton to consider undertaking a Natural Areas Inventory (NAI) to comprehensively understand the local natural heritage system. A NAI combined with the CA's terrestrial strategies and models address the natural heritage system at both the landscape scale and local secondary/block/site plan level, and also permit the detection of species which are threatened with extirpation.</p>  |    | <p>This will be achieved as and when watershed plans, subwatershed plans and strategies and environmental studies are prepared.</p> |
|  | 12 | <p><b><i>Caring for the Credit Stewardship Strategy, 2000</i></b></p> <p>The <i>Stewardship Strategy</i> promotes CVC commitment to watershed protection and restoration, by means of partnerships with our watershed municipalities, community groups, business and private landowners and other agencies, through on-the-ground projects, education and stewardship. The vast majority of the watershed's lands and waters are privately owned and, therefore, building partnerships with our municipalities, residents and other stakeholders is key to the long term protection of the natural heritage system.</p> <p>CVC's biologists, ecologists, foresters and community outreach specialists are able to provide technical support, skills and co-ordination for community groups, landowners, and funding organizations on individual or multi-year projects for planting, wetland and stream restoration projects, and education. In urban areas, CVC has worked with GlaxoSmith-Kline employees, city staff, and scout volunteers to plant 2000 trees and shrubs on their corporate property in the spring of 2006. We continue to work annually with the University of Toronto, Ecosource and the Evergreen Foundation to carry out restoration and naturalization projects throughout the Mississauga campus.</p> | 12 |   |

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|  |    | <p>Partnering with municipal staff, corporate sponsors, local conservation organizations and community groups provides excellent opportunities to promote individual landowner and neighbourhood awareness, involvement and education. It has been our experience, that individual, community, and corporate support builds credibility and long term sustainability to stewardship projects.</p> <p>Building on the <i>Stewardship Strategy</i>, CVC will be contacting our watershed municipalities to develop a <i>Green Cities Initiative</i> wherein:</p> <ul style="list-style-type: none"> <li>➤ This project will draw attention to the increasing need to work with our municipal partners, agencies and environmental non-governmental organizations (ENGOS) to protect, restore and enhance the green infrastructure of the urban and urbanizing portions of our watershed.</li> <li>➤ It takes action on improving the long-term sustainability of our urban areas by enhancing the terrestrial and aquatic environments within their boundaries.</li> <li>➤ Through the restoration of our valley and stream corridors, increasing the area of urban forest, enhancing urban stormwater ponds and improving the opportunities for outdoor recreation and interpretation within the urban landscape we will accomplish a number of environmental, social and economic objectives:</li> </ul> <p>In addition, CVC and the Fletcher's Meadow landowners prepared "Being A Good Neighbour" package that provides practical information and tips to encourage new homeowners to be good stewards of their lands and the adjacent natural heritage features. We would encourage the City to promote, require and/or adapt this document for any new and/or existing development in the City to promote ecological stewardship.</p> |    | <p>Provisions to promote ecological stewardship has been included in the preamble and Objectives of Section 4.5.</p>  |
|  | 13 | <p><b>Heritage Conservation Districts</b></p> <p>Brampton has three heritage conservation districts, the Villages of Churchville and Huttonville, and Downtown Brampton that are all located within Regional Storm floodplains. The floodplains, either One Zone and/or Special Policy Area (Downtown), respectively, pose unique restrictions to new development, redevelopment and construction. We would recommend that information and policies be provided (Sec. 4.9) that recognize these issues, and identify that the CAs are involved in the regulatory approval process.</p>  | 13 | <p>It should be noted that Churchville is the only designated Heritage Conservation District in Brampton. OP policies for Special Policy Areas will be formulated pending the review by the Province, TRCA and the City. See responses above including Ref 1L3.</p> |

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|  | 14 | <p><b>Study Review and Performance Measures</b></p> <p>The Planning Act requires that municipalities review OPs on a 5 year basis and Sec. 4.5.1.5 identifies opportunities to “update” subwatershed studies. The City may find that it makes good planning sense to require a <b>5 year review</b> of any studies that identify recommendations to be implemented through development, including subwatershed studies, EIR, MESP, guidelines, etc. A <b>review</b> can be “strategic” in consideration of new science or modelling, monitoring results, and/or specific revisions to other studies/reports, etc.</p> <p>As a review component, we would encourage the City to consider the identification of performance measures, wherein the City can monitor/track urban change to define the effectiveness of municipal policies, development guidelines and standards, etc. to aid the City in achieving its goals and objectives. Urban change could include protection, enhancement and stewardship of the natural heritage system; business and job creation; new homes built; transit ridership; recreational programs and level of participation, etc. The performance measures could be presented to City Council, staff, agencies and the public using the concept of a “report card” to assess the City’s achievements on an annual, biannual or 5 year basis.</p> | 14 | <p>Policies regarding study review have been included in Section 4.5.1.7.</p> <p>Issues related to performance measures, including indicators will be reviewed as part of the sustainable development plan to be undertaken by the City.</p> |
|  | 15 | <p><b>References</b></p> <p>The OP should reference sources for material, particularly the mapping schedules. That will enable agencies to keep the City apprised of new data and mapping, as it becomes available. As identified at the workshop, the City should qualify the reference to provincial ministries, i.e. MNR no longer does plan review – MMAH one window approach.</p>   | 15 | <p>Additional text regarding references including those for mapping has been included in the preamble of Section 4.5. The MMAH one-window approach has been addressed in Section 2.5.2.</p>  |
|  | 16 | <p><b>Conclusion</b></p> <p>CVC staff would like to thank the City for your patience and consideration of these comments and our proposed revisions (attached). We would happy to meet with staff to discuss this letter and attachment at your convenience. The City may find it beneficial to establish a working group with the agencies (e.g. Peel, CVC, TRC, etc.) to resolve differences in comments.</p>  | 16 | <p>CVC’s input throughout the OP Review is appreciated.</p>  |
|  | 17 | <p>Pg. 1-2, paragraph 1, sentence 2 revise to state:</p> <p><i>“The Plan specifies and references policies and guidelines for new residential and employment development, urban improvement <b>and protection of the natural heritage system</b>”.</i></p>   | 17 | <p>Suggested changes have been made with some modification to include also cultural and built heritage.</p>  |

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|  | 18 | <p><b>Sec. 1.4 Interpretation of the Official Plan</b></p> <p>Pg. 1-4, paragraph 1, sentence 2 – revise to state:<br/> <i>“Unless specifically indicated, the individual or cumulative restrictions of the supplementary schedules and the policies respecting the Natural Heritage Features and Environmental Management shall not preclude the establishment of the general land uses designation on Schedule “A” subject to the conservation and delineation of the adjacent natural heritage system features, functions and linkages. The exact limits of the natural heritage system may be determined through subwatershed studies, EIRs and/or development applications.”</i></p>   | 18 | This statement has been deleted.                    |
|  | 19 | <p><b>Sec. 2.1 Physical and Environmental Considerations</b></p> <p>Pg. 2-2, paragraph 3, sentence 2 – revise to state:<br/> <i>“Also contributing to the open space resources are the City’s park system and the natural heritage system comprised of unique valley and watercourse corridors, and terrestrial woodlands and wetlands that may be acquired or secured through the development process.”</i></p>   | 19 | Suggested wording change has been made accordingly. |
|  | 20 | <p>Pg. 2-3, paragraphs 1 and 2 – revise this paragraph to state:<br/> <i>“The major watercourse and valley corridors traversing Brampton – the Credit River, Fletcher’s Creek, Etobicoke Creek, Mimico Creek and Humber River – represent the backbone of the City’s natural heritage system. These land and water related ecosystems provide both constraints and opportunities to development - natural environmental hazards including flooding, slope stability and erosion, - and the ecological biodiversity and beauty from sensitive lands such as valleys, wetlands and woodlands. The protection of the natural heritage system provides environmental, economic and social values that will improve the quality of life in the City including passive recreational opportunities and natural aesthetic relief and buffering of the urban built form.</i></p> <p><i>This Plan promotes the principles of sustainable development and an ecosystem approach to planning where the environment is on a level with social and economic concerns. The ecosystem approach recognizes the dynamic, interrelationship of all elements of a biophysical community, which require long-term management policies to achieve a sustainable, healthy ecosystem.”</i></p> | 20 | Suggested wording change has been made.             |



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|  | 21 | Revise Objective (b) to state:<br><i>"Conserve and protect the City's <b>natural heritage system</b> and quality of life through sustainable development practices, <b>sound natural hazard management</b> and an ecosystem approach to land-use planning and policy development"</i> .  | 21 | Suggested wording change has been made.  |
|  | 22 | <b>Sec. 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods</b><br><br>Pg. 2.7, paragraph 1, sentence 1 revise to state:<br><i>"Brampton is committed to conserving and protecting the <b>natural heritage system</b> for the citizens of Brampton to enjoy and .... When planning and designing transportation corridors to achieve transit-oriented, mixed-use development, the City recognizes the importance of accessibility - <b>linking neighbourhoods through the development of park and pathway systems that is integrated with natural heritage areas and pedestrian-friendly streetscapes</b>".</i><br><br><i>The City Council has adopted the Development Design Guidelines to guide the development and planning of Brampton to promote high physical design standards for civic and private projects to implement <b>sustainable development</b> objectives including the creation of highly liveable, compact, integrated and transit-supportive communities; <b>and to interface the urban built form with the natural heritage system to contribute to natural features, functions and linkages</b>".</i> | 22 | Suggested wording change has been made with some modification. See also response to TRCA's comment regarding this.   |
|  | 23 | Further, in keeping with Sec. 5.2, revise and reorder <b>Objectives</b> to state:<br><br>(a) <i>"Ensure the City's <b>diverse natural heritage system</b> and cultural features are preserved for generations to come by ensuring development is sensitively <b>located</b>, integrated and compatible with the natural environment and existing cultural landscapes"</i> ;<br>(c) <i>"Conserve and protect <b>the long-term ecological function and biodiversity of the natural heritage system including valleys, rivers and streams, wetlands, woodlands, and fish and wildlife habitat</b>".</i>   | 23 | Suggested wording change to Objective (a) has been made.<br><br>Suggested wording change to Objective (c) has been made with modification to address also TRCA's comments. |
|  | 24 | <b>Sec. 2.4.5 Community Lifestyle</b><br><br>Revise Objective (d) to state:<br><br><i>"Provide <b>a natural heritage</b> and recreational open space <b>system</b> and related resources for residents including those with disabilities to enjoy and pursue recreational and other leisurely activities"</i> .  | 24 | Suggested wording change has been made with some modification.   |

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|  | 25 | <p><b>Sec. 2.5.1 Federal Government</b></p> <p>Given the example of the Federal Fisheries Act, Objective (c) should be revised to state:</p> <p><i>“Ensure compliance with all relevant federal regulations and policies <b>related to environmental protection, etc.</b> We would encourage the City to revise as appropriate regarding issues of transportation, servicing, pollution, etc.</i></p>  | 25 | Staff considers change not necessary as the wording already speaks to the “relevant” federal regulations and policies. |
|  | 26 | <p><b>Sec. 2.5.2 Provincial Government</b></p> <p>Pg. 2-11, paragraph 2, sentence 2 – revise to state:</p> <p><i>“The major Provincial policies affecting Brampton are those concerning the effective and efficient use of land, infrastructure and public services and facilities, <b>and the long term protection of ecological function and biodiversity of the natural heritage system</b>”.</i></p>   | 26 | Suggested wording change has been made.  |
|  | 27 | <p><b>Greenbelt Plan</b>, Pg. 2-11, paragraph 1, sentence 2 revise to state:</p> <p><i>“It identifies where urbanization should not occur in order provide permanent protection to the agricultural land base and <b>to protect the ecological features, functions and linkages of the natural heritage system.</b></i></p>  | 27 | Suggested wording change has been made.  |
|  | 28 | <p><b>Provincial Policy Statement</b> - need to recognize the policies provide for energy and air quality, the protection of the natural heritage system and protecting public health and safety. Revise Para. 1, pg. 2-12, sentence 2 to state:</p> <p><i>“It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led planning system <b>that recognizes and addresses the complex inter-relationship among environmental, economic and social factors in land use planning</b>”.</i></p> <p><i><b>In particular, the new PPS also contains improved policies for environmental protection. The policies provide for enhanced protection of the environment by identifying the significance of the natural heritage system and water resources, including natural hazards and water quality, and air quality and energy use.</b></i></p> | 28 | Suggested wording change has been made with some modifications.  |
|  | 29 | <p><b>Sec. 2.5.4 Neighbouring Municipalities</b></p> <p>Brampton shares political boundaries, residential and industrial growth, transportation and servicing systems, and a regionally significant natural heritage</p>   | 29 | Suggested wording change has been made.  |

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|  |    | system with Mississauga, Caledon, Peel, Halton and the GTA. The protection of this system must be properly espoused by both the local and regional municipalities. Revise Objective (a) to state:<br><i>“Cooperate with neighbouring municipalities on matters of land-use planning and policy development and infrastructure planning, and the long-term protection and enhancement of the natural heritage system”.</i>  |    |   |
|  | 30 | <b>Sec. 3.0 Sustainable City Concept</b><br><br>Pg. 3-1, paragraph 1, sentence 3 revise to state:<br><i>“It is critical that the City, its residents and businesses make wise use of non-renewable resources, and strive to protect, enhance and restore the natural heritage system, so that the future generations will be able to continue to enjoy and use them”.</i>  | 30 | Suggested wording change has been made.   |
|  | 31 | <b>Sec. 3.1 Sustainable Planning Framework</b><br><br>Pg. 3-1, Bullet 1 – the City should promote “strategies for sustainability”, including green technology for urban and building design standards. Therefore, revise to state:<br><i>“The City’s long standing ecosystem approach to land use planning recognizes the dynamic, interrelationship of all elements of a biophysical community that are necessary to achieve a sustainable, healthy natural heritage ecosystem. The City will promote the application of practical and progressive energy, soil, water and air conservation standards to traditional engineering and urban design standards, as appropriate.”</i><br><br>Bullet 2 revise to state:<br><i>“An integrated land use and transportation plan that provides a balanced transportation system with pedestrian transportation such as internal walkways and linkages within new subdivisions, and a priority to public transit and creates complete communities.</i> | 31 | Suggested wording changes have been incorporated accordingly.   |
|  | 32 | <b>Natural Areas and Environmental Management</b><br>a. Re-titled this section to state:<br><i>“Natural Heritage Systems and Environmental Management”.</i><br>b. Bullet 1 revise to state:<br><i>“adhere to the City’s established ecosystem approach to land use planning that recognizes the dynamic, interrelationship of all elements of a biophysical community to achieve a sustainable, healthy ecosystem;</i><br>c. Bullet 2 – revise to state:   | 32 | This section has been retitled to Natural Heritage and Environmental Management which ties in with the title of Section 4.5.<br><br>Suggested wording changes have been made accordingly. |

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|  |    | <p><i>“Work closely with the Conservation Authorities on <b>planning matters at all levels, including watershed and watershed strategies and subwatershed plans</b>, to provide a comprehensive, systems approach to environmental protection.</i></p> <p>d. Bullet 3 – revise to state:<br/> <i>“promote conservation of resources, particularly non-renewable resources, through reduction of unnecessary consumption, recycling and reuse; and the use of sustainable management practices that promote air, water, soil and energy conservation”.</i></p> <p>e. Bullet 4 – revise to state:<br/> <i>“improve the quality of life for residents by protecting and enhancing the natural heritage system through the ecosystem approach to land use planning”.</i></p> <p>f. Add Bullet 5 to state: <i>“Promote public and private stewardship partnerships directed to restoring and enhancing the natural heritage system and adjacent lands”.</i></p> |    |   |
|  | 33 | <p><b>Recreational Open Space</b> – revise Bullet 2 to state:</p> <p><i>“provide an integrated <b>recreational open space and natural heritage</b> system for <b>active and passive</b> recreational and leisure pursuits, as well as functional uses including walking, cycling and access to public transit”.</i></p>  | 33 | Suggested wording change has been made. |
|  | 34 | <p>2. <b>Cultural Heritage</b> – Bullet 2 revise to state:<br/> <i>“integrate heritage conservation objectives, <b>including the natural heritage system</b> into the planning process at the earliest possible stage”.</i></p>  | 34 | Suggested wording change has been made. |
|  | 35 | <p><b>Urban Design</b> - revise Bullet 3 to state:<br/> <i>“encourage innovative, diverse and high quality urban design <b>committed to sustainable management practices which supports a framework for environmentally sustainable development.</b></i></p>   | 35 | Suggested wording change has been made. |
|  | 36 | <p><b>Sec. 3.2 Sustainable City Structure</b></p> <p>Pg. 3-5 – Bullet 7 – revise to state:<br/> <i>“an extensive, interconnected recreational open space <b>and natural heritage systems</b> which represents the City’s green spaces and green links”.</i></p>  | 36 | Suggested wording change has been made. |
|  | 37 | <p><b>Sec. 3.2.5 Communities</b></p> <p>a. Pg. 3-8, paragraph 2, last sentence – revise to state:<br/> <i>“The existing <b>natural heritage system, and</b></i></p>  | 37 | Suggested wording change has been       |

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|  |    | <p><i>built and social fabrics will be preserved and enhanced to reinforce the sense of identity, and to contribute to the <b>long-term health</b>, stability and continuity of the community”.</i></p> <p>b. Pg. 3-9, Add a paragraph to state: <i>“<b>The City will promote and encourage residents of both new communities and established neighbourhoods to take ownership and care of the adjacent open space lands. Public and private stewardship efforts can protect the natural environment and build community identity and spirit. It can be as simple as respecting landownership and as fulfilling as families and neighbours adopting a park to keep it clean of debris and garbage</b>”.</i></p>  |    | <p>made.</p> <p>Section 4.5 has already included provisions on stewardship as suggested. Repetition is not necessary in this section.</p> |
|  | 38 | <p><b>Sec. 3.2.6 North West Brampton Urban Development Areas</b> – pg. 3-9, paragraph 2, sentences 5 and 6 – revise to state:</p> <p><i>“Land use designations and related development and environmental policies will be determined through a comprehensive planning process including secondary plans and blocks plans which will be supported by a <b>Landscape Scale Analysis and Subwatershed Studies, and Environmental Implementation Reports, respectively.</b> An Environmental Assessment Study or similar process will also be undertaken to determine the most appropriate <b>alignments for new and/or extended arterial and collector roads, as well as the proposed North-South Higher Order Transportation Corridor, extending from the Bram West Secondary Plan area</b>”.</i></p>  | 38 | <p>Suggested changes has been made with some modification.</p>  |
|  | 39 | <p><b>Sec. 3.2.8 Open Space System</b> – differentiate the natural heritage and recreation components of the open space system, and promote greenlands securement strategies for public ownership of the major valley corridors. Revise to state:</p> <p>a. Paragraph 1, sentence 1 - <i>“<b>Visioned as a city of parks and gardens and as a legacy of the Flower City heritage, Brampton has an extensive open space system which includes a unique natural heritage landscape interconnected with public recreational features, stormwater management facilities, and private open space including cemeteries.</b>”</i></p> <p>b. Paragraph 2 – <i>“<b>The open space system also represents both natural and structural park elements that define the limits of development by prescribing areas to be protected for natural heritage conservation and recreation, respectively.</b> Indeed,</i></p> | 39 | <p>Suggested wording change has been made with modification.</p> <p>Suggested wording change has been made</p>                            |

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|  |    | <p><i>natural <b>heritage</b> features are <b>the</b> fundamental elements of the open space system, and their protection, <b>enhancement and restoration</b> is critical to ensure sustainability and a high quality of life in the City”.</i></p> <p>c. Paragraph 3 – <i>“The Provincial Greenbelt in the north western part of the City provides added protection for the <b>natural heritage system</b> – <b>the features, functions and linkages of the Credit River valley corridor.</b></i></p> <p>Add a paragraph 4 which states <i>“<b>The City of Brampton supports greenlands securement strategies which identify the need for the lands within the valley and watercourse corridors to be protected for the long-term public benefit. The City will work in partnership with the CAs and the developing landowners to ensure that these lands are acquired and/or secured in public ownership, to the extent practical.</b></i></p> |    | <p>with modification.</p> <p>Suggested wording change has been made.</p> <p>Suggested wording change has been added.</p>             |
|  | 40 | <p><b>Schedule ‘ ‘, City Concept and Schedule ‘A’, General Land Use Designations</b></p> <p>CVC will identify revisions to Schedule “D” later in our comments that should be reflected on the other schedules, including City Concept, General Land Use Designations, etc., as appropriate.</p>  | 40 | <p>Comment noted.</p>  |
|  | 41 | <p><b>Sec. 4.1 Residential</b></p> <p>Pg. 4.1-1</p> <p>a. paragraph 1, sentence 1 revise to state:<br/> <i>“People continue to be attracted to the City because of its location, economic, social, cultural, <b>natural heritage</b>, and other positive attributes”.</i></p> <p>b. Ss. (iv) revise to state:<br/> <i>“Safeguarding the environmental integrity of development areas by ensuring that the design and development of residential areas <b>protect, enhance and restore the features, functions and linkages of the natural heritage system</b> including rivers, streams, valleys, woodlands and wetlands. <b>The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and blocks plans.</b></i></p>   | 41 | <p>Suggested wording change has been made.</p> <p>Suggested wording change has been made.</p>  |
|  | 42 | <p>Pg. 4.1-2</p> <p>a. Ss. (v) revise to state:<br/> <i>“Promoting the intensification of land use as one of the strategies for protecting <b>the natural heritage system</b> ... “.</i></p> <p>b. Objective (b) – revise to state:</p>  | 42 | <p>Suggested wording change has been made.</p> <p>Suggested wording change has been made with modification. See also response to</p> |

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|  |    | <i>"encourage the development of built forms that enhance the characteristics of the neighbourhood, <b>protect the natural heritage system and public safety</b>, while promoting land use intensification and creating attractive streetscape".</i>   |    | TRCA's comment regarding this.  |
|  | 43 | Sec. 4.1.1.12 (v) what is meant by "upgraded elevations"? If this refers to land grading then issues related to buffers and/or setbacks along the rear lot lines may be necessary. A definition in Sec. 5.2 may be required to assist agencies, the development community and the public to understand this policy.  | 43 | "Elevation" is an architectural design term referring to the exterior design of the building.   |
|  | 44 | Sec. 4.1.2.2, ss (i) revise to state:<br><i>"These communities will be planned abutting or close to <b>natural heritage</b> or man-made features such as valleys, woodlots, golf courses and areas of rolling or unique topography. <b>The communities shall be designed to contribute to the features, functions and linkages of the open space system, and both the design and the open space system shall combine</b> to define the special character of the community, and they will be near logical transportation systems that are well connected to the Greater Toronto Area";</i>  | 44 | Suggested wording change has been made.   |
|  | 45 | Sec. 4.1.3.4 – these policies should be applicable to all land use policies, as feasible. On that basis, we would recommend that they be provided in Sec. 4.5.7, and for clarity, we would recommend the following revisions.<br>a. ss (ii) revise to state " <i>protection, <b>enhancement and restoration</b> of any stream, pond, wetland, valleyland and woodland habitat for <b>both fish and wildlife</b>;</i><br>b. ss. (iii) revise to state " <i>maintenance, <b>enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic, and fish habitat processes</b>";</i><br>c. ss. (iv) revise to state " <i>protection of the quantity <b>and quality</b> of groundwater and surface waters from contamination by domestic effluent and by activities associated with Estate Residential development";</i><br>d. ss. (v) revise to state " <i>protection, <b>maintenance and restoration</b> of remaining trees and woodlots";</i><br>e. ss (vii) revise to state " <i>that <b>watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological</b></i> | 45 | Suggested wording changes have been made.<br><br>This policy has been moved to Section 4.1.1.13 (under General Policies – Residential) and added to Section 4.5.6.22 (under Natural Heritage System). See also responses to TRCA's comment Ref 1M15 above |

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|  |    | <i>features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural heritage features; and”.</i>  |    |   |
|  | 46 | Sec. 4.1.4.6 revise to state:<br><i>“Development applications within village and hamlet settlements identified as being within the Regulation Map areas shall be subject to the review and approval of the relevant Conservation Authority and the policies of the Secondary Plans. Where no Secondary Plan is in place, the application shall be reviewed in consideration of the applicable policies of the Natural Heritage System and Environmental Management section of this Plan”.</i>   | 46 | Suggested wording change has been made.   |
|  | 47 | Sec. 4.1.5.2, ss (i) – add a bullet that states:<br><i>“provisions to ensure public safety from natural and man-made hazards”.</i>  | 47 | Suggested wording has been added to Section 4.1.5.7 (viii).   |
|  | 48 | Sec. 4.1.5.7, ss (iii) revise to state <i>“the protection, enhancement and restoration of the natural heritage system”.</i>   | 48 | Suggested wording change has been made.   |
|  | 49 | <b>Sec. 4.1.8 Design, Pg. 4.1-24,</b><br>a. Ss. (i) revise to state:<br><i>“Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns”;</i><br>b. Ss. (ii) revise to state:<br><i>“contributing to the existing natural features, functions and linkages such as woodlands, valley lands, ponds, creek and streams, built structures with significant architecture, heritage features or important views and vistas.</i><br>c. Ss (iii) revise to state:<br><i>“enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-ways and the implementation of sustainable management practices which supports a framework for environmentally sustainable development, as appropriate. The layout of circulation ... ”.</i> | 49 | Suggested wording change has been made.<br><br>Suggested wording change has been made.<br><br>Suggested wording change has been made with minor modification to address also TRCA’s comment Ref 1M17. |



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|  | 50 | Sec. 4.1.8.4 (vi) revise to state:<br><i><b>“protect natural heritage features identified in watershed, subwatershed and environmental studies, encourage the preservation of trees and hedgerows, where possible, and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development”.</b></i>  | 50 | Suggested wording change has been made with modification to also address TRCA's comment Ref 1M18. |
|  | 51 | Sec. 4.1.10.2 revise to state:<br><i><b>“The City shall for new lands that are designated for residential purposes not permit, such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan and associated environmental studies, have been formulated for the particular new development area by means of an amendment to this Plan”.</b></i>   | 51 | Suggested wording change has been made.   |
|  | 52 | Office Centres, Sec. 4.2.3.7 (vii), Retail, Sec. 4.2.8.5 (vii) and Design, Sec. 4.3.2.17 (g) revise all to state:<br><i><b>“protect and enhance the natural heritage features and functions such as wetlands, woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing impacts through site planning and design, and sustainable management practices to achieve an environmentally sustainable development”.</b></i> | 52 | Suggested wording change has been made.   |
|  | 53 | Sec. 4.4.2 – Objectives (d) revise to state:<br><i><b>“avoids, minimizes or appropriately mitigates adverse environmental impacts to natural heritage features, functions and linkages”.</b></i>   | 53 | Suggested wording change has been made.   |
|  | 54 | Sec. 4.4.2.16 revise to state:<br><i><b>“The City shall establish detailed alignments of streets and roads in Secondary Plans and Subdivisions only after consideration of adjacent land uses, protection of natural heritage features, functions and linkages, including natural hazard management of flooding, erosion and slope stability, traffic safety and efficiency”.</b></i>  | 54 | Suggested wording change has been made. This is now renumbered to Section 4.4.2.23.               |
|  | 55 | Sec. 4.4.2.17 revise to state:<br><i><b>“The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices, where appropriate and in accordance ... “</b></i>  | 55 | Suggested wording change has been made. This is now renumbered to Section 4.4.2.24.               |
|  | 56 | Sec. 4.4.6.2<br>a. revise to state <i><b>“When not accommodated</b></i>  | 56 | Suggested wording changes have been made.   |

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|  |    | <p><i>along primary streets, trails should be designed to protect the natural heritage system features, functions and linkages, and open space links”.</i></p> <p>b. (ii) revise to state <i>“In general, trails should be sited to avoid sensitive natural features including wetlands, streams, etc.; however, if located in low lying areas, bridges, culverts, swales and raised walkways will be implemented as support systems that will address pedestrian safety and environmental protection”.</i></p>   |    |  |
|  | 57 | Sec. 4.4.6.3 (ii) revise to state:<br><i>“incorporate the trail system with components of the recreational open space system”.</i>  | 57 | Suggested wording change has been made.  |
|  | 58 | Sec. 4.4.6.5 revise to state:<br><i>“Where it is not possible due to environmental sensitivity or physical constraints to construct a pathway through a valley or watercourse corridor, ...”</i>  | 58 | Suggested wording change has been made.  |
|  | 59 | Sec. 4.4.10.5 revise to state:<br><i>“All components of the transportation system will be planned, designed and constructed so as to avoid/minimize/mitigate the adverse impact on natural heritage features, functions and linkages, including natural hazard management of flooding, erosion and slope stability, and heritage resources ...”.</i>  | 59 | Suggested wording change has been made.  |
|  | 60 | <p><b>Sec. 4.5 Natural Areas and Environmental Management</b></p> <p>Rename this section to <i>“Natural Heritage System”</i>. The City’s environmental management and conservation issues go beyond natural hazards to address man-made hazards, including noise, hazardous facilities, contaminated sites, etc. and therefore, <i>“Environmental Management”</i> is appropriate. However, the City may want to consider breaking out Natural Hazards and from other environmental management concerns and this section could be retitled <i>“Natural Heritage System, Natural Hazards and Environmental Management”</i>.</p> | 60 | The section has been re-titled “Natural Heritage and Environmental Management”.  |
|  | 61 | Pg. 4.5-1 – photo of the Village of Churchville – retitle: <i>Credit River</i>  | 61 | Caption has been revised.  |
|  | 62 | Reorder policies in this section to identify priorities (from provincial – regional – local perspective); address similar issues, and permit policies to build upon and support each other. We recognize that there are also several cross-over policies (eg. Water Supply and Groundwater Recharge/Discharge). On this   | 62 | Some restructuring has been made to Section 4.5 taking into consideration comments from CVC, ROP and TRCA. Please see responses to the detailed comments in Ref 1L, 1M and 1N. |

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|  |    | <p>basis, the following order could also reflect the Section title – <b><i>Natural Heritage System and Environmental Management</i></b>.</p> <p>We would recommend providing separate ESA and ANSI sections for clarity. ANSIs are defined by the province and ESAs are defined by CAs and/or the municipality. CAs are developing terrestrial ecosystem strategies and models to define a systems approach for the natural heritage system that may integrate ESAs with other significant features.</p> <p>The City's policies are directed to maintaining the natural heritage system; however, long term monitoring is necessary to analyze the success and appropriateness of mitigative measures, to determine whether the natural heritage system is being maintained by development and/or continues to be degraded.</p> <p><b>Planning</b> - <i>Greenbelt; Watershed Plans and Subwatershed Plans; Environmental Implementation Reports; Storm Water Management;</i></p> <p><b>Natural Heritage System</b> – <i>Natural Heritage System- Features, Functions and Linkages; Environmentally Significant Areas; Areas of Natural and Scientific Interest; Valley and Watercourse Corridors, Wetlands, Woodlands and the Urban Forest, Fish and Wildlife Habitat; Groundwater Recharge/Discharge; Environmental Buffers, Setbacks and Linkages; Long Term Monitoring</i></p> <p><b>Environmental Management:</b> <i>Water Supply and Conservation; Soils Conservation; Special Policy Areas; Protecting Public Health and Safety.</i></p> <p>However, the following comments are provided with respect to the order of policies in the draft OP.</p> |    |  |
|  | 63 | <p>Preamble, paragraph 1-revise to state:</p> <p><i>"The City of Brampton takes seriously its role in promoting and being a leader in <b>protecting natural heritage systems</b> and environmental management. In this regard, Brampton has adopted an ecosystem approach to planning <b>where the environment is on a level with social and economic concerns</b>, and that promotes the principles of sustainable development. The ecosystem approach recognizes the dynamic, interrelationship of all elements of a biophysical community, and the need for long-term management and monitoring policies that address not only individual, but cumulative impacts, to achieve a sustainable, healthy ecosystem. Protection, enhancement and restoration of natural heritage linkages is particularly important to ecosystem health in a fragmented urban environment, and providing these linkages is a priority in the City of Brampton.</i></p>  | 63 | Suggested wording changes have been added. |

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|  | 64 | Add a paragraph to state: <i>"The City recognizes that public and private stewardship is the natural next step after the protection of natural heritage features and linkages through new development. Being good neighbours to give nature a helping hand requires the cooperation and participation of the municipality, the residents, commercial and industrial businesses, Conservation Authorities and conservation organizations working together, to achieve long term ecosystem health and biodiversity."</i>   | 64 | Suggested text has been added.   |
|  | 65 | <p>Pg. 4.5-2, Objectives</p> <ul style="list-style-type: none"> <li>i. (b) revise to state <i>"ensure that all new development, including intensification, shall protect, enhance or restore natural heritage features, functions and linkages as identified in watershed, subwatershed and environmental reports;"</i></li> <li>ii. (c) revise to state <i>"pursue and implement sound storm water management practices and sustainable management practices which will ensure protection from flooding and erosion, maintain groundwater quantity, improve water quality and provide recreational opportunities."</i></li> <li>iii. (d) revise to state <i>"recognize the environmental/ecosystem benefits, habitat functions, microclimates, urban design and general aesthetics that the City's woodland and urban forest provides, and in this regard, maximize the protection, restoration, enhancement and linkages between existing woodlands, trees, hedgerows to other natural heritage and vegetative features such as valleys, watercourses, etc. within the City"</i>.</li> <li>iv. (e) revise to state <i>"identify, protect, enhance and restore fish and wildlife populations, habitats and corridors within the City with a goal towards ensuring no net loss and achieving a net gain"</i>.</li> <li>v. Add (h) that states: <i>"The City shall undertake and/or support monitoring programs that are designed to provide background data, and review and analyze current engineering/design measures implemented to mitigate the impacts of urban development on the natural heritage system."</i></li> <li>vi. Add (i) that states: <i>"The City will promote the application of practical and progressive energy, soil, water and air conservation standards to traditional engineering and urban design standards, as appropriate."</i></li> <li>vii. Add (j) that state: <i>"The City shall work with the province, Conservation Authorities and adjacent municipalities to address the long</i></li> </ul> | 65 | <ul style="list-style-type: none"> <li>i. Suggested wording changes have been made with modification to accommodate ROP's comments on this.</li> <li>ii. Suggested wording changes have been made.</li> <li>iii. Suggested wording changes have been made. See Sub Section (f).</li> <li>iv. Suggested wording changes have been made. See Sub Section (g).</li> <li>v. Suggested policy has been added as Sub Section (k).</li> <li>vi. Suggested policy has been added as Sub Section (l).</li> <li>vii. Suggested policy has been added as</li> </ul> |

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|  |    | <p><i>term health and biodiversity of the natural heritage system within the subwatersheds that traverse Brampton</i>".</p> <p>viii. Add (k) to state: <i>"The City shall promote and encourage both private and public partnerships to undertake stewardship efforts of both the natural heritage and recreational open space systems"</i>.</p>   |    | <p>Sub Section (l).</p> <p>viii. Suggested wording has been added to Sub Section (m).</p> |
|  | 66 | <p><b>Sec. 4.5.1 Watershed Plans and Subwatershed Plans</b></p> <p>CVC will ultimately prepare a Watershed Plan that integrates the information and recommendations of current watershed strategies/plans such as the Credit River Water Management Strategy Update, Credit River Fisheries Management Plan, etc. Therefore, we would encourage the City to utilize information and recommendations from the CA watershed strategies/plans to help them achieve the goals and policies of the OP.</p> <p>Preamble revise to state:</p> <p><i>To ensure that environmental planning decisions are made in accordance with an ecosystem approach, the results of Watershed Plans, <b>including watershed strategies and plans</b>, and Subwatershed Studies will form the basis for development. Watershed Plans include all lands drained by a major river and its tributaries. <b>Watershed strategies and plans are prepared to address the protection of a specific aspect of the natural heritage system such as source water protection, fisheries management, greenlands securement, terrestrial ecosystem modelling, etc.</b> Subwatershed Studies include all of the lands within one tributary of the watershed.</i></p> <p><i>Watershed boundaries often cross municipal boundaries and as such Watershed Plans <b>and watershed strategies and plans</b> are usually initiated by Conservation Authorities with participation from the affected Regional and local municipalities, <b>and provincial ministries and public, as appropriate.</b> The boundaries of subwatersheds are more local and therefore are usually initiated by the local municipalities with participation from the Region and the area Conservation Authority. Planning decisions that are made based on the results of Watershed Plans, <b>watershed strategies and plans</b> and Subwatershed Studies provide a comprehensive, systems based approach to all aspects of land use planning and result in environmental decisions that consider cumulative impacts.</i></p> <p><i>Subwatershed studies examine and make recommendations on three key components, the <b>natural heritage system</b>, stormwater management</i></p> | 66 | <p>Suggested wording changes have been made.</p>  |

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|  |    | <p><i>and an implementation and monitoring plan. Some of the key principles of Subwatershed Studies are to develop a long term vision for the <b>environmental resources of the watercourse and tributary(ies) within the secondary plan</b> area, to ensure that long term cumulative impacts <b>to the environment</b> are avoided through an adaptive <b>environmental management approach to development</b>.</i></p> <p><i>Based on the results of Subwatershed Studies, the City of Brampton is committed to ensuring the <b>protection, enhancement and restoration of the natural heritage and environmental resources features, functions and linkages to ensure long term ecosystem health. The analysis of compliance and long term monitoring information and data will assist the City and the Conservation Authorities in reviewing and defining engineering, stormwater management and sustainable management practices, and design and landscaping requirements for development to ensure that urban impacts are being appropriately mitigated. The ecosystem approach to environmental planning has been adopted by a number of municipalities and is consistent with the Provincial Policy Statement related to planning in a coordinated, integrated and comprehensive manner.</b></i></p> |    |  |
|  | 67 | <p>Sec. 4.5.1.1 revise to state:<br/> <i>"Where a Watershed Plan <b>and watershed strategies and plans</b> exist, the Subwatershed Study will be in conformance with the goal, objectives <b>and recommendations</b> provided by the <b>approved Plans and Strategies</b>".</i></p>   | 67 | <p>Suggested wording changes have been made. This now becomes Section 4.5.1.2.</p>   |
|  | 68 | <p>Sec. 4.5.1.2, revise 2<sup>nd</sup> sentence to state:<br/> <i>".... Such Subwatershed Studies shall be comprehensive documents subject to the participation and the approval of the appropriate agencies and include a discussion of the impact or potential impact on water quality and quantity <b>from alternative development scenarios, the relationship .....</b>".</i></p>   | 68 | <p>Suggested wording changes have been made with modification to address ROP's comments. This now becomes Section 4.5.1.3.</p>   |
|  | 69 | <p>Sec. 4.5.1.3 - reorder as 4.5.1.7, remove the word "general", and revise to state:<br/> <i>"<b>All applications for development within a subwatershed area shall conform to the recommendations of the approved Subwatershed Study.</b>"</i></p>   | 69 | <p>Staff do not support suggested wording change as the original wording of "generally" provides some flexibility that may be required for changes through EIRs. Reordering of the policy has been made. This now becomes Section 4.5.1.4.</p> |
|  | 70 | <p>Sec. 4.5.1.4 – reorder as 4.5.1.3 and revise to state:<br/> <i>"Subwatershed Studies will make recommendations for the <b>protection, restoration and enhancement of natural features, functions and linkages, and identify compliance and long term monitoring requirements</b></i></p>   | 70 | <p>Suggested wording changes and reordering have been made. This now becomes Section 4.5.1.5.</p>  |

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|  |    | <i>to review and analyze individual and the cumulative impacts of development”.</i>   |    |   |
|  | 71 | Sec. 4.5.1.5 – reorder as 4.5.1.4 and revise to state:<br><br><i>“In the preparation of new Subwatershed Studies, specific sequencing requirements <b>related to preparation and finalization of supporting reports (eg. Transportation and land use studies) and/or monitoring results</b> may be imposed before the Subwatershed Study will be approved”.</i>   | 71 | Suggested wording has been added accordingly and reordering has been made. This now becomes Section 4.5.1.6.            |
|  | 72 | Sec. 4.5.1.6 – reorder as 4.5.1.5 - rather than an update, the City should consider a review of all reports that provide recommendations and/or requirements for development. Revise to state:<br><br><i>“In rare occasions, Subwatershed Studies <b>and/or environmental reports</b> are prepared well in advance of development of an area. In such instances, the City of Brampton will require that Subwatershed Studies, <b>Environmental Implementation Reports and/or other studies that direct development be reviewed</b> as required to include current <b>recommendations, scientific advancements, new assessment tools and Sustainable Management Practices</b> provided in <b>higher level approved reports, i.e. Watershed Plans or Strategies, including monitoring, before development proceeds in an area.</b>”</i> | 72 | Suggested wording changes have been made with modification to address ROP's comments. This now becomes Section 4.5.1.7. |
|  | 73 | Sec. 4.5.1.7 - reorder as 4.5.1.6 - “woodlands and other significant vegetative features” are addressed through Policy 4.5.1.4. However, should the City keep this policy, we recommend that it be revised to state:<br><br><i>“The City shall, in conjunction with Secondary Plans and related Official Plan Amendments, require that Subwatershed Studies consider all woodlands and significant vegetative features within the study area in the context of the terrestrial and aquatic ecosystems, their functions <b>and linkages</b>, and <b>how development will be designed to protect and maintain these features.</b>”</i>  | 73 | Policy has been deleted as suggested.   |
|  | 74 | <b>Sec. 4.5.2 Environmental Implementation Reports</b><br><br>Sec. 4.5.2.1<br>a. revise to state <i>“Inventories <b>and analysis of natural heritage features, functions and linkages including vegetation, fish and wildlife habitat, topography, soils, groundwater and surface water hydrology,</b></i>  | 74 | This section has been re-numbered 4.5.2.2.<br><br>a. Suggested wording changes have been made.                          |

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|  |    | <p><i>fluvial geomorphic processes, and natural hazards including flooding, erosion and meander belt width, slope stability”.</i></p> <p>b. (ii) revise to state “<i>an analysis of the individual and cumulative environmental impacts that are expected to occur as a result of the proposed development and future uses</i>”.</p> <p>c. (iii) revise to state “<i>the consideration and evaluation of alternatives including land uses, engineering and design of lots and infrastructure, and mitigation, enhancement and restoration measures; and “.</i></p> <p>d. (iv) revise to state “<i>a commitment to Adaptive Environmental Monitoring (AEM) establishing measures for compliance and long term monitoring, and the ongoing management of engineering/design standards and measures, and natural heritage features, functions and linkages including enhancement and restoration measures to achieve long term ecosystem health</i>”.</p> |    | <p>b. Suggested wording changes have been made.</p> <p>c. Suggested wording changes have been made.</p> <p>d. Suggested wording changes have been made with modification to address ROP's comments.</p> |
|  | 75 | <p>Sec. 4.5.2.4 – revise to state:</p> <p><i>“The Environmental Implementation Report shall be evaluated based upon the perceived risk of compromising the integrity of the natural heritage features, functions and linkages by approving the proposed development, despite the application of mitigation measures or other controls and regulations, which normally comprise the Development Agreement”.</i></p>   | 75 | Suggested wording changes have been made. See Section 4.5.2.5.  |
|  | 76 | <p>Sec. 4.5.2.5 – it appears that this policy is intended to address “adjacent lands” as identified in PPS – therefore, revise to state:</p> <p><i>“An Environmental Implementation Report shall identify and consider the features and functions of lands adjacent to identified natural heritage features to determine whether protection and/or management of the adjacent lands, is appropriate”.</i></p>  | 76 | Suggested wording changes have been made. See Section 4.5.2.6.  |
|  | 77 | <p><b>Sec. 4.5.3 Storm Water Management Facilities</b></p> <p>The policies are awkward with regard to prioritizing the SWM issues, and they provide overlapping, potentially conflicting direction. We would recommend the following revisions.</p> <p>Sec. 4.5.3.1 – revise to state:</p> <p><i>“The City of Brampton is responsible for the installation and maintenance of storm sewers and associated infrastructure, and stormwater</i></p>   | 77 | Suggested wording changes have been made.   |



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|  |    | <i>management facilities. The City will prepare a Stormwater Management Master Plan to set objectives and to provide an overall plan <b>for the design, installation and maintenance of the stormwater management system in the City</b>".</i>  |    |  |
|  | 78 | <p>Sec. 4.5.3.6 – delete reference to types of water quality facilities as the measures could be outdated over the life span of the OP. A reference should be added here for low impact development and the need to meet the latest standards set by the City, relevant CA or MOE, or through a study such as an EIR. Revise to state:</p> <p><i>"In implementing <b>Sustainable Management Practices</b>, the City will promote <b>consideration of the concepts of low impact development, and sustainable and green technology, and current standards of the City, relevant CA and MOE, to address the quantity and quality of stormwater run-off released to any natural heritage feature, including valley corridor or watercourse.</b>"</i></p>   | 78 | Suggested wording changes have been made. See Section 4.5.3.10.              |
|  | 79 | <p>Combine Sec. 4.5.3.7 and 4.5.3.11, reorder as 4.5.3.2 and revise to state:</p> <p><i>"Storm water management facilities will be provided in accordance with the requirements of approved studies (i.e. <b>Subwatershed Studies, Environmental Implementation Reports, Master Environmental Servicing Plans, etc.</b>). The City shall assess alternatives for stormwater quantity and quality control and Sustainable Management Practices with regard to the following:</i></p> <ul style="list-style-type: none"> <li><i>i. Location of storm water management facilities with a preference for <b>at source controls and low impact development concepts</b>, as feasible;</i></li> <li><i>ii. Impact of maintenance and jurisdictional costs for wet and/or dry ponds and other storm water management facilities to the City; and</i></li> <li><i>iii. Minimize the number of ponds in any subwatershed area, <b>without compromising the benefits of stormwater management.</b></i></li> </ul> | 79 | Suggested wording changes have been made. See Section 4.5.3.2.               |
|  | 80 | <p>Sec. 4.5.3.8 reorder as 4.5.3.3 and revise to state:</p> <p><i>"The City shall, prior to the approval of any site specific development proposal, require the approval of a Functional Servicing Report and a Storm Water Management Plan which implements management concepts endorsed by a subwatershed <b>or other environmental study</b></i></p>   | 80 | Suggested wording changes have been made but policy number remains the same. |

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|  |    | <i>(EIR, MESP), as applicable."</i>   |    |   |
|  | 81 | <p>Sec. 4.5.3.9 and 4.5.3.10 combine, reorder as 4.5.3.4 and revise to state:</p> <p><i>"Where practical and possible, storm water management facilities should be situated adjacent to natural heritage features such as valley and watercourse corridors, and recreational open space areas rather than in a separate, single purpose blocks. Storm water management facilities (i.e. quantity, quality, infiltration, etc.) should be oriented, designed and constructed to contribute and compliment the adjacent the natural heritage features, functions and linkages".</i></p>                                 | 81 | Suggested wording changes have been made with minor modification. This is however presented as two separate policies i.e. Sections 4.5.3.4 and 4.5.3.5. |
|  | 82 | <p>Sec. 4.5.3.2 reorder as 4.5.3.5, and revise to state:</p> <p><i>"The City shall ensure that storm sewers are economically and technically designed to operate on a gravity system and have a positive outlet utilizing natural drainage features, where appropriate. Drainage diversions may only be considered if assessed and found to be acceptable in subwatershed and environmental studies, and supported by area Conservation Authorities</i></p>   | 82 | Suggested wording changes and reordering have been made. This now becomes Section 4.5.3.6.  |
|  | 83 | <p>Sec. 4.5.3.4 reorder as 4.5.3.6. and revise to state:</p> <p><i>"Storm water management facilities shall be designed as major landscaped features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the Open Space system. Similarly, the street pattern shall ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community".</i></p>   | 83 | Suggested wording changes and reordering have been made. This now becomes Section 4.5.3.7.  |
|  | 84 | <p>Combine Sec. 4.5.3.3, 4.5.3.6 and 4.5.3.7, reorder as 4.5.3.7 – these policies are all speaking to Sustainable Management Practices, and therefore, should be combined and revised to promote green technology. Revise to state:</p> <p><i>"The City shall promote the use of Sustainable Management Practices (SMPs) to achieve a "best fit" of design and technology, in addition to traditional storm water management practices, to promote environmentally sustainable development. To this end and the extent practical, the City encourages naturalized, "green" at-source measures to mitigate the</i></p> | 84 | Suggested wording changes have been made. This now becomes Section 4.5.3.8.   |

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|  |    | <i>storm water quantity and quality impacts on both surface and groundwater resources.”</i>  |    |  |
|  | 85 | Sec. 4.5.3.12 – maintain as written, but reorder as 4.5.3.8.   | 85 | This now becomes Section 4.5.3.11.   |
|  | 86 | <p><b>Sec. 4.5.4 Water Supply and Conservation</b></p> <p>The City should consider identifying an infrastructure hierarchy, as water supply and conservation is both a regional and local issue.</p> <p>Sec. 4.5.4.1 (iii) the City should recognize that all new development should be on municipal services with some minor exceptions. Therefore, revise to state:</p> <p><i>“That new development obtain water via the South Peel Servicing System <b>Exceptions to this policy may include new development within the existing rural estate residential and some private commercial uses such as golf courses and/or cemeteries</b> that may be serviced by private well(s). <b>Development which is dependent upon a significant level of water-taking may be subject to the approval of a hydrogeological investigation/study. These studies must demonstrate that there are adequate groundwater resources to accommodate the development without a negative impact on the quantity or quality of groundwater resources with regard to private wells in the immediate area, and natural heritage features, functions and linkages dependent on the groundwater ecosystem, particularly fish habitat and wetlands</b>”.</i></p> | 86 | <p>Section 4.5.4 has been moved to Section 4.7.2.</p> <p>Suggested wording change has been incorporated with the exception of the statement “<i>Exceptions to this policy may include new development within the existing rural estate residential and some private commercial uses such as golf courses and/or cemeteries</i>” as some of these are on municipal water services. See Section 4.7.2.1.</p> |
|  | 87 | <p>Sec. 4.5.4.3 revise to state:</p> <p><i>“The City shall encourage the development of programs to ensure the long term protection of groundwater resources, such as well- head protection, recharge and <b>discharge areas, and wetlands</b>”.</i></p>   | 87 | Suggested changes have been made. See Section 4.5.4.6.   |
|  | 88 | <p><b>Sec. 4.5.5 Groundwater Recharge/Discharge</b></p> <p>As noted above, these policies should be placed with the Natural Heritage System policies.</p> <p>Paragraph 1 revise to state:</p> <p><i>“Groundwater resources are critical components of the water related ecosystem by <b>contributing critical baseflows to watercourses, streams, lakes and wetlands and associated fish habitat, and providing an important service to land uses</b></i></p>  | 88 | Suggested wording changes have been made.  |

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|  |    | <i>dependent on private wells. Recognizing the interconnected nature of the <b>land and</b> water related ecosystem, it is the responsibility of the Region and the local municipalities to maintain and protect the quality and quantity of groundwater in accordance with the Provincial Policy Statement”.</i>   |    |   |
|  | 89 | Sec. 4.5.5.1 revise last sentence to state:<br><br><i>“... This study will be prepared to the satisfaction of the City, <b>Region and local CA</b>”.</i>  | 89 | Suggested wording changes have been made. Policy has been moved to Section 4.7.2.3.       |
|  | 90 | Sec. 4.5.5.5 revise to state:<br><i>“to protect and maximize <b>groundwater recharge</b>, the City will implement <b>storm water management and Sustainable Management Practices to achieve pre-development water budgets</b>.</i>  | 90 | Suggested wording changes have been made. This now becomes Section 4.5.4.3.               |
|  | 91 | <b>Sec. 4.5.6 Soils Conservation</b><br><br>Paragraph 1 revise to state:<br><br><i>“<b>Soil conservation is not only important from the perspective of conserving topsoil as a resource, but to prevent wind and water related soil erosion from impacting the water ecosystem, including watercourses and fish habitat. Ecosystem impacts to water quality and aquatic populations can be compounded if soils from construction sites or cultivated farm fields are contaminated</b>”.</i> | 91 | This section has been re-numbered 4.5.5.<br><br>Suggested wording changes have been made. |
|  | 92 | Sec. 4.5.6.4 revise to state:<br><br><i>“<b>The City requires that storm water management, Sustainable Management Practices, and sediment and erosion control measures be implemented that treat (i.e. detain) sediment laden storm water and promote infiltration of clean water</b>”.</i>   | 92 | Suggested wording changes have been made. See Section 4.5.5.4.                            |
|  | 93 | Sec. 4.5.6.5 revise to state <i>“To minimize the length of time that <b>soil and</b> topsoil <b>piles</b> are exposed to the elements, the City <b>will</b> encourage stabilization <b>measures</b> to be implemented during the construction phase”.</i>   | 93 | Suggested wording changes have been made. See Section 4.5.5.6.                            |
|  | 94 | <b>Sec. 4.5.7 Natural Features and Functions</b><br><br>The general policies of this section should include those policies provided in other sections of the Plan, i.e. density bonusing, etc. Reorder sections in terms of significance and priority – i.e. – Natural Heritage System - Features, Functions and Linkages;  | 94 | This section has been re-numbered to 4.5.6.   |

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|  |    | <p>Environmentally Significant Areas; Areas of Natural and Scientific Interest ;Valley and Watercourse Corridors, Wetlands, Woodlands, Fish and Wildlife Habitat; Groundwater Recharge/Discharge; Environmental Buffers, Setbacks and Linkages.</p> <p>We recommend the title be revised to state “<b>Natural Heritage System - Features, Functions and Linkages</b>”.</p> <p>Paragraph 1 - revise to state:</p> <p><i>“Land Use Planning in the City of Brampton needs to consider not only natural <b>heritage</b> features, <b>but the functions and linkages</b> they provide. Schedule “D” of the Official Plan illustrates the environmental features within the City of Brampton <b>including: Environmentally Significant Areas (ESA); Areas of Natural and Scientific Interest (ANSI); Valley and Watercourse Corridors; Wetlands; Woodlands; Fish and Wildlife Habitat; and Groundwater Recharge/Discharge. In addition, the City is committed to ensuring the conservation of these natural features through the application of Environmental Buffers, Setbacks and Linkages. Specific policies are established for each of these features, but the following general policies are applicable to all natural features.”</b></i></p> |    | <p>This section has been retitled “Natural Heritage System”.</p> <p>Suggested wording changes have been made with some modifications to address also ROP’s comments.</p> |
|  | 95 | <p>Sec. 4.5.7.2 revise to state:</p> <p><i>“Subwatershed Studies (See Section 4.5.1) and Environmental Implementation Reports (See Section 4.5.2) will be prepared through the City’s development process. <b>The extent of natural heritage system - features, functions and linkages will be defined by these studies.</b> If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan or Block Plan), refinement of boundaries of natural <b>heritage</b> features may be determined on a site by site basis through an Environmental Impact Study, subject to the approval of the City and the appropriate Conservation Authority and the Ministry of Natural Resources”.</i></p>   | 95 | <p>Suggested wording changes have been made with some modifications to address ROP’s comments. This now becomes Section 4.5.6.2.</p>                                     |
|  | 96 | <p>Sec. 4.5.7.3 –this policy has been addressed by Sec. 4.5.7.2; however, should the City keep this policy, revise to state:</p> <p><i>“An Environmental Impact Study <b>may be</b> required when urban development is proposed within or adjacent to a natural feature as designated on Schedule “D”, subject to the approval of the City, the appropriate Conservation Authority and the Ministry of</i></p>   | 96 | <p>The requirement is already covered in the new Section 4.5.6.2. This policy has been deleted.</p>  |

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|  |     | Natural Resources”.  |     |  |
|  | 97  | Sec. 4.5.7.4. revise to state:<br><br><i>“The City shall consult and cooperate with <b>the Conservation Authorities</b>, the Ministry of Natural Resources and Environment or any other agency as necessary with respect to issues or concerns relating to natural features”.</i>  | 97  | Suggested wording changes have been made. See Section 4.5.6.4.   |
|  | 98  | Sec. 4.5.7.6 – urban ecosystems are generally in a net ecological deficit state. Be advised that “compensation” is usually directed by legislation and therefore, should not be used in a policy context. Therefore, revise to state:<br><br><i>“The City shall strive to achieve a no net loss in natural features, <b>functions and linkages</b>, and where feasible, encourage and undertake mitigation, restoration and enhancement measures directed to achieving a self-sustaining ecosystem.”</i>   | 98  | Suggested wording changes have been made with some modifications to address ROP and TRCA’s comments. See Section 4.5.6.14.                                   |
|  | 99  | Sec. 4.5.7.7 revise to state:<br><br><i>“Prior to the approval of a development application, ownership of natural features must be determined to the satisfaction of the City. <b>The City will discourage the fragmentation of ownership of natural features, including setbacks and conservation buffers.</b>”</i>   | 99  | Suggested wording changes have been made. See Section 4.5.6.19.  |
|  | 100 | CVC would recommend the following additional policies taken from other sections of the Plan be identified in this section to ensure that they apply to all natural heritage features.<br><br><i>“The City shall consider the following principles for the <b>design of development adjacent to natural heritage features, to the extent feasible</b>:</i><br>a. (i) <i>“the maintenance of landforms and physical features of the site in their natural state, <b>ensuring that the natural rather than the man-made character of the site predominates</b>”;</i><br>b. (ii) <i>“<b>protection, enhancement and restoration</b> of any stream, pond, wetland, valleyland and woodland habitat for <b>both fish and wildlife</b>;</i><br>c. ss. (iii) <i>“<b>maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic, and fish habitat processes</b>”;</i><br>d. ss. (iv) <i>“<b>protection of the quantity and quality of groundwater and surface waters</b></i> | 100 | Staff do not consider it necessary to add these policies ss (i) to (viii) as they have already been included in the policies of the specific features /areas |

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|  |  | <p>from contamination by <b>effluent and by activities associated with development</b>";</p> <p>e. ss. (v) "protection, <b>maintenance and restoration</b> of remaining trees and woodlots";</p> <p>f. ss (vi) "the need for careful siting of <b>buildings, structures</b> and additional landscaping pursuant to the provision of zoning by-laws and development agreements";</p> <p>g. ss (vii) "that <b>watercourse and valley corridors and a conservation buffer</b> shall be conveyed to the City or the Conservation Authority. <b>These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural heritage features; and</b>"</p> <p>h. ss (viii) "that the general public have access to significant scenic vistas and the <b>natural heritage features</b> by means of public open space holdings, as appropriate".</p> <p>Re: density bonusing "<b>to encourage the conservation of natural heritage features, beyond identified environmentally hazardous lands, the City may consider such implementation procedures as density bonusing or density transfers from the natural feature areas to other lands owned by affected property owners in accordance with Sec. 5.12 of the Official Plan</b>".</p> <p>Re: restoration/landscaping "<b>The City will promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity and community objectives</b>".</p> <p>Re: PPS "<b>In accordance with PPS, the City shall consider the need for a municipal Natural Areas Inventory that will identify regionally and locally significant or rare natural heritage features, functions and linkages in order to protect, manage and determine restoration and enhancement requirements for valley and watercourse corridors, wetlands, woodlands and fish and wildlife habitat.</b>"</p> <p>Re: stewardship "<b>The City will work in partnership with the Region of Peel, Conservation Authorities, and developing and private landowners to ensure that natural heritage features are acquired and/or</b></p> |  | <p>This suggested policy has been added throughout Section 4.5 as per TRCA's suggestion. See Ref 1M32 above.</p> <p>This has been added to Section 4.5.6.18.</p> <p>Such an inventory of the natural heritage system will be achieved as and when watershed plans, subwatershed plans and strategies and environmental studies are prepared. Staff do not consider it necessary to include this policy at this stage.</p> <p>Suggested policy has been added as Section 4.5.6.21.</p> |
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|  |     | <i>secured in public ownership, to the extent practical. The City will promote and encourage public and private partnerships to undertake stewardship efforts to maintain the long term health and biodiversity of the natural heritage system. The City recognizes that stewardship material that identifies practical actions and behaviour is necessary to assist homeowners in being good neighbours, on both their own lands and the adjacent natural areas."</i>   |     |  |
|  | 101 | <p><b>Sec. 4.5.8 Valleylands and Watercourses</b></p> <p>Valley and watercourse corridors form an important part of the <i>land</i> related ecosystem. The limits of the corridors are defined by the environmental hazards associated with flooding, erosion (and meander belt width hazard) and slope stability, and sensitive lands including vegetation, fisheries buffers, etc. Revise title state: "<b>Valley and Watercourse Corridors</b>".</p> <p>Existing lots of record and/or development in corridors, and particularly in hazardous areas, must be recognized by appropriate policies. Specific hazard policies should be provided in this section, or a "natural hazards section" should be developed. It is also appropriate to recognize existing open space/recreational uses in the corridors for context, particularly to identify permitted uses. CVC does not advocate development in corridors, i.e. stormwater management facilities or golf courses, due to potential negative impacts to the natural heritage systems and the continuing remedial costs to the public/private sector. However, we recognize that there are opportunities that the impacts of existing development can be appropriately mitigated. Therefore, the following revisions are recommended:</p> <p>Preamble - revise to state:</p> <p><i>"Within the City of Brampton, valley and watercourse corridors form an integral part of the <b>land and</b> water related ecosystem and creates a spine for the City's overall open space network. There are five significant <b>valley and watercourse corridors</b> traversing the City – the Credit River, Fletcher's Creek, Etobicoke Creek, Mimico Creek and Humber River, providing a transition between the less defined <b>headwater tributaries</b> in the northern portions of the City to the well-defined valley corridors in the southern portions of the City.</i></p> <p><i>It is the responsibility of the City of Brampton, in <b>consultation</b> with the Region of Peel and the area Conservation Authorities to ensure that the natural <b>heritage features, functions, linkages and</b> hazards associated with the valley and</i></p> | 101 | <p>Section title has been changed to Valleylands and Watercourse Corridors and re-numbered 4.5.7. Policies on flooding hazard remain in this section as responded to TRCA's comment ref 1M25 above.</p> <p>Comment noted.</p> <p>Suggested wording changes have been made accordingly with some modifications to address ROP's comments.</p> |



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|  |  | <p><i>watercourse corridors are respected. In addition to the policies included in the Brampton Official Plan, both Credit Valley and Toronto Region Conservation Authorities have policies with respect to <b>valley</b> and watercourse protection and management.</i></p> <p><i><b>Public ownership of the valley and watercourse corridors will permit the long term protection of these important components of the natural heritage system to ensure environmental, economic and social values that will improve the quality of life in the City. In addition to the potential acquisition of land through the development process, the City of Brampton supports the Conservation Authorities greenlands securement strategies. These strategies provide information to guide the planning, securement and/or acquisition of valley and watercourse corridors, at the provincial, regional and local level, as well as encouraging private stewardship.</b></i></p> <p><i>Lands designated as <b>Valley and Watercourse Corridors</b> on Schedule "D" of the Official Plan are intended primarily for the preservation and conservation of natural features, <b>functions and linkages</b>. Although development is generally prohibited within <b>valley and watercourse corridors</b>, <b>there are existing public and private recreational areas and some permitted uses that must be recognized.</b></i></p> <p><i><b>Existing public recreational areas within valley and watercourse corridors include: Eldorado Park (Credit River, north of Steeles Avenue); {add municipal name} ball fields (Fletcher's Creek, north of Ray Lawson Boulevard); Chris Gibson Park (Fletcher's Creek, west of McLaughlin Road); Creditview City Wide Park (Huttonville Creek East Tributary, north of Bovaird Drive);{add appropriate information within TRC's watershed}.</b></i></p> <p><i><b>Public recreational areas include: Streetsville Glen Golf Course (Levi Creek, north of Highway 407); Lionshead Golf Course (Credit River, south of Queen Street); {add appropriate information within TRC's watershed}.</b></i></p> <p><i>Permitted uses may include agriculture, conservation, multi use trails and related facilities, horticultural nurseries, forestry, wildlife refuge, public or private parks, stormwater management facilities and golf courses. Development of these permitted uses will be subject to a <b>planning</b> approval process,</i></p> |  |  |
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|  |     | <p><i>as well as the recommendations and requirements of watershed, subwatershed and environmental studies. At minimum, development, if permitted shall be required to be designed in accordance with environmental hazard management policies of both the City and applicable Conservation Authority.</i></p> <p><i>Early in the planning process, and in accordance with the Development Design Guidelines, views and vistas should be established along <b>valley and watercourse corridors</b>, to reinforce urban land use patterns and in particular, window streets, the location of parks, community facilities, institutions and open space linkages. Such views and vista blocks shall be gratuitously conveyed <b>with the valley and watercourse corridors</b> to the City. The strategic locations of these view corridors <b>along the open space corridors</b>, contributes to the creation of a balanced land use pattern as they provide points of orientation within the plan and act as transitions between land uses. They also play an important role in the development of neighbourhoods and community identifies.</i></p> |     |  |
|  | 102 | <p>Sec. 4.5.8.1 revise to state:</p> <p><i>“Through the development approval process, the <b>valley and watercourse corridors, including associated environmental hazards and defined conservation buffers</b>, will be conveyed to the City of Brampton. Municipal acquisition of these <b>corridors and buffers</b> will not be considered as contributing towards the parkland dedication requirements under the Planning Act”.</i></p>  | 102 | Suggested wording changes have been made and reordered as Section 4.5.7.4 to address ROP's comments.   |
|  | 103 | <p>Sec. 4.5.8.2 revise to state “All <b>watercourse and valley corridors</b> ...”.</p>  | 103 | Suggested wording changes have been made. This now becomes Section 4.5.7.5.  |
|  | 104 | <p>Sec. 4.5.8.4 – it would be appropriate to group natural hazard management policies in a specific section, or place this policy in Sec. 4.5.15. Furthermore, this policy should recognize existing lots of record and/or development in the floodplain. Therefore, revise to state:</p> <p><i>“The City shall, where development or site alteration is proposed within a floodplain, apply the One Zone Concept, which generally prohibits development within a floodplain. <b>Notwithstanding, the City recognizes that there are existing lots of record and historic development within the One Zone Floodplain. Construction and/or redevelopment of these lands may be considered as supported by detailed studies such as floodproofing or flood</b></i></p>  | 104 | Suggested wording changes have been made. This now becomes Section 4.5.7.2. Section 4.5.15 has been deleted pending the review by the Province, TRCA and the City as responded in Ref 1L3 above. |

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|  |     | <p><i>protection measures, subject to the approval of the City and the policies of the relevant Conservation Authority."</i></p> <p>Continue the remainder of Sec. 4.5.8.4 as a separate policy and revise to state:<br/> <i>"For those floodplains areas where Two Zone or Special Policy Area status has been approved, site specific policies related to development or redevelopment will be detailed in the relevant Secondary Plan (refer to Section 4.5.15)".</i></p> <p>Furthermore, recognize issues related to access for development within and/or adjacent to the floodplain by providing a policy that states:<br/> <i>"Access for development adjacent or within the floodplain will be subject to the policies of the City and the access/floodproofing standards and policies of the relevant Conservation Authority"</i>.</p>   |     |   |
|  | 105 | <p>Sec. 4.5.8.5 – additional consideration needs to be provided for new or existing development - revise to state:</p> <p><i>"Although development is generally prohibited within a valley or watercourse corridor, when considering an application, the following shall be taken into account.</i></p> <ul style="list-style-type: none"> <li><i>i. No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;</i></li> <li><i>ii. Existing development shall be reviewed in consideration of the identified slope stability, 100 year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;</i></li> <li><i>iii. Opportunities to mitigate, enhance or restore natural heritage features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies;</i></li> <li><i>iv. The proposed measures by which current and/or past impacts can be mitigated must be undertaken in an environmentally sound manner consistent with accepted environmental management practices and engineering techniques;</i></li> <li><i>v. The costs and benefits in ecological, monetary and social terms of any environmental management practices and engineering works needed to mitigate these impacts;</i></li> <li><i>vi. The impact of the development proposal on both the valley and watercourse habitats, both biotic and abiotic systems;</i></li> </ul> | 105 | Suggested wording changes have been made. This now becomes section 4.5.7.1. |

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|  |     | <p>vii. <i>The impact of the development proposal to the scenic quality and visual and physical continuity of <b>the natural heritage - open space system</b>, including public access, where appropriate and feasible;</i></p> <p>viii. <i>The risk of loss of life or property damage; and</i></p> <p>ix. <i>The comments and approval of the appropriate Conservation Authority and Provincial Ministry (where required).</i></p>  |     |   |
|  | 106 | <p>Sec. 4.5.8.6 revise to state:</p> <p><i><b>“The City shall zone valley and watercourse corridors, including associated setbacks and conservation buffers, in a separate classification in implementing Restricted Area By-law(s), and existing uses will be recognized as legal non-conforming, where appropriate, despite the character of such areas”.</b></i></p>   | 106 | Suggested wording changes have been made. This now becomes Section 4.5.7.3.             |
|  | 107 | <p>Sec. 4.5.8.7 – to be consistent, should read similar to Policy 4.5.7.2; however, because of that basic policy, it is not necessary to repeat. Should the City maintain this policy, revise to state:</p> <p><i><b>“Through the formulation of community Block Plans, the City in consultation with the relevant Conservation Authority, shall require an Environmental Implementation Report, including Stormwater Management Report and/or Functional Servicing Report. The extent of valley and watercourse corridors will be defined by these studies. If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan or Block Plan), refinement of boundaries of natural features may be determined on a site by site basis through an Environmental Impact Study, subject to the approval of the City, the appropriate Conservation Authority and the Ministry of Natural Resources”.</b></i></p> | 107 | Suggested wording changes have been made. See Section 4.5.7.7.                          |
|  | 108 | <p>Sec. 4.5.8.8 – revise to state:</p> <p><i><b>“The City shall require that structural crossings of valley and watercourse corridors, provide for a suitable open span, to the extent practical, to address the environmental hazards and linkage functions and open character of the corridors, for the movement of the watercourse, wildlife and pedestrians, as appropriate”</b></i></p>  | 108 | Suggested wording changes have been made with minor modifications. See Section 4.5.7.8. |
|  | 109 | <p>Sec. 4.5.8.9 revise to state:</p> <p><i><b>“Vista blocks and window streets shall be</b></i></p>   | 109 | Suggested wording changes have been made. See Section 4.5.7.9.                          |

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|  |     | <i>strategically located to provide strategic views onto the <b>valley and watercourse corridors</b> providing a focus for the neighbourhoods and access to the corridors. These blocks shall ...”.</i>  |     |   |
|  | 110 | Sec. 4.5.8.10 revise to state:<br><br><i>“Should a watershed, subwatershed and/or environmental studies indicate that a valley or watercourse designation is no longer appropriate (i.e. that area is not functioning as part of a valley or watercourse corridor), then these lands will revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan”.</i>   | 110 | Suggested wording changes have been made with modification to address ROP’s comments. This now becomes Section 4.5.7.11.  |
|  | 111 | <b>Sec. 4.5.9 The Urban Forest</b><br><br>The City uses the terms “woodland” and “urban forest” which is very appropriate as Brampton continues to develop greenfields characterized by natural woodlands, many that are intact, even in the agricultural landscape. PPS requires that municipalities define “significant” woodlands based on local forest cover. However, the existing urban area is characterized by urban forests - woodlands impacted through urban activities, and planted trees such as in parks/valleys or orchards/hedgerows/boulevard/residential lots that should be recognized as contributing features to the natural heritage system. On this basis, we would recommend that this section be titled “ <b>Woodlands and the Urban Forest</b> ”.<br><br>Pg. 4.5-13, Paragraph 1 revise to state:<br><br>“In a rapidly developing municipality like the City of Brampton, the protection of natural woodlands and <i>the conservation of urban forest communities is very important because of the environmental features, functions and linkages, as well as the aesthetic qualities and visual relief this vegetation provide. When evaluating the significance of woodlands and urban forest features, the contribution these features to the land and water related ecosystems must be considered.</i> ” | 111 | Section has been re-titled “Woodlands and the Urban Forest” as suggested. The section has also been re-numbered 4.5.8.<br><br>Suggested wording changes have been made with minor modification. |
|  | 112 | Pg. 4.5-14, paragraph 1, sentence 3 revise to state:<br><br>“... All aspects of <b>woodlands and the urban forest</b> will be evaluated through the development review process”.   | 112 | Suggested wording changes have been made.   |
|  | 113 | Sec. 4.5.9.1 – watershed, subwatershed or EIRs are comprehensive reviews of large scale development  | 113 | Suggested wording changes have been made with modification. See Section   |

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|  |     | proposals such as Secondary or block plans, as provided in Sec. 4.5.7. Therefore, revise to state:<br><br><i>“Based on the recommendations of <b>watershed, subwatershed and/or environmental studies</b>, the City will require that those woodlands that are recommended for protection, be <b>maintained, restored and/or enhanced</b> through sensitive subdivision or site design”.</i>   |     | 4.5.8.1.   |
|  | 114 | Sec. 4.5.9.2, 4.5.9.3 and 4.5.9.4 – these policies seem confusing given their order/content and appear to be asking for the same information. Amalgamate and revise to state:<br><br><i>“Development will be in accordance with the City’s Woodlot Development Guidelines as updated from time to time.<br/><br/><b>The City will require that development within or adjacent to a woodland, submit a Woodland Mitigation Plan for approval, prior to the issuance of a grading or building permit. The Mitigation Plan must identify preservation and specific management measures, including conservation buffers that will be observed to protect the woodland and mitigate potential impacts. The Plan will also provide a detailed assessment of significant vegetation, beyond the designated woodland, and identify appropriate tree protection measures to be implemented prior to, during and after site construction or alteration”.</b></i> | 114 | Suggested wording changes have been made with modification. See Section 4.5.8.2. |
|  | 115 | Sec. 4.5.9.6 and 4.5.9.7 are identifying the same requirements. Amalgamate and revise to state:<br><br><i>“<b>The City will promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity and community objectives”.</b></i>  | 115 | Suggested wording changes have been made. See Section 4.5.8.4.                   |
|  | 116 | Sec. 4.5.9.8 and 4.5.9.9 are identifying the same requirements. Amalgamate and revise to state:<br><br><i>“<b>As a component of Secondary Plan or development approvals, the City may require the identification, retention or transport and re-use of local biomass materials such as seedbanks, topsoil or mulches for the subject lands, or in the promotion of naturalized and locally compatible vegetative environments.”</b></i>  | 116 | Suggested wording changes have been made. See Section 4.5.8.6.                   |
|  | 117 | Sec. 4.5.9.10 revise to state:   | 117 | Suggested wording changes have been  |

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|  |     | <i>"To generate an appreciation, protection and enhancement of the <b>woodland and</b> urban forest <b>communities</b>, the City shall encourage public education and involvement".</i>  |     | made. See Section 4.5.8.7.   |
|  | 118 | Sec. 4.5.9.12 revise to state:<br><i>"The City shall encourage other public and private bodies and agencies to pursue the preservation and enhancement of the City's <b>woodland and</b> urban forest communities <b>on private lands</b>".</i>  | 118 | Suggested wording changes have been made. See Section 4.5.8.9.   |
|  | 119 | <p><b>Sec. 4.5.10 Wetlands</b></p> <p>Wetlands are also components of the land related ecosystem. This section has misquoted Sec. 2.1.2, PPS in that <i>"development and site alteration shall <b>not</b> be permitted in significant wetlands in Ecoregions 5E, 6E and 7E"</i>, therefore, in Brampton. Also. 2.1.6 states <i>"development and site alteration shall <b>not be permitted on adjacent lands</b> to the natural heritage features and areas identified in Policies 2.1.3, 2.1.4 and 2.1.5, <b>unless the ecological function of the adjacent lands has been evaluated</b> and it has been demonstrated that there will be no negative impacts on the wetland features or ecological functions"</i>.</p> <p>Mitigation for the loss of local and unevaluated wetlands has been successfully demonstrated in the Credit Valley Secondary Plan, Blocks 1 &amp; 3 EIR - creation of two (2) wetland blocks and wetlands within the Springbrook Creek and Tributary 8B realigned corridors. The City should include a policy supporting wetland mitigation. For clarity, the policies should be reorganized.</p> <p>At this time, the OMNR is finalizing the wetland evaluations of the Churchville-Norval, Levi Creek and Mullet Creek complexes, and determination of the significance of the complexes should be available by the end of June/06.</p> <p>Pg. 4.5-15, Paragraph 1 revise to state:</p> <p><i>"Wetlands are an important component of the natural <b>heritage system, both the land and water related ecosystems including</b> water quality and quantity, <b>flood management</b>, habitat for terrestrial and aquatic plants, fish and wildlife, food chain support and social and economic benefits. <b>The Provincial Policy Statement includes policies which state that "development and site alteration shall not be not permitted within Provincially Significant Wetlands" (Sec. 2.1.3) and furthermore, "it must be demonstrated that there will be no impacts to wetlands features and/or functions from development and/or site alteration of lands</b></i></p> | 119 | <p>This section has been re-numbered 4.5.9.</p> <p>Suggested wording changes have been made accordingly.</p> |

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|  |     | <p><i>adjacent to PSWs" (Sec. 2.1.6).</i></p> <p><i>Within the City of Brampton there are {identify # in City} identified Provincially Significant Wetland Complexes including the {add appropriate names throughout the City – please note the MNR's Bramwest wetland evaluations will be completed by end of June/06}, Heart Lake, and locally significant and unevaluated wetlands such as {add appropriate names}. To address these different types of wetlands, they have been classified on Schedule "D" as Provincially Significant and Other Wetlands.</i></p>   |     |  |
|  | 120 | <p>Sec. 4.5.10.1 same as Policy 4.5.10.3. If the City keeps this policy, reorder as 4.5.10.3 and revise to state:</p> <p><b><i>"Where no higher order environmental report has been prepared, an Environmental Impact Study prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially Significant Wetlands to demonstrate that there will be no negative impacts on the natural features and functions of the wetland, in accordance with the requirements of the Provincial Policy Statement".</i></b></p> | 120 | <p>Suggested wording changes have been made with modification to address ROP's comments. This now becomes Section 4.5.9.2.</p>           |
|  | 121 | <p>Sec. 4.5.10.2 reorder as 4.5.10.1 - revise to state:</p> <p><b><i>"Development and site alteration are not permitted within Provincially Significant Wetlands in accordance with the Provincial Policy Statement. It must be demonstrated through an environmental study that site alteration, including development of adjacent lands, will not have a negative impacts on the wetland features or ecological functions. "</i></b></p>   | 121 | <p>Suggested wording change not included as it is not consistent with the PPS, as has also been advised by ROP. See Section 4.5.9.1.</p> |
|  | 122 | <p>Sec. 4.5.10.3 – reorder as 4.5.10.2 - for consistency with other sections of the OP, revise this section to state:</p> <p><b><i>"Based on the recommendations of watershed, subwatershed and/or environmental studies, the City will require that those wetlands that are recommended for protection, be maintained, restored and/or enhanced through sensitive subdivision or site design, including appropriate stormwater management and sustainable management practices. Furthermore, the City will encourage wetland creation to mitigate the loss of locally significant and unevaluated</i></b></p>           | 122 | <p>Suggested wording changes have been made. This now becomes Section 4.5.9.3.</p>   |



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|  |     | <i>heritage system. The City will encourage and support the Conservation Authorities in implementing these strategies and models through watershed, subwatershed and environmental studies and development applications, as appropriate."</i>   |     |  |
|  | 127 | Add a new policy as 4.5.11.2 that states:<br><br><i>"Based on the recommendations of watershed, subwatershed and/or environmental studies, the City will require that Environmentally Significant Areas that are recommended for protection, be maintained, restored and/or enhanced through sensitive development and site design, including appropriate stormwater management and sustainable management practices".</i>  | 127 | Suggested policy has been added as Section 4.5.10.2.                           |
|  | 128 | Sec. 4.5.11.2 reorder as 4.5.11.3 and revise to state:<br><br><i>"Grading, buildings and structures, infrastructure and other works are discouraged within an Environmentally Significant Area unless it can be demonstrated that a suitable building envelope exists to the satisfaction of the City and the appropriate Conservation Authority".</i>  | 128 | Suggested wording changes and reordering have been made. See Section 4.5.10.3. |
|  | 129 | Sec. 4.5.11.3 – reorder as 4.5.11.4 - further to the above, and lack of provincial involvement in ESAs, revise to state:<br><br><i>"Where no higher order environmental study has been prepared, applications for site plan approval, amendment to a Zoning By-law or subdivision approval proposed within or adjacent to Environmentally Significant Areas, shall prepare an Environmental Impact Study or Scoped Environmental Impact Study to the satisfaction of the City and Conservation Authority. The extent of the study will be determined on a site specific basis".</i> | 129 | Suggested wording changes and reordering have been made. See Section 4.5.10.4. |
|  | 130 | Sec. 4.5.11.4, 4.5.11.5 and 4.5.11.6 – reorder as 4.5.11.5, 4.5.11.6 and 4.5.11.7, respectively.  | 130 | Reordering has been made accordingly. See Sections 4.5.10.5 to 4.5.10.7.       |
|  | 131 | <b>Areas of Natural and Scientific Interest</b><br><br>For consistency with other sections of the OP, including ESAs, add this section to state:<br><br><i>"Based on the recommendations of watershed, subwatershed and/or environmental studies, the City will require that ANSIs that are recommended for protection, be maintained, restored and/or enhanced through sensitive</i>   | 131 | Suggested wording has been added as Section 4.5.11.2.                          |

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|  |     | <i>subdivision or site design, including appropriate stormwater management and sustainable management practices ”.</i>  |     |  |
|  | 132 | <p>Sec. 4.5.11.7 and 4.5.11.8 - essentially these policies are addressing the same issue – combine and revise to state:</p> <p><i>“Development and site alteration are not permitted within Provincially Significant Areas of Natural and Scientific Interest, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions. An Environmental Impact Study, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development within and/or adjacent to these areas, in accordance with the Provincial Policy Statement”.</i></p>   | 132 | Policy has been amended accordingly to address ROP and CVC comments. See Section 4.5.11.1. |
|  | 133 | <p><b>Sec. 4.5.12 Habitat Fisheries and Wildlife</b></p> <p>PPS includes policies related to habitat of endangered/threatened species (Sec. 2.1.3), significant wildlife habitat (2.1.4) and fish habitat (Sec. 2.1.5) that should be referenced. As noted, the OMNR and CAs have prepared Fisheries Management Plans that qualify both the classification of fish communities - coldwater, mixed water (or coolwater combinations), and warmwater, and management zones for each watercourse and its tributaries based on existing fish community data, and physiographic based (potential) conditions of the watersheds, particularly geology and climate. These management plans should be referenced by the City for both information and habitat protection requirements.</p> <p>For consistency and correct terminology, revise the title to state <b>“Fish and Wildlife Habitat”</b>, and also reference to “fisheries” should be revised to state <b>“fish”</b> only.</p> | 133 | Section has been retitled as suggested.  |
|  | 134 | <p>Revise preamble to state:</p> <p><i>“The presence of wildlife and wildlife habitat within the urban setting is a significant component of a healthy and diverse self-sustaining ecosystem. Fish and wildlife habitat also has secondary recreational and qualify of life benefits (i.e. nature viewing, bird watching, sport fishing, etc.). The Official Plan policies recognize that the local fish and wildlife habitat within Brampton is linked to and forms part of the larger regional and provincial natural</i></p>   | 134 | The Preamble has been revised accordingly to address ROP and your comments.                |

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|  |     | <p><i>heritage system.</i></p> <p><i>Federal and provincial legislation is intended to protect natural heritage features at the federal and provincial scale. The federal Fisheries Act prohibits the harmful alteration of fish habitat without an authorization, and advocates a principle of net no less of the productive capacity of fish habitat. The Provincial Policy Statement does not permit development and site alteration in the habitat of endangered, threatened and significant habitat. Therefore, while federal and provincial statutes and regulations provide a level of protection for some habitat, municipal policies need to focus on both identifying and protecting regionally and/or locally significant features, functions and linkages. In particular, Brampton recognizes the need for both impact assessments and long term monitoring to ensure that urban development can protect, maintain and restore environmental health and biodiversity to achieve a self-sustaining ecosystem.</i></p> |     |   |
|  | 135 | <p>As per PPS, Sec. 2.1.3 and 2.1.4, add as 4.5.12.1:</p> <p><i>“Development and site alteration are not permitted within significant habitat of endangered and threatened species in accordance with the Provincial Policy Statement. Furthermore, development and site alteration shall not be permitted in significant wildlife habitat unless it has been demonstrated through an environmental study that there will be no negative impacts on the features or ecological functions of those areas”.</i></p>  | 135 | Suggested policy has been added as two policies per ROP's comments. See Sections 4.5.12.1 and 4.5.12.2. |
|  | 136 | <p>As per PPS, Sec. 2.1.5, add as 4.5.12.2:</p> <p><i>“Development and site alteration shall not be permitted in fish habitat except in accordance with provincial and federal requirements in accordance with the Provincial Policy Statement. The City shall reference the Fisheries Management Plans prepared by the relevant Conservation Authorities to define fish habitat and fish habitat management requirements”.</i></p>  | 136 | Suggested policy has been added as two policies per ROP's comments. See Sections 4.5.12.3 and 4.5.12.4. |
|  | 137 | <p>Sec. 4.5.12.1 based on the point below, this policy is not necessary. Should the City keep this policy, it should be reordered as 4.5.11.4 and revised to state:</p> <p><i>“An Environmental Impact Study may be required to assess the impacts of development on fish and/or wildlife habitat, through all</i></p>   | 137 | Suggested wording changes have been made with modification per ROP's comments. See Section 4.5.12.5.    |

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|  |     | <i>stages of the development process. Such impact assessment would include an inventory of existing species, populations and habitat; consideration of relocation, redesign and mitigation measures to address potential impacts on habitat, and long term management measures necessary to maintain, restore or enhance such populations and habitats".</i>   |     |   |
|  | 138 | Sec. 4.5.12.2 – reorder as 4.5.12.3 and revise to state:<br><br><i>“Based on the recommendations of watershed, subwatershed and/or environmental studies, the City will require that fish and wildlife populations and habitat recommended for protection, be maintained, restored and/or enhanced through sensitive subdivision or site design, including appropriate stormwater management and sustainable management practices”.</i>  | 138 | Suggested wording changes and reordering have been made. This now becomes Section 4.5.12.6. |
|  | 139 | Sec. 4.5.12.3 – reorder as 4.5.12.6 and maintain as written.   | 139 | This now becomes Section 4.5.12.7.  |
|  | 140 | <p><b>Sec. 4.5.13 Environmental Buffers, Setbacks and Linkage Policies</b></p> <p>The City should define the buffers and setbacks in Sec. 5.2, in that buffers are usually intended for conservation purposes with respect to natural heritage feature protection, while setbacks are generally associated with zoning requirements.</p> <p>CVC has had great success implementing our 5.0 metre Development Setback and having it placed in municipal ownership. For floodplains, we have revised the requirements from a 5.0 metre horizontal setback to ensuring a minimum 0.3 metre (1 foot) freeboard between the Regulatory Storm floodplain elevation and rear lot lines. We have been able to achieve the 0.3 m freeboard using existing grades, therefore, being able to achieve both a freeboard and a horizontal setback. We would encourage the City to include a freeboard within the 10 metre buffer, as a precautionary measure.</p> <p>Pg. 4.5-18, Paragraph 1 revise to state:</p> <p><i>“The City of Brampton is committed to the health of the environment and the safety of residents and properties. The City recognizes the need to establish conservation buffers and urban setbacks to protect natural heritage features including hazardous lands, or separate incompatible land uses, respectively. In this regard, the City of Brampton has implemented a</i></p> | 140 | Suggested changes have been made accordingly to address also TRCA and ROP's comments.       |

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|  |     | <p><i>minimum 10 meter buffer from natural features, <b>including hazardous lands</b> to the limit of development, unless the results of environmental studies indicate that a buffer in excess of 10 meters is required. Any such study would take into account the policies of all levels of government as well as the Credit Valley and Toronto and Region Conservation Authorities.</i></p> <p><i>The City will ensure that incompatible land uses and/or potential land use conflicts are separated by appropriate <b>setback (i.e. spatial)</b> distances.”</i></p> |     |   |
|  | 141 | <p>Sec. 4.5.13.1 revise to state:</p> <p><i>“The City shall endeavour to identify potential land use conflicts caused by new development, and require proponents to submit a report containing a statement and assessment of land use compatibility before and after <b>setback</b> techniques have been employed”.</i></p>   | 141 | Suggested wording changes have been made.   |
|  | 142 | <p>Sec. 4.5.13.4 reorder as 4.5.13.5 and revise to state:</p> <p><i>“The City shall require that naturalized <b>buffers (Sec. 4.5.7)</b> be imposed from the edge of natural features commensurate with the hazardous nature, ecological functions or sensitivity of such features. Such <b>buffers</b> may be imposed in Secondary Plan documents (Official Plan Amendments), plan of subdivision approvals, zoning by-law amendments, consent approvals or site plan approvals.”</i></p>  | 142 | Suggested wording changes and reordering have been made. This now becomes Section 4.5.13.5. |
|  | 143 | <p>Sec. 4.5.13.5 reorder as 4.5.13.4 For consistency with other sections of the OP, revise to state:</p> <p><i>“The City will require that <b>watershed, subwatershed and/or environmental studies, including Tree Protection Plans recommend buffers for development including infrastructure, to protect natural heritage features, functions and linkages</b>”.</i></p>  | 143 | Suggested wording changes and reordering to Section 4.5.13.4. have been made.               |
|  | 144 | <p>Sec. 4.5.13.6 revise to state:</p> <p><i>“The City shall encourage the retention, enhancement and development of natural and man-made linkages between elements of <b>the natural heritage system</b>. This objective may be achieved through a combination of the following: <b>valley and watercourse corridors; woodlands; hedgerows;</b> recreational open space; pedestrian and cyclist trail systems; utility corridors; <b>stormwater management facilities;</b> and <b>tableland linkages</b>”.</i></p>  | 144 | Suggested wording changes have been made with modification to address TRCA's comments.      |

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|  | 145 | <p>Sec. 4.5.13.7 revise to state:</p> <p><i>“A minimum 10 meter buffer to the limit of development will be required from all natural heritage features <b>to be protected</b>, as follows:</i></p> <ul style="list-style-type: none"> <li><i>i. From the <b>predicted long term crest of slope (combination of the 100 year erosion and/or meander belt width hazard and stable slope)</b> of valley and watercourse corridors;</i></li> <li><i>ii. From the drip line of <b>woodlands, urban forest features or other significant vegetation</b>;</i></li> <li><i>iii. From a wetland;</i></li> <li><i>iv. From an Environmentally Significant Area or Area of Natural and Scientific Interest;</i></li> <li><i>v. From the <b>Regulatory Floodplain, in combination with ensuring a minimum 0.3 metre freeboard between the floodplain elevation and the elevation of the future lot/block property line.</b></i></li> </ul> | 145 | Suggested wording changes have been made.   |
|  | 146 | <p>Sec. 4.5.13.12 – it appears that this policy may be related to preventing the need for urban setbacks. Therefore, we would recommend that it be moved forward with those sections dealing with urban land uses.</p>   | 146 | The policy needs to be repeated here to reinforce the intent.   |
|  | 147 | <p><b>Sec. 4.5.14 Greenbelt</b></p> <p>As previously noted, we would recommend that this policy section be moved forward in Sec. 4.5 as <b>Sec. 4.5.1.</b></p>   | 147 | Section will remain in its present position based on the approach taken.  |
|  | 148 | <p><b>Sec. 4.5.15 Special Policy Areas</b></p> <p>CVC will defer to TRCA in providing comments to this section as there are no Special Policy Areas in our watershed, nor have any been proposed for consideration. We would recommend that a policy be included that recognizes that site specific SPA studies may identify policies that vary from the OP policies to account for specific environmental issues and/or requirements for the new SPA.</p> <p><b>Schedule “D”</b></p> <p>It is difficult to distinguish between Woodlands – Other Wetlands; and Special Policy Area – ESAs due to the colours. In additions to the revisions proposed below, there are many new evaluated wetlands that are part of woodland features, and mapping at this scale to reflect both natural heritage features will be challenging. Revisions to Schedule “D” include watercourse realignments, wetlands, woodlands:</p>           | 148 | <p>Section 4.5.15 has been deleted pending the review of the issues regarding the SPAs by the Province, TRCA, and the City.</p> <p>Schedule “D” has been updated in content and presentation based on input received from ROP, TRCA and CVC.</p> <p>Suggested revisions have been made on Schedule “D”.</p> |

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|  |     | <p>(i) The East Branch of Fletcher's Creek has been (Phase 2) and is being extended at this time (Phases 3 and 4) north of Wanless Road as a straight corridor to Mayfield Road and then eastward along Mayfield Road approx. 100 metres. The ORDC Drainage Channel extends in a corridor from Wanless Road to Mayfield Road.</p> <p>(ii) The Centre Branch of Fletcher's Creek, West Tributary extends west of Chingaucousy Road.</p> <p>(iii) Tributary 8B has been realigned for approx. 800 metres south of the CNR (in Credit Valley Secondary Plan area).</p> <p>(iv) Springbrook Creek has been realigned along Creditview Road and terminates in a SWM Pond and Created Wetland (located west of Creditview Road).</p> <p>(v) Further to (iii), the Other Wetlands shown on the upper reaches of Springbrook Creek (main branch) and Tributary 8B have been eliminated.</p> <p>(vi) OMNR's 2005 wetland evaluations will be completed in June/06 and will confirm the extent of the Churchville-Norval, Levi Creek and Mullet Creek wetland complexes that should be included on this schedule.</p> |     |   |
|  | 149 | Woodlands – many woodlands appear smaller than depicted on recent aerial photograph. CVC would be pleased to assist the City in reconciling the woodlands boundaries on your GIS system with respect to the 2002 ortho-photographs.   | 149 | Woodlands are designated based on data from MNR, ROP as well as the latest air photos (2005).       |
|  | 150 | The OP should reference for the various mapping sources that were used to compile Schedule D.   | 150 | Text has been included in the preamble of Section 4.5 to explain the data sources for Schedule "D". |
|  | 151 | <p><b>Sec. 4.6 Recreation Open Space</b></p> <p>CVC comments to this section will be to ensure consistency terminology in accordance with previous sections of the Plan.</p> <p>Pg. 4.6-1, Paragraph 2, sentence 1 revise to state:<br/> <i>"The City's Open Space System consists of both <b>natural heritage</b> as well as recreation open space features."</i></p>  | 151 | Suggested wording changes have been made.   |
|  | 152 | <p>Objectives (g) – is this objective speaking to the natural heritage system, or areas beyond natural features? Therefore, revise this objective to state:</p> <p><i>"Encourage the conservation of significant</i></p>  | 152 | Objective has been reworded accordingly.  |



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|  |     | <p><i>natural topographic, geological and botanical features, <b>located outside of the natural heritage open space system</b>, through their incorporation into the recreational open space system, where appropriate, having regard for the long term sustainability of these areas”.</i></p> <p>OR add, the following objective “<b>protect the natural heritage features of the open space system, while encouraging passive and/or active recreational opportunities, where appropriate, having regard for the long term sustainability of these areas”.</b></p>    |     |  |
|  | 153 | <p><b>Sec. 4.6.1 General Recreational Open Space Policies</b></p> <p>Sec. 4.6.1.2 reorder as 4.6.1.1 and revise to state:</p> <p><i>“The Open Space designation on Schedule “A” indicates major open space features. These features include public and private open space, <b>valley and watercourse corridors; wetlands and woodlands.</b> Many of these environmental features <b>have</b> been recognized as having city-wide, regional or provincial significance.”</i></p>  | 153 | Suggested wording changes have been made accordingly but reordering is considered not necessary. |
|  | 154 | <p>Sec. 4.6.1.13 revise to state:</p> <p><i>“In instances where recreational open space (as designated on Schedule E) abuts <b>natural heritage open space</b> (as designated on Schedule D), the exact boundaries of each designation will be determined <b>based on watershed, subwatershed or environmental studies, if available</b>, or on a site-specific basis, based on site visits and input from the City and the appropriate Conservation Authority”.</i></p>   | 154 | Suggested wording changes have been made.  |
|  | 155 | <p><b>Sec. 4.6.2 Public Parkland</b></p> <p>Sec. 4.6.2.7 revise to state:</p> <p><i>“Where permitted by legislation, the City shall collect charges in conjunction with all development and redevelopment to fairly apportion the cost of undertaking <b>remedial, restoration and enhancement measures, including</b> landscaping in valley and watercourse corridors, from upstream development, in recognition of the <b>need to maintain and ensure the ecological integrity, functions and biodiversity of these lands in the total open space system”.</b></i></p> | 155 | Suggested wording changes have been made.  |

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|  | 156 | <b>Sec. 4.6.4 Natural Features</b><br>Revise as <i>Natural Heritage Features</i>   | 156 | Suggested wording change has been made.   |
|  | 157 | Sec. 4.6.4.1 revise to state:<br><br><i>"Where recreational open space lands include or abut <b>natural heritage features</b> such as <b>valley and watercourse corridors, wetlands and woodlands</b>, the relevant policies in Sec. 4.5 must be applied to ensure the protection of these features, and the environmental functions <b>and linkages</b> they perform."</i>  | 157 | Suggested wording changes have been made. |
|  | 158 | Sec. 4.6.4.3 revise to state:<br><br><i>"In instances where a park site is located on relatively flat topography, it may be appropriate to re-grade certain areas topographical relief, <b>provided that site drainage can be addressed.</b>"</i>  | 158 | Suggested wording changes have been made. |
|  | 159 | <b>Sec. 4.6.9 Open Space Linkages</b><br><br>Sec. 4.6.9.1<br>a) (ii) revise to state:<br><i>"acquisition, maintenance and enhancement of <b>valley and watercourse corridors, realigned drainage features and swales, hedgerows and other linear natural feature, and conservation buffers, as appropriate</b>"</i><br>b) (v) revise to state:<br><i>"tableland connections where <b>natural heritage feature system connections are not available and/or not feasible, due to private land ownership</b>"</i> | 159 | Suggested wording changes have been made. |
|  | 160 | <b>Sec. 4.7 Infrastructure and Utilities</b><br><br>Sec. 4.7.1.1 (i) revise to state:<br><br><i>"appropriate protection, <b>conservation and mitigation</b> of the <b>natural heritage system features, functions and linkages</b> in which the sewers are installed"</i>  | 160 | Suggested wording changes have been made. |
|  | 161 | Sec. 4.7.3.3 revise to state:<br><br><i>"Crossings of gas pipeline right-of-way by roads, services, utilities, <b>drainage features</b> or construction vehicles ..."</i>  | 161 | Suggested wording changes have been made. |
|  | 162 | <b>Sec. 4.8 Institutional Uses</b><br><br>Sec. 4.8.13.4 (vii) – many cemetery lands include natural heritage features, eg. Valley and watercourse corridors, drainage features, woodlands, etc. Therefore revise to state:   | 162 | Suggested wording changes have been made. |

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|  |     | <i>"protection of the <b>natural heritage features, functions and linkages</b>".</i>  |     |   |
|  | 163 | <p><b>Sec. 4.9 Cultural Heritage</b></p> <p>p 4.9-1 Paragraph 3, Sentence 5, revise to state:</p> <p><i>"These include but, are not necessarily restricted to, structures, such as buildings, groups of buildings, monuments, bridges, fences and gates; sites associated with a historic event; <b>natural heritage features such as landscapes, woodlots, valleys, streetscapes, flora and fauna within a defined area, parks, scenic roadways and historic corridors; artefacts and assemblages, from an archaeological site or a museum; and traditions reflecting the social, cultural or ethnic heritage community</b>"</i></p>   | 163 | Suggested wording changes have been made.                         |
|  | 164 | <p>Page 4.9-5 Sec. 4.9.2 Cultural Heritage Landscape, Paragraph 1, Sentence 4 revise to state:</p> <p><i>"Examples of the cultural heritage landscape include heritage conservation districts, designated under the Ontario Heritage Act, villages, parks, gardens, cemeteries, <b>main streets, neighbourhoods, valleys and watercourses, lakes, woodlands, wetlands, hedgerows, trees, scenic vistas etc.</b>"</i></p>  | 164 | Suggested wording changes have been made.                         |
|  | 165 | <p>Sec. 4.9.3. Heritage Conservation District, Paragraph 3, Sentence 1 revise to state:</p> <p><i>"It is necessary to conserve the district in its entirety including all the <b>structural and engineering elements and natural heritage features</b> which give the district its distinctive character and contribute to its merits as a designate district as described in the plan. Examples of these attributes would include not only buildings but also streetscapes. In particular an attempt should be made to retain the existing pavement widths <b>which would maintain rural cross sections and vegetative features</b>, that are a major contributor to the character of the district, and to maintain and enhance the overall streetscape"</i></p> | 165 | Suggested wording changes have been made with minor modification. |
|  | 166 | <p>Sec 4.9.3.2 (ii) Revise to state:</p> <p><i>"Examine the character, appearance and cultural heritage significance of the Study Area, including, <b>natural heritage features, landscapes and vistas...</b>"</i></p>  | 166 | Suggested wording changes have been made.                         |

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|  | 167 | <b>Sec. 4.10 Urban Design</b><br>Pg 4.10-1, paragraph 2 - add a new bullet to state:<br><b><i>"Human Health"</i></b>  | 167 | Suggested wording has been added.   |
|  | 168 | Pg 4.10-2, Objectives (e) revise to state:<br><br><i>"Ensure that new development and redevelopment conforms to Brampton's Development Design Guidelines. The City will review the Guidelines, as appropriate, to address sustainable management practices new technology, etc. in consultation with public agencies. "</i>   | 168 | Suggested provision has been included in section 4.10.4 Implementation accordingly. |
|  | 169 | <b>Sec. 4.10.2.1 Streetscapes</b><br>Sec. 4.10.2.1.1. add a bullet to state:<br><br><i>"promote Sustainable Management Practices to address water quality, including minimizing impervious cover; using "at source controls"; and infrastructure that is environmentally friendly".</i>   | 169 | Suggested provision has been added to Section 4.10.2.1.2.                           |
|  | 170 | <b>Sec. 4.10.2.4 Views and Vistas,</b><br><br>Preamble, 1 <sup>st</sup> sentence revise to state:<br><br><i>"Views and vistas are significant visual compositions of important public and historic buildings, natural heritage and recreational open spaces, landmarks, and skylines...</i>   | 170 | Suggested wording change has been made.   |
|  | 171 | Sec. 4.10.2.4.6 revise to state:<br><br><i>"The community block plan will be designed with regard to the protection of the natural heritage system, including naturalized elements such as stormwater management areas and at source landscaping, to provide view corridors and vistas".</i>  | 171 | Suggested wording changes have been made.   |
|  | 172 | <b>Sec. 4.10.2.5 Open Space System</b><br><br>Preamble revise to state:<br><br><i>"The open space system includes recreation and natural heritage features such as parks, open space links, multi-use trail system and valley and watercourse corridors. Engineering elements such as stormwater management facilities can also be incorporated into the Open Space system." Design of the urban and recreational elements of the Open Space system shall be considered in conjunction with the environmental management and transportation section of this plan.</i> | 172 | Suggested wording changes have been made accordingly.                               |

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|  | 173 | <p>Sec. 4.10.2.5.1, Bullet 1 revise to state:</p> <p><i>“Be identified and designed, as appropriate, in accordance with Natural Heritage System and Environmental Management and Recreational Open Space policies, the Development Design Guidelines and the City’s Asset Management’s Greening Policy, and the Community Block Plan and EIR”.</i></p>   | 173 | Suggested wording changes have been made.                             |
|  | 174 | <p>Sec. 4.10.2.5.2, add new bullet to state:</p> <p><i>“Landscaping techniques that sustainable and enhance environmental conditions and functions</i></p>   | 174 | Suggested provision has been added.                                   |
|  | 175 | <p><b>Sec. 4.10.3.2 Community Revitalization</b></p> <p>Pg. 4.10-12, add a paragraph that states:</p> <p><i>“New development, infilling, intensification, replacement and redevelopment must consider how water quality and quantity impacts can be addressed through the use of conventional stormwater management and Sustainable Management Practices, including at source and low impact development techniques”.</i></p>  | 175 | These are the same. Suggested provision has been added to 4.10.3.2.8. |
|  | 176 | <p>Add Sec. 4.10.3.2.8 that states:</p> <p><i>“The City will encourage that community revitalization projects to consider how water quality and quantity impacts can be addressed through the use of conventional stormwater management and Sustainable Management Practices, including at source and low impact development techniques</i></p>  | 176 | These are the same. Suggested provision has been added to 4.10.3.2.8. |
|  | 177 | <p><b>Sec. 4.10.4 Implementation</b></p> <p>Sec 4.10.4.6</p> <p>i. (i) Sustainability – revise to state:</p> <p><i>“How the design promotes the wise use of non renewable resources, and takes into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings and infrastructure and contribute to natural heritage system and landscapes, and implements sustainable water management practices.</i></p> <p>j. (v) Open Space - revise to state:</p> <p><i>“How the physical development contributes to the vision of creating a city of parks and gardens at Brampton and celebrate the Floral City heritage; provides additional</i></p> | 177 | Suggested wording changes have been made accordingly.                 |

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|  |     | <p><i>accessible Open Space and linkage to the City's Open Space network; and contributes to natural heritage system".</i></p> <p>k. (vi) Preservation - revise to state:<br/> <i>"Preservation: How the significant elements of the built and <b>natural heritage system shall be maintained and protected in new development.</b></i></p> <ul style="list-style-type: none"> <li>• <i>Natural <b>heritage</b> features such as valleys and watercourse corridors, woodlands, wetland and ponds,</i></li> <li>• <i>Address water quality through green infrastructure and bio-filters; Built structures such as significant architecture,</i></li> <li>• <i>Cultural heritage features,</i></li> <li>• <i>Important views and vistas.</i></li> </ul> |     |  |
|  | 178 | <p><b>Sec. 4.13.2 Special Policy Areas</b></p> <p>Use "special policy areas" only for floodplains as per PPS.</p>   | 178 | <p>"Special Land Use Planning Areas" have been used in place of "Special Policy Areas" for those other than the provincial SPAs.</p>   |
|  | 179 | <p>Sec. 4.13.2.3.2 (iii) – this policy is intended to protect the Credit River valley corridor not the channel "banks" – therefore, revise to state:<br/> <i>"The Credit River <b>valley corridor</b> is to be retained in an undisturbed state and no building or structure, excepting fences and bank/slope remedial measures, shall be located in flood vulnerable areas or within 300 feet of the <b>crest of slope of the valley corridor</b>".</i></p>  | 179 | <p>Suggested wording changes have been made. This has been renumbered to Section 4.13.3.3.2.</p>   |
|  | 180 | <p>Sec. 4.13.2.5.1 (iii) revise to state:<br/> <i>"The approval of the municipality, the Credit Valley Conservation Authority, the Ministry of Natural Resources and the <b>Department of Fisheries and Oceans</b> will be required to <b>alter</b> (straighten, change, direct or interfere) <b>with any defined watercourse channel or fish habitat.</b> Prior to the issuance of building permits, detailed site, grading, <b>sediment and erosion</b>, and drainage plans shall be submitted for the approval of the Conservation Authority and the municipality".</i></p>  | 180 | <p>Suggested wording changes have been made. The detailed policies of this section (now renumbered to Section 4.13.3.5.1) including this subsection (iii) have been moved to Section 4.15.5.</p> |

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|  | 181 | <p><b>Sec. 4.14 North West Brampton Urban Development Area</b></p> <p>Pg. 4.14-1, Paragraph 4 – add a 3<sup>rd</sup> point which states:</p> <p><i>“(iii) sustain the ecological integrity of the area by protecting the Credit River watershed along with the headwaters of Huttonville Creek and Fletcher’s Creek, by maintaining, restoring and enhancing the natural heritage features, functions and linkages.”</i></p>   | 181<br>to<br>184 | Suggested changes on Section 4.14 will have to await the OMB appeal. |
|  | 182 | <p>Sec. 4.14.2</p> <p>a. Bullet (i) revise to include the concurrent Land Use Study and Transportation Study / Environmental Assessments to identify the extension/construction of the arterial and collector road network. Therefore, add a paragraph to Stage 1 that states:</p> <p><i>“Concurrent with the terrestrial landscape scale analysis and subwatershed studies, the City is undertaking a Land Use Study and Transportation Study and Environmental Assessment. The Land Use Study is intended to ??. The Transportation Study/Environmental Assessment is to identify traffic issues that will affect the North West community, from both internal and external residents, and define the extension of the City’s arterial and collector road network through the Mount Pleasant Secondary Plan area”.</i></p> <p>b. Bullet (iii) revise to state:</p> <p><i>“Stage 2 – the adoption of a secondary plan including direction for development form, density, and mitigation options to support the agreed upon goal and objectives for this area, based on the integration of the subwatershed studies with the transportation and land use studies”.</i></p> |                  |  |
|  | 183 | <p>Sec. 4.14.5, revise (ix) to state:</p> <p><i>“protect and preserve natural heritage features functions ,and linkages and implement sustainable practices that promote mitigation options for the protection of water quality and quantity due to land use changes”.</i></p>   |                  |  |

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|  | 184 | <p>Pg. 4.14-5 – Timeline Chart – revise to note:</p> <ol style="list-style-type: none"> <li>l. The Mount Pleasant Secondary Plan/Subwatershed Study must be complete and approved prior to the initiation of the Mount Pleasant Block Plan/EIR/FSR process. It is recognized that draft plans may overlap the Block Plan/EIR process.</li> <li>m. The LGL Aquatic and Terrestrial Inventories should be identified related to either a particular planning and/or studies program to understand their relevance in this flow chart.</li> </ol>  |            |   |
|  | 185 | <p><b>Sec. 5.2 Definitions</b></p> <ol style="list-style-type: none"> <li>3. <b>Areas of Natural and Scientific Interest</b> – revise to identify that these features have been identified by the province.</li> </ol>  | 185 to 188 | Definitions will be updated and/or added accordingly. |
|  | 186 | <ol style="list-style-type: none"> <li>4. <b>Environmentally Sensitive Areas</b> – revise to identify <i>Significant</i> and that these features have been identified by Conservation Authorities. As per our comments for Sec. 4.5.11, a note should be appended that CAs are preparing terrestrial and natural heritage strategies and models.</li> </ol>   |            |   |
|  | 187 | <ol style="list-style-type: none"> <li>5. Replace Natural Area with:<br/> <i>Natural Heritage System – the natural heritage system is comprised of the biotic and abiotic features, functions and linkages of the land and water ecosystems, including lands characterized by natural hazards and ecological sensitivities. The natural heritage system includes the assemblage of flora and fauna found in valley and watercourse corridors, wetland, woodlands, natural and successional meadows, and fish and wildlife habitat; and areas associated with groundwater recharge/discharge that contribute to the integrity, health and diversity of the communities and environments of the City of Brampton.</i> </li> </ol> |            |   |



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| 188 | <p>6. Include the following definitions:</p> <p><i>“Adaptive Environmental Management (AEM) is an approach to environmental management aimed at improving understanding of the ecosystems being managed, the institutions charged with their management, and the coupling of the two. AEM is particularly suited for subwatershed studies and environmental implementation reports as it recognizes the complexity and constant evolution of ecosystems. AEM includes long-term learning, experimentation, and taking a scientific systems approach to subwatershed management, by identifying objectives (plan), formulating the project (design), creating the works on site (implement), observing change (monitor), determining the effectiveness of the works (evaluate), and re-shaping program/project to address deficiencies and incorporating new knowledge (adjust). AEM is an on-going process, where adjustments lead back into future plans.”</i></p> <p><i>Sustainable Management Practices to be used in lieu of Best Management Practice, to recognize that the principles of sustainable development will require consideration of the concepts of low impact development (or LEED), sustainable and green technology, and future standards of the City, relevant CA and MOE that may be developed to address the quantity and quality of stormwater run-off.</i></p> <p><i>A buffer means “a zone specifically designed to provide a measure of protection to the natural heritage features and functions, or a transition area between the built form (generally lot line) and the natural feature. The buffer should be planted or allowed to naturalize. Buffers are most effective when placed in municipal ownership.”</i></p> <p><i>A setback means “a prescribed distance between the built form and a physical or natural constraint (eg. 7.5 metre useable rear yard area between the house and the vegetated buffer to permit pools, garden sheds, septic systems, etc.)”</i></p> <p><i>Adjacent lands means lands that are contiguous to a specific natural heritage feature or area where it is likely that development or site alteration may have a negative impact on the feature, function or linkages.</i></p> |  |
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|  | 189 | <p><b>Sec. 5.21 Parkland Dedication</b></p> <p>Sec. 5.21.5 revise to state:</p> <p><i>"Lands <b>required</b> for drainage purposes, <b>within valley and watercourse corridors and associated setbacks and/or conservation buffer</b>, and other lands unsuitable for development will not be accepted as part of the parkland dedication referred to in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership".</i></p>   | 189 | Suggested wording changes have been made.     |
|  | 190 | <p>Pg. 5-20, Preamble revise to state:</p> <p><i>"Conservation Authorities have been delegated the provincial responsibility for the regulation of floodplains for defined watercourses (riverine systems) and the Great Lakes shoreline. To address this delegation, Conservation Authorities have prepared flood and fill regulations and mapping, delineating areas subject to Regulatory Storm flooding and associated lands to be protected from the hazards of flooding, erosion and slope stability. The Regulatory Map generally includes all valley and watercourse corridors, wetlands and the Lake Ontario shoreline. The Conservation Authority Regulations were approved by the Minister of Natural Resources in 2006.</i></p> <p><i>Through their regulations, Conservation Authorities assist municipalities in the protection and conservation of valley and watercourse corridors, wetlands and fish habitat. Conservation Authority provide technical services to assist the regional and local municipalities in the conservation of other natural heritage features including woodlands, wildlife habitat, groundwater recharge/discharge areas, etc.</i></p> <p><i>Conservation Authorities prepare watershed plans and watershed level strategies; participate in the preparation and implementation of subwatershed and environmental studies, and provide comments/conditions of approval for municipal consideration for planning applications including plans of subdivision, zoning by-laws amendments, site plans, etc.</i></p> | 190 | Suggested changes have been made accordingly. |
|  | 191 | <p><i>Conservation Authorities have developed greenlands securement strategies and terrestrial/natural heritage system models that will assist municipalities, the province and private landowners to secure and/or manage lands for</i></p>  | 191 |   |

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|  |     | <p><i>conservation purposes. Conservation Authorities do own and manage conservation areas, which contribute to the municipalities open space system.</i></p> <p><i>Within the City of Brampton, Credit Valley Conservation has regulations for the Credit River, and Fletcher's, Levi and Mullet Creeks watersheds. Toronto Region Conservation has regulations for the West Humber River, Mimico Creek and Etobicoke Creek watersheds.</i></p> <p>Sec. 5.24.2</p> <p>a. (i) revise to state:<br/> <i>"define the physical limits of valley and watercourse corridors, including associated natural hazards of flooding, erosion, meander belt width and slope stability, and to plan for their protection, conservation and enhancement"</i></p> <p>b. (ii) revise to state:<br/> <i>"establish criteria for the identification, delineation and management of natural features, functions and linkages, including natural hazards"</i></p> <p>c. (iii) revise to state:<br/> <i>"participate in the preparation and implementation of watershed, subwatershed and environmental studies; and"</i></p> <p>d. (iv) revise to state:<br/> <i>"support the development and implementation of projects to protect, conserve, restore and enhance the natural heritage system features, functions and linkages, as appropriate"</i>.</p> |     | Suggested wording changes have been made. |
|  | 192 | <p>Sec. 5.24.3 revise to state:</p> <p><i>"The City shall encourage the Conservation Authorities to participate in the management and acquisition of lands for conservation and recreation purposes as part of an overall natural heritage and recreational open space system within the City"</i>.</p>   | 192 | Suggested wording changes have been made. |
|  | 193 | <p>Add Sec. 5.24.4 to state:</p> <p><i>"The City shall support the Conservation Authorities to develop watershed strategies and plans that define the state of the natural heritage system and provide management recommendations to ensure the long term health and biodiversity for a self-sustaining natural heritage system"</i>.</p>   | 193 | Suggested policy has been added.          |

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| Email from Susan Jorgenson (July 7, 2006) |  |            |  |
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|   | 194  | 194 to 195 |  |
|   | <p>Further to CVC's proposed revisions to the draft OP, dated June 20, 2006 for Sec. 4.5.7 below, I have included proposed policy wording to address "adjacent lands" including a definition (highlighted in yellow over <b>bolded italics</b>).</p> <p>Paragraph 1 - revise to state:</p> <p><i>"Land Use Planning in the City of Brampton needs to consider not only natural <b>heritage</b> features, <b>but the functions and linkages</b>, they provide, <b>including those of adjacent lands</b>.. Schedule "D" of the Official Plan illustrates the environmental features within the City of Brampton <b>including: Environmentally Significant Areas (ESA); Areas of Natural and Scientific Interest (ANSI); Valley and Watercourse Corridors; Wetlands; Woodlands; Fish and Wildlife Habitat; and Groundwater Recharge/Discharge. In addition, the City is committed to ensuring the conservation of these natural features through the application of Environmental Buffers, Setbacks and Linkages. Specific policies are established for each of these features, but the following general policies are applicable to all natural features.</b>"</i></p> <p>Sec. 4.5.7.1 revise to state:</p> <p><i>"the precise boundaries and alignments of natural <b>heritage</b> features as indicated on Schedule "D" will be determined on the basis of policies of this Plan and in consultation with the appropriate Conservation Authorities. <b>Development and site alteration will not be permitted in significant wetlands or the habitat of endangered or threatened species. Development and site alteration will not be permitted within significant valleys, woodlands or other wildlife habitat, and/or on adjacent lands to any significant natural feature unless it has been demonstrated that there will be no negative impacts on the natural features or their ecological functions.</b>"</i></p> |            | <p>Suggested additional wording has been incorporated accordingly into the Preamble, Sections 4.5.7.1, 4.5.6.6, 4.5.6.2 and 5.2.</p> |

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|           | 195  | <p>Sec. 4.5.7.2 revise to state:</p> <p><i>“Subwatershed Studies (See Section 4.5.1) and Environmental Implementation Reports (See Section 4.5.2) will be prepared through the City’s development process. <b>The extent of natural heritage system - features, functions and linkages, will be defined by these studies, including a review of the adjacent lands.</b> If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan or Block Plan), refinement of boundaries of natural <b>heritage</b> features <b>and concerns for the adjacent lands</b> may be determined on a site by site basis through an Environmental Impact Study, subject to the approval of the City and the appropriate Conservation Authority and the Ministry of Natural Resources”.</i></p> <p><b>Sec. 5.2:</b></p> <p>Point 172 – include:</p> <p><i>“Adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands to specific natural heritage features are provided in OMNR’s Natural Heritage Reference Manual.”</i></p> |   |   |
| <b>10</b> | <b>Damian Szybalski, Town of Halton Hills (August 1, 2006)</b> |  |   |   |
|           | 1  | <p>Thank you for your letter dated June 14, 2006 to the Town Clerk regarding the above captioned matter. Below are our preliminary staff comments regarding the City’s draft Official Plan (dated April 10, 2006). A staff report on this matter is tentatively scheduled to be consistent by Town Council on August 14, 2006.</p> <p>Background</p> <p>The Town has previously commented on the City’s Official Plan Amendments for the Northwest Brampton Expansion Area, and the Corridor Protection Area Official Plan and Zoning Amendments, including potential impacts on the Town.</p> <p>Since that time, as we understand it, the City’s Official Plan Amendment for Northwest Brampton (OP 93-245) has been consolidated with the appeal of the Region of Peel ROPA No.15 for Northwest Brampton.</p>   | 1 | <p>Comment noted.</p> <p>Comment noted.</p> <p>In Section 4.4.2, new policies have been incorporated setting out the Corridor Protection Area policies along with the policies set out in Section 4.13. Among other things, they reference the role of the key Halton-Peel Transportation Network</p> |

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|  |   | <p>Brampton had also filed an appeal to the Region of Halton ROPA No.25 respecting transportation and mineral aggregate resource issues. The City has raised similar concerns with the Town's draft Official Plan. Subsequently, in April 2006, the Ontario Municipal Board approved a settlement between Halton, Peel and Brampton. Under this settlement, the parties (in consultation with the Town) agreed to undertake a boundary transportation study that will examine cross boundary transportation issues and set out recommendations for an appropriate transportation network in proximity to the Halton/Peel boundary, north of Highway 401. This study is expected to be completed in 2007. Its recommendations will be further addressed in Halton's multi-year work program. A policy recognizing that such an inter-municipal transportation study will be undertaken has been incorporated into ROPA No.25 and the Town's draft Official Plan (dated June 2006).</p> <p>In regards to Brampton's concerns for the protection of aggregate resources in Halton Hills, the Region of Halton has agreed to examine this issue as part of its durable Halton exercise.</p>  |   | <p>Review Study. The study will determine the role of a N-S Corridor and also address the potential that alternative roadway facilities may be recommended.</p> <p>Please also see responses to comments from the Region of Halton (Ref 1H)</p>   |
|  | 2 | <p>Comments</p> <p>Regarding the draft Brampton Official Plan (dated April 10, 2006), the Town's comments focus on the North-South transportation corridor in the context of the ROPA No.25 settlement and the pending inter-municipal transportation study.</p> <p>North-South Transportation Corridor</p> <p>The Draft Brampton Official Plan identifies two new special study areas related to the proposed North-South corridor. These areas are the "North-South Corridor Protection Area (North West Brampton)" (Section 4.13.1.3) and the "North-South Corridor Protection Area (Bram West Secondary Plan)" (Section 4.13.1.4). Relevant policies are also contained in Sections 4.4. and 4.14.</p> <p>Building on the Town's previous comments pertaining to the proposed North-South corridor and the related Bran West Parkway, the Town has two concerns. First, some policies contained in the draft Brampton Official Plan appear to be premature and in conflict with each other. Specifically, while the Plan's transportation policies recognize the need for inter-jurisdictional and comprehensive road network reviews and EA studies to adequately address the need and justification, feasibility, alternatives and environmental impacts of any North-South corridor (eg. sections 3.2.6, 4.4.1.3, 4.4.2.13, 4.13.1.14.3), other policies are premature by calling for the</p> | 2 | <p>New and revised policies have been incorporated and they address the role of a N-S corridor or alternative roadway facilities.</p> <p>The City needs to recognize and protect for a N-S Corridor as defined in the iTRANS study recommendations until such time as this option is confirmed or a viable alternative is determined and recommended.</p> |

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|  |  | <p>corridor to be constructed from Highway 401/407 to Bovaird Drive by 2011 and by committing the City to the North-South Corridor prior to the completion of the pending inter-municipal transportation study (e.g. sections 4.4.2.1ix, 4.13.1.3).</p> <p>Considering that the inter-municipal transportation study agrees to as prot of the ROPA No. 25 settlement is not likely to be completed until sometime in 2007 and will focus on the long term transportation needs along the Peel/Halton boundary rather than determine a precise corridor alignment, an Official Plan policy calling for a partial completion of the North-South Corridor by 2011 is premature. It is also in conflict with other Official Plan policies which emphasize the need for extensive transportation planning prior to the exact corridor alignment being determined. Sufficient time must be allowed not only to complete the inter-municipal transportation study but also for the subsequent EA process. Therefore, Brampton should consider amending policy 4.4.2.1ix to remove the reference to the completion of the North-South corridor and the Bram West Parkway to Bovaird Drive by 2011. Any other policies that conflict with the need for comprehensively studies prior to an ultimate North-South corridor alignment being determined should also be amended.</p> <p>The Town's other concern relates to the proposed Bram West Parkway, as shown on "Schedule B: City Road Hierarchy" and "Schedule B1: City Road Right Of Way Widths" of the Brampton draft Official Plan. The North South Transportation Study – Final report (September 8, 2003) prepared by iTRANS Consulting Inc. indicates that the possible alignment of the North-South corridor through the Bram West Secondary Plan area would be generally consistent with the proposed routing of the Bram West Parkway arterial road. An interchange with Highway 407 is contemplated midway between Winston Churchill Boulevard and Heritage road. Given that the inter-municipal transportation study is pending and that it may potentially conclude that the Bram West Parkway should form part of the North-South Corridor, it is premature to classify the Bram West Parkway as a "Major Arterial" with a 40-45 metres (130-150 feet) right-of-way. Doing so could preclude the possibility that the Bram West Parkway, as currently identified, may eventually be a segment of the North-South corridor rather than an arterial road.</p> <p>Consequently, while the Bram West Parkway continues to be shown as a "Major Arterial", the City should consider the possibility that the Parkway may become a freeway, pending the outcome of the inter-municipal transportation study. This may be accomplished by inserting language similar to that</p> |  | <p>Policy 4.4.2.1 (ix) has been amended to reference the possibility that alternative infrastructure may be recommended and the timing has been revised appropriately.</p> <p>Suggestions have been incorporated and Schedules have been revised and refined appropriately.</p> |
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|           |   | contained in OP93-255 for the Corridor Protection Area respecting the Bram West Parkway into Section 4.4. of the draft Official Plan. This language would state that "Council shall protect for the possibility that a freeway alignment needs to be planned and developed within the Bram West Parkway alignment in the City of Brampton."  |   |  |
|           | 3 | <p>Conclusion</p> <p>The Town's comments on the draft Brampton Official Plan (dated April 10, 2006) focus on transportation matters, specifically the North-South transportation corridor and the related Bram West Parkway. The Town respectfully requests that Brampton:</p> <ul style="list-style-type: none"> <li>Consider amending Section 4.4.2.1ix of the draft Official Plan to remove reference to the completion of the North-South corridor and the related Bram West Parkway to Bovaird Drive by 2011. Any other policies that conflict with the need for comprehensive transportation studies prior to an ultimate North-South corridor alignment being determined should also be amended; and,</li> <li>Consider amending appropriate policies and schedules to reflect the possibility that the Bram West Parkway may become a freeway rather than an arterial, pending the outcome of the inter-municipal transportation study.</li> </ul> <p>The Town would also appreciate receiving a copy of the settlement reached between the City, Peel Region and the Province respecting shale protection in Northwest Brampton as well as a copy of the revised Official Plan Amendment for Northwest Brampton (OPA93-245) once any of these documents are publicly available.</p> <p>In light of the recent settlement pertaining to ROPA No. 25 and the pending inter-municipal transportation study, we would welcome an opportunity to further discuss appropriate policy wording regarding boundary transportation issues with Halton and Brampton staff.</p> | 3 | <p>Policy has been amended and the timing has been revised.</p> <p>New and revised policies have been incorporated that reference the role of a N-S corridor or alternative roadway facilities and that reference the importance of the joint transportation network review study. But a clear reference to such a major facility is needed to support the City's corridor protection policies.</p> <p>Schedules have been appropriately revised to recognize possibilities as cited in various policies.</p> <p>Comment Noted</p> |
| <b>1P</b> |   | <b>John La Chapelle, Bell Canada-Right-of-Way Control Centre (June 1, 2006)</b>  |   |  |
|           | 1 | <p>Submitted by Chris Tyrrell, Marshall Macklin Monaghan on June 1, 2006</p> <p>We appreciate the opportunity to review and provide input to the City of Brampton's review of its Official Plan. Further to the meeting with staff from the City of Brampton and our consultant, Marshall Macklin Monaghan Ltd on March 16, 2006, we were pleased</p>  | 1 |  |



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|  |   | <p>to see that utility and telecommunications infrastructure has been considered. However, we would recommend that the following suggestions be considered to provide greater clarification regarding the City's objectives with respect to utilities and telecommunications infrastructure and servicing. The suggested changes will be shown in italics.</p> <p>General</p> <p>Throughout the document, there are references to "telephone", we would ask that the City consider using a broader and more contemporary term such as "telecommunication(s)" in the Official Plan and to recognize the broad nature of the services provided now and in the future.</p>   |   | <p>Suggested term "telecommunications" has been used in place of "telephone" in the Official Plan.</p>   |
|  | 2 | <p>Section 4.7-Infrastructure and Utilities</p> <p>The content of Section 4.7 provides the objectives for the Infrastructure and Utilities section of the Official Plan. To clarify the intent of the objectives section, we suggest that the following wording be added:</p> <p><i>Ensure that adequate utility networks are/or will be established to serve the anticipated development and that they will be phased in a way that is cost-effective and efficient.</i></p>   | 2 | <p>An additional objective (a) has been included to tie in with preamble as follows:</p> <p>"Work with utility providers to ensure that the networks are established and phased as appropriate to serve the new development in a timely and efficient manner."</p>   |
|  | 3 | <p>Section 4.7.4 Hydro-Electric Power, Telecommunications and other Cabled Services</p> <p>Section 4.7.4 sets out policies for hydro electric power, telecommunications and other cabled services. However, to provide greater clarity we would recommend that the following policy be modified as follows,</p> <p><del>"The City shall permit <del>endeavour to ensure that</del> utility installations for electric power and <del>telephone</del> services will not be permitted within residential areas if such installation are of a magnitude, function, or character incompatible with the surrounding residential environment."</del></p> <p><i>telecommunication services in all land use designations, except where natural heritage or environmental circumstances otherwise preclude such an installation, provided that the facility is designated to be compatible with adjacent uses."</i></p> <p>Additionally, we request the addition of the following wording to Section 4.7.4:</p> <p>4.7.4.x <i>"Prior to approval of development within a secondary Plan area, all interested utilities and telecommunication providers are to confirm if services can be provided to support the proposed development; and</i></p> | 3 | <p>The intent of this policy is to ensure utility installation is compatible in scale, function and character which are important planning and design considerations particularly in residential areas. The proposed modification does not reflect all these considerations.</p> <p>These issues will be addressed as part of the servicing requirements in the block planning process as set out in Section 5.5 of the Official Plan. The suggested policy will be added as the new Policy 4.7.4.7 as follows:</p> <p>"All utility providers should confirm</p> |

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|  |   | <p><i>shall determine appropriate locations for large utility equipment and utility cluster sites."</i></p> <p>Bell Canada is pleased with the language provided in Section 4.7.4, however this section requires above ground infrastructure to be installed in accordance with the Urban Design policies of the Official Plan and the City's Development Design Guidelines. We offered a series of comments respecting the City's Development Design Guidelines OPA. As you may be aware, Bell Canada promotes the coordination of utilities and the compatible design of infrastructure within the public realm. Providing for such design of utility infrastructure as an element of the City's Development Design Guidelines is critical to fulfilling this objective.</p>   |   | <p>that servicing requirements can be met as part of the block planning process, including locations for large utility equipment and utility cluster sites."</p> <p>Policy 4.7.4.7 will be re-numbered 4.7.4.8.</p> <p>Support for the City's urban design objectives is welcomed.</p> |
|  | 4 | <p><b>Implementation Tools</b></p> <p>The implementation techniques and subsequent initiatives to achieve the policies and objectives of the new Official Plan will have a direct bearing on Bell's ability to provide adequate telecommunications services to meet the needs of the community. As a result, we would ask that Bell be circulated any future initiatives that will be undertaken to implement the Official Plan. In addition to development applications, we ask to be circulated on Secondary Plans, Urban Design and Architectural Control Guidelines, Community Improvement Plans, Functional Servicing Reports, and Servicing Plans. We would also ask that Bell be advised of any further meetings, reports, decisions, etc related to this matter.</p> <p>Please direct all documents and information to our Right-of-Way Control Centre:<br/> Mr. John La Chapelle, MCIP, RPP<br/> Planner/Manager<br/> Right of Way Control Centre<br/> Floor 5 Blue, 100 Borough Drive<br/> Toronto, Ontario<br/> M1P 4W2</p> <p>The suggested wording above is a sample of some of the typical wording that has been recently accepted by numerous Regional and local municipalities. Bell acknowledges that a detailed review of the wording with respect to the Official Plan will be required in order to determine the exact wording deemed to be the most appropriate for the City of Brampton.</p> | 4 | <p>The City will continue to provide updates and consult Bell on the Official Plan Review and other City planning initiatives.</p> <p>Noted.</p> <p>Comment noted and wording refinement has been made where appropriate as stated above.</p>  |

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| 1Q |   | Geoff Woods, CN Business & Real Estate (June 23, 2006)   |   |  |  |
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|    | 1 | The railway network, corridors and yards/terminals should be shown on some sort of 'transportation network' schedule. The existing schedules do not appear to show rail yards/terminals and just showing the two major rail lines on Schedule 'C' Transit Network (as described in Section 4.4.8 on page 4.4-31) is somewhat misleading, given the major role the rail network plays in goods movement, maintaining a balanced and viable transportation network for the City and maintaining and growing the City's economy.  | 1 | The location of CN Intermodal facility along with rail lines will be labelled on the appropriate schedules. However, Schedule 'C' chiefly pertains to transit and focuses on the transportation infrastructure where the City is directly involved.  |  |
|    | 2 | We request that a policy (or policies) be included in Section 4.4.8 on page 4.4-31 that the City: acknowledges the importance of the rail infrastructure and recognizes its critical role in long-term economic growth and the efficient and effective movement of goods and people; shall support and encourage increased utilization of the rail network for goods movement; shall seek to ensure the continued viability and ultimate capacity of the rail corridors and yards is protected; and shall identify and support strategic infrastructure improvements required to mitigate road/rail proximity issues, such as improving road accesses to rail terminals.   | 2 | The importance of rail infrastructure has been further recognized and added in the preamble of Section 4.4.8 which reads as:<br><br>.....“In addition to the rail lines, CN handles large volumes of goods at its major Intermodal facility located north of Highway 407 and south of Queen Street, just east of Airport Road. The City of Brampton recognizes the importance of rail infrastructure, as it will continue to play a key role in the long-term economic growth of the city and its integration with the overall transportation system of the city”. |  |
|    | 3 | We request that the following policies be included in Section 4.4.10 on page 4.4-33:<br><br>"All proposed development adjacent to railways shall ensure that appropriate safety measures such as setbacks, berms and security fencing are provided, to the satisfaction of the City in consultation with the appropriate railway. Where applicable, the City will ensure that sightline requirements of Transport Canada and the railways are addressed."<br><br>"Implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses and/or environmental easements, will be secured through appropriate legal mechanisms, to the satisfaction of the City and the appropriate railway." | 3 | The new policies 4.4.10.7 and 4.4.10.8 as suggested have been added in Section 4.4.10.   |  |
|    | 4 | In policy 4.5.16.1.1 on page 4.5-22, we request that railway operators be added to the list, as both CN, CPR and GO Transit have policies and guidelines relating to noise and vibration.  | 4 | Railway operators have been included in the policy. This now becomes Section 4.5.15.1.1.   |  |

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|           | 5   | In policy 4.5.16.1.2 on page 4.5-22, we request that "in consultation with the appropriate railway" be added, with respect to the approval of noise and vibration studies. We also request that "or the appropriate railway" be added with respect the language about ultimate traffic conditions or other noise generators specified by the City (i.e. or "the appropriate railway").   | 5 | The following has been added at the end of Policy 4.5.15.1.2:<br><br>"If needed, the City will also consult the appropriate railway regarding the requirements for and approval of detailed assessments concerning rail noise and vibrations."  |
|           | 6   | In Rail Noise Policies on page 4.5-25, we request that in policy 4.5.16.1.19, the first sentence be modified to "...within the noise or vibration sensitive areas,...".  | 6 | Suggested modification has been made.   |
|           | 7   | <p>We request that the following policies be included in the Rail Noise Policies on page 4.5-25:</p> <p>"New residential development will not be permitted within 300 metres of a rail yard."</p> <p>"All residential development or other sensitive land uses located between 300 m and 1000 m of a rail yard will be required to undertake noise studies, to the satisfaction of the City and the appropriate railway, to support its feasibility of development and, if feasible, shall undertake appropriate measures to mitigate any adverse effects from noise that were identified."</p> <p>We would be pleased to discuss any of these comments with you and/or other City Staff at your convenience. We look forward to working with the City to ensure that our comments are satisfactorily addressed in the new Official Plan.</p> <p>We would appreciate the opportunity to review any proposed modifications prior to its adoption, and ultimately, we request notice of adoption, along with a copy of the final document.</p> | 7 | <p>The suggested policies have been added as new Sections 4.5.15.1.20 and 4.5.15.1.21.</p> <p>The City will continue to provide CN Rail with updates and decisions regarding the Official Plan Review.</p>  |
| <b>1R</b> | <b>Marsha Paley, Town of Caledon (August 2, 2006)</b> |  |   |   |
|           | 1.  | <p>Thank you for the opportunity to review the City of Brampton's draft Official Plan ("OP") dated April 10, 2006. We would like to make the following comments.</p> <p><b>Growth Management and Population Forecasts</b></p> <p>To be helpful, we are drawing the inconsistencies noted below to your attention. On the first page "Our Brampton, Our Future – The Vision" (no page number) and in Section 2, Context of the 2006 Official Plan, reference is made to future population and employment numbers. Section 2 contains a reference to forecasts on page 2-1 and a table showing population, household and employment</p>  | 1 | <p>The most up-to-date forecasts for 2031 are those shown in the table on page 2-2, i.e., 695,000 population and 310,000 employment. The figures in the Table will be updated to include the census undercount. An explanation for the census undercount has also been included. The relevant text in the Vision,</p> |

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|  |   | <p>forecasts for 2011, 2021 and 2031 on page 2-2. The forecasts cited on the first page for 2031 (680,000 residents and 337,000 workers) are inconsistent with the numbers cited in Section 2 and some of the numbers in Section 2 are inconsistent with each other. On page 2-1, it is stated that the population will be 695,000 by 2031. This population forecast is consistent with the table on page 2-2 and ROPA 15, the North West Brampton amendment. The employment forecast on page 2-1 (313,000) is inconsistent with the table on page 2-2 or ROPA 15 which gives the employment forecast as 310,000.</p> <p>On page 2-1, it is noted that the Provincial population forecast for the GTAH in 2031 is 8.62 million and the population forecast for Brampton is 695,000 people. It should be noted that the Provincial forecast includes the census undercount, which the Region of Peel has determined is 4.2%, while the Brampton forecast does not include the undercount.</p> <p>The chart on page 2-2 indicates that 4% should be added to the population forecasts to determine the total population including the census undercount. Based on a recent discussion with Region of Peel staff regarding the method for deriving the population with the undercount, the Region is using a different method. The Region indicated that the total population including the undercount would be considered 100%, and the population without the undercount is 4.2% less, or 95.8%. Regional staff is dividing the population without the undercount by 0.985 to determine the population with the undercount. This should perhaps be discussed by the Working Group on the Regional forecasts.</p> |   | and the preamble of Section 2 has been amended to reflect the latest forecasts.  |
|  | 2 | <p><b>Residential Intensification</b></p> <p>Section 4.1.5 on page 4.1-16 indicates the areas where intensification is encouraged. We understand that Brampton intends to undertake a study to determine intensification potential. It would be helpful in the context of the Regional forecasting exercise for the Brampton OP to refer to a future intensification study, since intensification in Brampton will play a role in addressing conformity to the Provincial forecasts.</p>  | 2 | Additional wording has been included in "Growth Plan" under Section 2.5.2 and the preamble of Section 4.1.5 to refer to the study. |
|  | 3 | <p><b>Transportation Policies</b></p> <p>The Town appreciates the emphasis on working co-operatively in implementing the new policies put forth in Section 4.4 regarding the development of a multi-modal transportation system and an integrated transportation plan. However, there is a need to comment on several aspects of this section.</p>  | 3 |  |

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|  |  | <p>Although development in northwest Brampton is expected to generate high traffic growth, an earlier Brampton study suggested that a large portion of total traffic growth will come from longer-distance, cross-boundary traffic from the Region of Halton (and areas west of the Region of Halton), traveling through west Brampton to destinations to the south and east in Brampton, Mississauga, York Region, and Toronto. At this point, we have insufficient information to evaluate the impact of the Brampton-proposed North-South corridor from Mayfield road to Highways 407/401, identified in Schedule B of the draft Official Plan as "Proposed Freeway". Before we can support this proposal, the Town needs to be assured of no major adverse impacts.</p> <p>As referenced in Brampton's draft OP (4.13.1.3; 2nd paragraph, and 4.13.14; 2nd paragraph), the East-West Transportation Corridor linking the GTA to Guelph is subject to further study. Earlier this year, the Ministry of Transportation ("MTO") initiated a "GTA-West Corridor Planning and Environmental Assessment Study" to investigate the long-term provincial transportation needs in the area. According to MTO, the study will evaluate and select transportation system functional and modal alternatives that may include:</p> <ul style="list-style-type: none"> <li>- Improvements to existing provincial highways</li> <li>- New provincial highway / transitway</li> <li>- Improvements to municipal roads</li> <li>- Improvements to GO transit, municipal transit, other modes</li> <li>- Travel Demand Management</li> <li>- Combinations of the above</li> </ul> <p>MTO has made it clear during a Municipal Advisory Meeting on January 12, 2006, that "the MTO Study process continues <u>only if</u> provincial highways and/or transitways are selected." Therefore, it is premature to suggest that there will be a provincial highway between Mayfield Road and the Oak Ridges Moraine since it is possible that the MTO study could conclude otherwise. The Town of Caledon supports the MTO study to fully explore all options to improve the transportation network before deciding on a new provincial highway, and does not support any predetermination of corridor alignment and protection. It is therefore suggested that the City of Brampton revise the wording of two paragraphs to reflect the ongoing MTO effort for the proposed GTA-West Corridor.</p> <p>With regards to your Section 4.4.2.1 (v), the Southern Ontario Highways Program 2006 to 2010, released by the MTO in June 2006, indicates that a four lane extension of Highway 410 from Bovaird Drive to Mayfield Road will be completed in 2008 and a</p> |  | <p>New and revised policies have been incorporated that address the role of a N-S corridor or alternative roadway facilities. The referenced Halton/Peel transportation network review study will provide an opportunity for the Town of Caledon to provide its input into the proposed Transportation Corridor.</p> <p>Comments noted.</p> <p>The City of Brampton supports the MTO GTA West Corridor study. A new policy has been added to Section 4.4.2.1(x). Section 4.13 has been amended appropriately and it is noted that the Halton/Peel transportation network review study will play a key role in addressing overall road network issues.</p> <p>Brampton's TTMP analysis reveals that in order to maintain a good level of service on City roads, it needs to advocate/ ensure that transportation infrastructure requirements (all jurisdictions) are adequately met to</p> |
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## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|  |   | <p>Mayfield Road will be completed in 2008 and a further extension of the highway (four lanes) to Highway 10 will be completed in 2009. MTO has no plans to widen it to six lanes by 2008.</p> <p>Also note in Section 4.4.2.1 (vi) that according to the same document mentioned above, MTO has no plans to widen Highway 10 to eight lanes between Bovaird Drive and the southern limit of the City of Brampton by 2011.</p>   |   | <p>satisfy transportation demand in a timely fashion.</p> <p>Same as above.</p>   |
|  | 4 | <p><b>Greenbelt</b></p> <p>Section 4.5.14. on page 4.5-20 regarding the Greenbelt references the Provincial Greenbelt designations in Brampton and the designated areas are shown on Schedules A and D. There is, however, no reference to the "River Valley Connections (Outside the Greenbelt)" in the Greenbelt Plan. These connections represent the extension of watercourses that form part of the Greenbelt Natural Heritage System in Caledon southward into Brampton. Section 3.2.5 of the Greenbelt Plan contains policies directing that the external connections be maintained and/or enhanced and measures for stewardship of urban river valleys. These policies should be acknowledged in the Brampton OP.</p>                              | 4 | <p>Section 4.5.14.1 speaks to the need to refer to the "applicable" policies in the Greenbelt Plan. As well, a number of policies in Section 4.5 address protection of watercourses and the need to consult adjacent municipalities where there may be potential downstream impacts. See Section 4.5.7 Valley and Watercourse, Section 4.5.1 Watershed Plan and Studies and Section 4.5.2 EIRs.</p> |
|  | 5 | <p><b>Agriculture</b></p> <p>A section recognizing agriculture as a land use in adjacent municipalities should be added to the draft OP. Although the City of Brampton is aiming for full build out by 2031, agricultural uses will continue within adjacent municipalities including the Town of Caledon. Specifically, Section 2.3.3.3 of the 2005 Provincial Policy Statement requires all new land uses, including the creation of lots, and new or expanding livestock facilities to comply with the minimum distance separation formulae. As a neighbouring municipality with a strong agricultural industry, Town staff wants to ensure the City incorporates appropriate policies to protect our agricultural industry north of Mayfield Road.</p> | 5 | <p>Some agriculture policies from the 1997 OP (Section 4.7) have been reintroduced as the new Section 4.15 as per the modified OP93-245.</p>  |
|  | 6 | <p><b>Schedule F - Infrastructure and Utilities</b></p> <p>Section 4.7 indicates that Schedule F identifies the existing and anticipated major infrastructure. There are several sewer lines in north-east Brampton that are shown in the Regional mapping for the Servicing Master Plan Update that are not shown on Schedule F. The Clarkway Road sanitary sewer between Castlemore Road and Mayfield Road is of concern to the Town since Regional staff has indicated that this sewer may be extended into Caledon to service new</p>  | 6 | <p>Schedule "F" has been updated based on the latest available information from Peel Region. The proposed sanitary sewer on Clarkway Road is now included in Schedule "F" which may be subject to further adjustment pending further information to be supplied by Peel Region.</p>   |

## Appendix D Staff Responses to Agencies' Comments on Draft Official Plan (April 10, 2006)

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|  |  | employment lands. This has been brought to the attention of Regional Planning staff reviewing the OP. It may be that the Region will provide comments on this matter, but we would prefer that this sewer line be shown on Schedule F. |  |  |
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**Appendix E**

**Staff Response to**  
**Stakeholders' Comments Received on Draft Official Plan**  
**(dated April 10, 2006)**

(Copy is available from the Planning, Design and Development Department upon request)

**Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)**

| <b>Submission<br/>Reference Number</b> | <b>Commenting Stakeholder</b>                                   |
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| <b>2A</b>                              | <b>John Stillich, Sustainable Urban Development Association</b> |
| <b>2B</b>                              | <b>James W. Harbell, Stikeman Elliott</b>                       |
| <b>2C</b>                              | <b>Diarmuid K. Hogan, CANDEVCON Limited</b>                     |
| <b>2D</b>                              | <b>Richard Hahn, Armland Group</b>                              |
| <b>2E</b>                              | <b>Don Given, Malon Given Parsons</b>                           |
| <b>2F</b>                              | <b>Harry Froussios, Zelinka Priamo Ltd.</b>                     |
| <b>2G</b>                              | <b>Peter F. Smith, Bousfields Inc.</b>                          |
| <b>2H</b>                              | <b>Darren Steedman, Metrus Development Inc.</b>                 |
| <b>2I</b>                              | <b>Leo Longo, Aird &amp; Berlis Barristers and Solicitors</b>   |
| <b>2J</b>                              | <b>Carl Brawley, Glen Schnarr &amp; Associates Inc.</b>         |
| <b>2K</b>                              | <b>Michael Gagnon, Gagnon Law Bozzo</b>                         |
| <b>2L</b>                              | <b>Nancy Mather, Stonybrook Consulting Inc.</b>                 |
| <b>2M</b>                              | <b>Mark Yarranton, KLM Planning Partners Inc.</b>               |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

| Submission Reference Number |   | Comment Received  |   | Staff Response   |
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| <b>2A</b>                   | <b>John Stillich, Sustainable Urban Development Association (June 22, 2006)</b> |   |   |  |
|                             | 1   | <p>From my limited review of the most recent draft of Brampton's official plan, it appears that quite a few adjustments have been made to promote more sustainable development styles. Having said that, it is my impression that the plan provides a great deal of latitude for development to continue in traditional low-density fashion, and that the separation of uses written into the plan will reinforce the dependence on travel by personal automobile.</p> <p>As indicated in my previous comments, and in discussions with Adrian Smith regarding the Bram West Secondary Plan, the residents of Brampton would benefit from a much more aggressive move to promote higher densities, mixed use, and transit-oriented urban (not suburban) communities in the city.</p> <p>Please accept a number of brief comments:</p> <p>It appears that high-level executives to be located outside the downtown core of Brampton are to be housed almost exclusively on large lot estates. I would like to suggest that many of these executives and their families would be quite happy to reside in luxury-style condominiums in vibrant, cultural urban settings, where amenities are close by, and where the drudgery of property maintenance does not exist.</p> | 1 | <p>The City is committed to implementing higher densities, mixed uses and transit-oriented development. This however does not mean that a single type of development is preferred over another. To ensure sustainability, there is a need to design for a range of housing types to provide choices and to meet the diverse needs of the population with various social, cultural and economic background in accordance with the City's Strategic Plan and the new PPS. .</p> <p>Opportunities for luxury apartment and townhouse condominium development with amenities are designated in the Central Area of Brampton.</p> |
|                             | 2   | Live-work designations should not be assumed to be simple mom-and-pop situations where a single dwelling unit exists above a shop. Ground-level retail uses that are topped by multi-storey, multi-unit apartment-style uses should be a widespread practice.   | 2 | The Official Plan has provided for a range of live-work opportunities ranging from home occupations to live-work units to integrated mixed use development in Central Area, Transit-Supportive Nodes and Intensification Corridors.  |
|                             | 3   | I question the policy that residential uses in industrial corridors are limited to supportive housing. Besides sending a negative message about the social status of residents of supportive housing, general apartment-style uses can be quite appropriate in these areas, in support of closer live-work proximities. Most industrial activity does not occur at night, and occupants of such   | 3 | Residential use is a sensitive land use which should not be located close to industrial uses. As well, industrial area of Brampton must be protected by not introducing sensitive land uses such as residential.   |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|  |   | buildings will know beforehand the environment they are renting or buying into.  |   |  |
|  | 4 | <p>In passing, I noted the 0.5 FSI for office uses in 4.3.1.2 (1); this is typical for a sprawl environment. Please consider increasing this to 1.0 or higher, in the context of improved transit access and alternative parking standards. Traditional zoning for non-residential uses has been a key component in inefficient land use, and is generally not smart growth.</p> <p>The need for regional and district retail centres (and stand-alone, single-use retail centres in general), and their appropriateness in a sustainable urban environment, is questionable. Locating the centres as proposed (in spite of intentions to be transit-friendly) will ensure that accessibility by means other than personal automobile will be awkward and inconvenient; 90% or more of visits to these centres will be by automobile. Many of the shops to be permitted in these centres can in fact be served in different settings -- in particular, in a main street or 'urban corridor' environment, with the largest retail stores located directly on transit intersections, similar to downtown Toronto. Parking can be accommodated via shared public facilities nearby.</p> | 4 | <p>The draft OP has identified four areas, in addition to the Central Area, that have the potential to transition into areas of office concentration. Policy 4.2.3.1 states that appropriate densities and concentrations within these Office designations will be determined in the relevant Secondary Plans. An FSI of 0.5 is considered appropriate for the small scale offices that are expected to locate within the Business Corridor designation. Higher FSI's would require structured parking, resulting in a type of office development that is appropriate in the Central Area and the other Office designations.</p> <p>A hierarchy of retail centres, with regional and district centres serving the higher order shopping needs of a regional population is a reality even in densely populated cities.</p> <p>Regional retail sites will be located at arterial intersections and served by primary transit routes, so that they are accessible by transit and automobiles.</p> <p>The Regional Retail designation permits a broad range of uses including residential that could be integrated into the Regional Retail area as part of a multi-use plan. As such, higher order retail centres represent potential catalysts for mixed use higher density development.</p> <p>Retail centres are seen as a place-making opportunity and must be located in suitable locations that are well served by public transit and the local road network.</p> |
|  | 5 | <p>The statement in 4.4 which reads "However, a major shift from automobiles to transit use also requires senior government funding of transit" should be deleted, as it is not necessarily true, and its major purpose seems to be to provide an excuse for delaying transit improvements. It is quite possible (and SUDA believes necessary) to raise public awareness and acceptance of much higher local investments in public transit. Also, the</p>  | 5 | <p>The statement indicates one of the factors that would potentially influence transit use while other factors are mentioned in the preceding statements.</p> <p>The City of Brampton continues to be a leader in providing transit services. The policies in the OP respecting transit and its implementation of transit program are Brampton's commitment towards delivering quality transit services to a</p>   |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|           |  | <p>stated Strategic Plan goal for transit inappropriately places limitations on levels of public transit in most areas of the city. There is much that can be done to improve transit coverage and frequency throughout the city.</p> <p>Unfortunately, time does not permit me to comment on other aspects of the official plan. I would suggest one critical test, as follows:</p> <p>The ultimate test of sustainability for Brampton in terms of efficient land use, and for sustainable transportation, is the overall density rate. The city of Mississauga, an example of suburban sprawl, will have (at maturity) a residential density of just under 2,900 persons per square kilometre, plus 1,800 jobs within that area as well (all this after removing Pearson international Airport and the Credit Valley lands from the calculation). If the 683,000 residents and the eventual 1:2 jobs-to-residents ratio are achieved by the year 2031 and represent the fully built-out scenario (although I'm not sure about this), and the resulting density for Brampton will be substantially less than Mississauga's. Surely, in this century, where efficiency in the use of land, energy and material resources will be critical to sustainability, Brampton can do better.</p> <p>We encourage more urban, rather than suburban, environments that are pleasant, safe, effective and sustainable in many ways. In this regard, SUDA would be delighted to be contracted to develop a conceptual-level sustainable urban development example appropriate for some of the remaining greenfield lands in Brampton.</p> |   | <p>growing municipality. For Brampton to provide smooth and reliable transit services a sustained and stable funding is necessary especially with the focus on redevelopment and intensification being mandated by the recently approved Growth Plan.</p> <p>To support public transit as a means of achieving sustainability, higher density and mixed-use development are proposed along major transit corridors, and at existing and proposed major nodes as proposed in the Official Plan. In terms of density targets, the Growth Plan for the Greater Golden Horseshoe proposes 200 people and jobs combined per ha for Downtown Brampton and 50 people and jobs per ha for greenfield areas of the City. Conformity studies will be undertaken as a separate review to comply with the requirements of the Growth Plan, including density targets.</p> <p>Comment noted.</p> |
| <b>2B</b> | <b>James W. Harbell, Stikeman Elliott (May 26, 2006)</b> |  |   |   |
|           | 1  | <p>We represent Sithe Global with respect to their Goreway Station power plant which is currently under construction on the west side of Goreway Drive between the Highway 407 ETR and Queen Street/Regional Road 107. A map showing the location of the Goreway Station site is attached.</p> <p>Under current Official Plan provisions, the Goreway Station site is designated Industrial with the exception of lands</p>  | 1 | <p>Staff have reviewed the applicable planning document for the subject lands and have decided to update the relevant Schedules including "A" and "D" to correspond with the approved zoning and site plans.</p>  |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|           |  | <p>immediately abutting Mimico Creek being designated for Open Space purposes as shown on the attached extract plan. Such lands are also shown as Valleylands/Floodplains on Environmental Features Schedule D. The designations on the Gore Industrial South Secondary Plan are consistent with the Official Plan with the lands adjacent to the creek designated Open Space-Flood &amp; Hazard Land and the balance designated Industrial. As you may know, the site was rezoned from an agricultural zoning to site specific M3 zoning so as to permit the Goreway Station plant. Site-specific By Law 238-2000 is attached which shows lands abutting the creek have flood plain zoning, but the majority of the site bears M3-Section 678 zoning which allows the power plant and accessory uses. Therefore, under both existing Official Plan and Zoning By-law provisions, lands located to the west of the creek on our client's property may be used for industrial purposes.</p> <p>Lands abutting Goreway Drive are zoned for open space purposes consistent with our client's approved site plan which retains a woodlot in that area. While our client has no objection to the woodlot designation shown on Schedule D Environmental Features provided that it is consistent with the lands zoned open space, we request that the lands located to the west of Mimico Creek retain their industrial designation for consistency with the site-specific zoning which permits development on this portion of their site. This would enable the use of these lands for accessory uses, subject to obtaining site plan approval, if required.</p> |   |  |
| <b>2C</b> | <b>Diarmuid K. Hogan, CANDEVCON Limited (June 2, 2006)</b> |  |   |  |
|           | 1  | <p>We congratulate staff for the more user-friendly format of the document.</p> <p>We have reviewed the Official Plan Document in detail and our comments generally fall into two categories:</p> <p>(A) Secondary Plan Area 47...Concerns and Suggested Modifications</p> <p>(i) Estate Residential Designation for undeveloped lands located north of Countryside Drive and west of Clarkway Drive</p>   | 1 | <p>(A)(i)<br/>The Estate Residential housing forms reflect historical development activities and approvals and contribute to promoting diversity and choice in housing types in Brampton. The areal extent of this designation was recently confirmed through the OPA that</p> |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|  |   | <p>We submit that it is not appropriate to continue with an Estate Residential designation for the remaining undeveloped lands located west of the (easterly) Valley (see Schedule A) in consideration of the configuration of the developable land, the proximity of the industrially designated lands east of Clarkway Drive and the desirability to provide a transition between the Estate Residential and the Industrial land uses.</p> <p>Accordingly, we recommend that Schedule A be revised as follows:</p> <p>Replace the Estate Residential designation for the undeveloped lands with an <i>Upscale Executive Housing</i>, thereby providing a buffer to the existing Estate Residential Community, and continuity to the proposed Upscale Executive Housing Area located south of Country side Drive.</p> <p>Through the subsequent Secondary Plan and Block Plan process, we also recommend that policies be put in place for the "Residential" lands located west of Clarkway Drive between Countryside Drive and Mayfield Road which will require single detached homes as a housing form in this area.</p> <p>The above described modification will better reflect the Provincial Policy Statement and provide a more appropriate buffer and transition between Estate Residential Community and other Residential and Industrial lands to the east.</p> |   | <p>implemented the Valley of Humber Secondary Plan where staff undertake to assess the supply and demand for two-acre estate residential lots in the Toronto Gore area.</p> <p>It is the opinion of staff that the Official Plan Review should not be the vehicle to change the Estate Residential designation in North East Brampton such as that proposed by Candevcon. Such change should be the subject of a comprehensive planning program which will consider in more detail the relevant planning, land use, environmental, economic and social factors associated with redesignation.</p>   |
|  | 2 | <p>(ii) Corridor Protection Area (Schedule "B")</p> <p>We are concerned with the extent of the Highway 427 Arterial Network Protection Area, which encompasses the area bounded by Clarkway Drive, Mayfield Road and Regional Road 50.</p> <p>Recommend that the "Protection Area" be more focussed and that it more appropriately and realistically reflect the transportation Network Options currently being evaluated.</p>  | 2 | <p>MTO has commenced Highway 427 extension EA study, which besides other things would examine various terminus options. Additionally, a joint municipal transportation network planning study involving the Region of Peel, the Region of York, Brampton, Vaughan and Caledon is also underway to address long-term arterial and highway network connectivity concerns. The conclusions of these two studies will narrow the network and terminus options resulting in a more focussed corridor protection area. However, the broader protection area needs to be reflected in the OP, until the basis for its reduction has been established.</p> <p>Various schedules will be refined for</p> |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|  |  |   |  | finalisation.  |
|  |  | <p>(B) Schedules B, B1, D, E, F and Cultural Heritage Map</p> <p>We note that the schedules contain several graphical inaccuracies which should be corrected.</p> |  | <p>(B)The following comments were discussed at the meeting with Candevcon on June 22, 2006:</p> <p>Schedules "B" and "B1" in respect of the Highway 427 Corridor Protection Area<br/>See staff's response to 2 above.</p> <p>Schedule "E"<br/>Staff provided clarification regarding the grey circle between The Gore Road and Clarkway Drive that it indicates conceptually the future community park. The exact location and extent of the proposed park will be determined by the secondary plan process and further refined at the block plan stage.</p> <p>Schedule "F"<br/>Status of the Contaminated Site at the south western corner of Mayfield Road and McVean Drive</p> <p>This is a former contaminated site. With the Record of Site Condition Regulation, contaminated sites are no longer shown on Schedule "F".</p> <p>The waste disposal sites south of Ebenezer Road, on both sides of The Gore Road are former waste disposal sites. The one on the east side has been deleted per OP93-262.</p> <p>Cultural Heritage Map<br/>The Map is based on the City's Heritage Register which is updated regularly. Staff provided explanation regarding the status of two heritage sites :</p> <ul style="list-style-type: none"> <li>• South eastern corner of McVean Drive and Castlemore Road (4107 Castlemore Road)<br/>Property has since been re-graded to "A" from "B" and has been shown as such on the Cultural Heritage Map</li> <li>• Northwestern corner of The Gore Road and Castlemore Road (10100 The Gore Road)<br/>Property is still listed as Class B.</li> </ul> |



## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

| 2D | Richard Hahn, Armland Group (June 21, 2006)             |  |   |   |
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|    | 1   | <p>As you may be aware the landowners Group for Bram East SP 41, Phase 2, Sub-area 1, Block Plan a.k.a. "The Neighbourhoods of Castlemore Crossing" have been actively forwarding the approval of the above described lands for over 4 years. The Block Plan received Stage 1 approval in September 2005 and should receive further approvals this summer. Draft plans have been filed for approximately 75% of the land area and approximately 92% of the land area are participating owners within the owners group. Growth cap allocation has been granted for Phase 1 of the Block Plan. The schedules/mapping depicted within the draft OP document do not conform to the approved OPA or Block Plan. OP93-248 and OP93-249 aligns the existing Secondary Plan to the Block Plan. That was passed August 25, 2005.</p> <p>I believe that we would all agree that in order to keep the intent and protect the integrity of the Block Plan and its process, the Official Plan must echo the same message. While the text does seem to reiterate those intentions, clearly schedules do not as they reflect many of the pre-existing secondary plan mapping conditions prior to block planning and contain numerous internal inconsistencies. As a result, modifications to Schedule A, A2, B, B1, C, E and Cultural Heritage Map should be made in accordance with OPA 93-248 and 93-249 and the Block Plan.</p> <p>I would appreciate a specific response to acknowledge these concerns and address if refinements are to be undertaken.</p> | 1 | <p>Adjustments have been made to the relevant schedules to accord with the approved block plan as follows:</p> <p>Schedules "A" and "D"<br/>The width of valleyland between Clarkway Blvd and Regional Road No.50 has been adjusted.</p> <p>Schedule "A2"<br/>Location of the neighbourhood and convenience retail has been updated.</p> <p>Schedules "B", "B1" &amp; "C"<br/>The road network has been updated.</p> <p>Schedule "E"<br/>No change is required as neighbourhood parks are not shown on this schedule</p> <p>Cultural Heritage Map<br/>All heritage sites within the block plan area are Class B. No change is required pending decision on heritage assessment submitted as part of the site plan approval process.</p> |
| 2E | Don F. Given, Malone Given Parsons Ltd. (June 21, 2006) |  |   |   |
|    | 1   | <p>I represent Great Gulf Homes who is the largest landowner in the Bramwest Secondary Plan Area. I have reviewed the City's Draft Official Plan and have noticed that Schedule B1 showing City Road Right-of-Way Widths indicates a 30-metre width for both Heritage Road north of Financial Drive and the internal north-south collector east of Heritage Road.</p> <p>This is inconsistent with our ongoing discussions with City staff who have</p>  | 1 | <p>This request is reflected in the current revision to Schedule B1, with only the section of existing Heritage Road south of Financial Drive retained as a 30m right-of-way. Heritage Road north of Financial Drive is designated as a 23-26 metre ROW.</p>  |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|           |   | recently advised Great Gulf that the maximum right-of-way for both roads will be 26 metres. I therefore request that Schedule B1 be amended to show both Heritage Road from Financial Drive north to the Northern limit of the Block Planning Area and the eastern, mid-block north-south collector with a right-of-way of 23-26 metres.  |   |   |
| <b>2F</b> | <b>Harry Froussios, Zelinka Priamo Ltd. (June 23, 2006)</b> |   |   |   |
|           | 1   | <p>We are the Land Use Planning Consultants for Loblaw Properties Limited, operator of several food stores (Real Canadian Superstore, Fortinos, No Frills) within the City of Brampton. Our client has a vested interest in the decision-making for the future of retailing within the City and is pleased to participate in this process.</p> <p>Further to our attendance at workshops held on August 10, 2005 and June 6, 2006, previous correspondence from our firm dated August 29, 2005, and our review of the draft Official Plan, we are pleased to provide the following comments on behalf of our client:</p> <p>A. Section 4.2-Commercial</p> <p>Section 4.2.8.5 identifies a number of items that the City "shall" undertake to do with respect to Urban Design. Design considerations are subjective and may not apply to all types of commercial development. As such, more flexible or "softer" language should be incorporated to recognize that certain uses by virtue of their specific location, size and site requirements may not be able to achieve some of the requirements, but still can provide an effective site design. Language such as "may" instead of "shall" will provide sufficient flexibility so that a development proposal is not subject to a potential Official Plan Amendment because it has been deemed that the development does not comply with the Urban design policies of the Plan, even though it may meet all other requirements of the Official Plan and Zoning By-law.</p> <p>B. Section 4.3-Employment Lands</p> <p>Section 4.3.1.2 (ii) limits permitted retail and service uses within the Business Corridor designation to "selected retail</p> | 1 | <p>Section 4.2.8.5 has been included in the draft OP as part OP93-260 that implemented the City's Development Design Guidelines (DDG), which came into force in March 2006.</p> <p>The DDG guidelines were prepared through extensive consultation with the public and the development industry and are intended to achieve the City's vision and civic design objectives.</p> <p>The policies within this subsection address design, safety, environmental protection and accessibility issues. As such, the policies address design from a comprehensive community design perspective and should not be regarded as subjective. The DDG helps address community design issues early through the Block Planning process.</p> <p>The Bramalea North Industrial Secondary Plan policies permit a broad range of retail, service, office,</p> |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|  |   | <p>warehousing such as warehouse membership clubs, home improvement stores, large furniture and appliance stores, and major toy or sporting goods” subject to certain development requirements and restrictions.</p> <p>Loblaws Properties Limited currently owns vacant lands on the south side of Bovaird Drive and Airport Road. These lands, in conjunction with lands currently owned by Bramport Shopping Centres Limited along the west side of Airport Road are proposed to contain a variety of commercial uses, including a large format supermarket, based on current permissions in the Official Plan, Bramalea North Industrial Secondary Plan, and the City of Brampton Zoning By-law. These lands are currently shown as being designated “Business Corridor” in Schedule A of the draft Official Plan.</p> <p>We are concerned that retail warehouse (i.e. Costco, Sam’s Club) would be permitted to locate within Business Corridor designations, as the proposed Business Corridor policies appear to indicate; whereas other large retailers, such as Loblaws, who have similar land extensive requirements and are in the business of selling similar products that are offered within retail warehouses may not be permitted. This would have severe impacts on the future development potential of our client’s lands at Bovaird Drive and Airport Road. Consideration should be given to clarify or expand the range of commercial uses permitted within Business Corridor areas or alternatively, to place restrictions on uses which are predominantly commercial in nature and permit only those uses that are accessory to industrial uses. If the latter option is determined to be appropriate for the “Business Corridor “ designation, then the lands at the southwestern corner of Airport Road and Bovaird Drive should be redesignated to an appropriate retail category (i.e. “District Retail”) in the new Official Plan.</p> |   | <p>restaurant, prestige industrial and automotive uses within the lands at the southwest side of Bovaird Dr. and Airport Rd. that are more consistent with a Business Corridor designation than a designation within the retail hierarchy for residential areas.</p> <p>The uses permitted for the subject site at the southwest corner of Airport Road and Bovaird Drive is a result of an OMB decision. The decision states that notwithstanding the Residential designation, residential uses shall not be permitted without an amendment to the Official Plan. The decision is reflected in Policy 4.1.5.11 in the current OP. The policy which was erroneously omitted from the April 10, 2006 version of the Draft Plan has been reinstated as the new Section 4.1.1.15. The site has also been redesignated to Residential on Schedule “A” to conform with the policy. A District Retail designation is also included for the subject site in Schedule “A2”.</p> <p>The adjacent land located to the west side of Airport Road between Bovaird Drive and North Park Drive is also designated District Retail on Schedule A2 to recognize the Special Policy Area 3B designation in the secondary plan. Policy for this site is set out in the new Section 4.3.1.7.</p> <p>Wording of Section 4.3.1.2 (ii) has been refined to clarify the planning intention for retail uses in the Business Corridor designation that large format stand alone retail uses except food stores and department stores may be permitted.</p> |
|  | 2 | <p>Section 4.3.2.3 (b) permits <i>“Ancillary and limited retail and business serving uses within industrial malls. The retail uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas...”</i></p>   | 2 | <p>Staff are of the view that Section 4.3.2.3 provides adequate clarity by stating that retail uses that are normally accommodated within the retail hierarchy for residential areas will not be permitted within the Industrial designation.</p>   |

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|  |   | Further clarification is required as to what type of retail uses, other than a food store/supermarket, are considered to be engaged in the selling of food and are not already accommodated within the retail hierarchy for non-industrial areas. For instance, Shopper's Drug Mart has traditionally been considered as a pharmacy use. However the newer format Shopper's stores also include a wide range of food products as well. It would be unfair to permit Shopper's Drug Mart, or any other use that has an accessory food component but is not classified as being "engaged in the selling of food", within the Industrial designation.   |   | Drug stores, such as Shopper's Drug Mart, have been identified as having a retail function consistent with the retail hierarchy for residential areas and typically function as convenience retail in today's market place. |
|  | 3 | <p>Schedules</p> <p>Schedule A General Land Use Designations, Schedule C1-Major Pathway Network, Schedule D-Environmental Features</p> <p>Loblaws Properties Limited currently owns lands on the south side of Bovaird Drive and Airport Road. These lands, in conjunction with lands owned by Bramport Shopping Centres Limited along the west side of Airport Road, are illustrated as "Business Corridor" in Schedule A of the Draft Official Plan. However, a linear "Open Space" designation is also shown within these lands on all of the above noted schedules. It is our understanding that the "Open Space" designation within these lands was deleted from Schedule E (Open Space) of the current Official Plan when the lands were redesignated from "Special Study Area" to "Special Policy Area 3(A) and 3(B)" in the Bramlea North Industrial Secondary Plan. Furthermore, Schedule D (Environmental Features) of the current Official Plan was also amended to delete Valleyland and Wetland Area designations from the subject lands. As such, we request that the above-noted Schedules in the draft Official Plan be amended to remove any open space or environmental feature designations from the lands that are located at the southwest corner of Airport Road and Bovaird Drive (designated as "Business Corridor" in Schedule A of the draft Official Plan).</p> | 3 | The relevant schedules including "A", "C1", and "D" have been amended to accord with the approved Secondary Plan Amendment.   |
|  | 4 | <p>Section 5.4 Secondary Plans</p> <p>We believe that the existing Secondary Plans should also be updated as part of the</p>   | 4 | All the City's approved secondary plans will be updated to conform with the new Official Plan when it receives final approval.  |

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|           |  | Official Plan Update process and amended to reflect any policy changes so that any remaining undeveloped lands, future redevelopment of existing sites, or proposed amendments are subject to the same policy structure as other sites within the City of Brampton. This would avoid any inconveniences, uncertainty and confusion as to which policies apply when a development application is made.  |   |  |
| <b>2G</b> | <b>Peter F. Smith, Bousfields Inc. (June 23, 2006)</b> |  |   |  |
|           | 1  | <p>Planning consultants to Maple Lodge Farms with respect to the Draft Official Plan.</p> <p>Maple Lodge Farms owns and operates a large poultry processing plant on lands owned by the May family since 1834 located on the east side of Winston Churchill Boulevard, just north of Steeles Avenue, near the southwest corner of the secondary Plan area. It is also a major landowner in the area, having acquired over the years lands totalling some 280 hectares (both in its name and in the name of the May Family) which are intended to serve as a buffer to the processing plant. These buffer lands are used by Maple Lodge Farms in part to grow feed and in part to spread sludge from Maple Lodge's waste treatment facilities.</p> <p>Maple Lodge Farms is a long-standing member of the Brampton community, having been in operation for more than 50 years. It is acknowledged as the largest privately-operated poultry processing operation in the country and is a major industry within the City of Brampton, employing over 1,700 people and contributing substantial property taxes to the City annually.</p> <p>Over the past 3 years, we have actively participated in the Bram West Secondary Plan review process on behalf of Maple Lodge Farms to ensure that its operations are appropriately recognized in the City's planning documents and, specifically, to ensure that its operations are protected from negative impacts from future land uses that may be authorized by the Secondary Plan and vice versa.</p> <p>Based on our review of the draft Official Plan, we have identified a number of concerns as set out below. In certain</p> | 1 |  |

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|  |   | instances, these concerns are simply a reflection of outstanding issues that we are attempting to resolve through the Secondary Plan Review process (and which we presume would then be carried through into the Official Plan). In other instances, it appears that certain principles and approaches that have been agreed upon through the Secondary Plan Review process have not been appropriately reflected in the draft Official Plan.  |   |  |
|  | 2 | <p><u>City Concept Plan</u></p> <p>The proposed plan shows the lands in Lots 3, 4 and 5, Concession 6 north of the existing Maple Lodge Farms operation in Lot 2, as "Communities". This is inconsistent with the agreed-upon approach to ensure that lands within a 600 metre buffer area surrounding the Maple Lodge Farms operation are not used for "sensitive" land uses (such as residential) but rather are reserved for non-sensitive employment uses. Therefore, at a minimum, the land in Lot 3, Concession 6, west of the east branch of the Levi Creek, within the 600 metre buffer should be shown as "Employment Precincts".</p>   | 2 | <p>The request to show the lands in Lot 3 Concession 6 WHS west of the eastern branch of Levi Creek as "Employment Precincts" is supported on the basis that Clause (29) subsection 3.2.24 of the draft Bram West OPA does not permit sensitive land uses within 600 metres of the Maple Lodge Farms lands.</p> <p>As such, Schedule "1" City Concept has been amended to redesignate the lands north of the existing 130 acre operation of Maple Lodge Farms to "Employment Precinct". This is consistent with the current land use pattern in Concession 6 which is subject to OP93-255 (Corridor Protection).</p> |
|  | 3 | <p><u>Schedule "A"</u></p> <p>Schedule "A" proposes a "Business Corridor" designation at the northeast corner of Steeles Avenue and Bram West Parkway, which is within the 600 metre buffer area around the Maple Lodge Farms operation. We assume that this designation is intended to correspond to the Service Commercial designation proposed for that location in the Secondary Plan. On our letter of January 31, 2006, we requested the deletion of the Service Commercial designation because it would permit uses that would primarily be classified as sensitive land uses. We do note, however, that there is no Business Corridor designation shown either at the northwest corner of the Steeles/Bram West intersection or at northeast corner of Steeles and Winston Churchill, which we assume reflects the principle outlined above. On that same basis, we would therefore request that the northeast corner of Steeles Avenue and Bram West Parkway be designated "Industrial", rather than "Business Corridor".</p> | 3 | <p>This request is supported on the basis that it is consistent with the decision to remove the Business Corridor designation on the northwest corner of Steeles Ave &amp; Bram West Parkway and the northeast corner of Steeles Ave. &amp; Winston Churchill Blvd.</p> <p>The northeast corner of Steeles Avenue and Bram West Parkway has thus been re-designated to "Industrial" on Schedule "A".</p>   |

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|  | 4 | <p><u>Schedule "B"</u><br/>We have a number of concerns regarding Schedule "B":</p> <ol style="list-style-type: none"> <li>1. Financial Drive Alignment<br/>Currently, Schedule "B" in the approved Official Plan shows Financial Drive intersecting with Winston Churchill Boulevard at approximately the lot line between Lots 3 and 4. As you know, Maple Lodge Farms has been participating in a review process being undertaken by iTRANS to more precisely establish the alignment for Financial Drive. Maple Lodge Farms has requested, for numerous reasons, that Financial Drive be aligned along the limit of the 600 metre buffer area (i.e. more or less in the location shown on the approved Schedule "B"). The iTRANS review process is not yet complete, however, the alignment shown on the proposed Schedule "B" would shift the alignment southerly into the 600metre buffer area so that it would intersect Winston Churchill just north of Lots 2 and 3. We are troubled by that City Staff would be proposing such a shift without any basis, and prior to the completion of the iTRANS review.</li> <li>2. North-South Transportation Corridor<br/>The depiction of the "Proposed Freeway" north of the Credit River and the "Major Arterial" (Bram West Parkway) south of the Credit river is unclear i.e. where is the Credit River crossing proposed? Is there one facility or two? Where do they meet?</li> </ol> | 4 | <p>The review by iTRANS recommends the City protect for a north and south alignment option in Concession 5 until an environmental assessment or similar planning study has determined the final alignment. The alignment of Financial Drive will be finalised once the iTrans review is completed about the end of August 2006. The connection to Winston Churchill Boulevard has been agreed to by Maple Lodge Farms and the City and falls within the 600 metre buffer zone.</p> <p>Issues relating to the North-South Transportation Facility, its final alignment and the Credit River crossing will be determined through an EA. As such, the North-South Transportation Facility is shown conceptually in the draft OP.</p> |
|  | 5 | <p><u>Schedule "C1"</u><br/>Schedule "C1" is a new schedule which shows a "Citywide Pathway" along the TransCanada Pipeline Easement through the Maple Lodge Farms property. Maple Lodge Farms wishes to emphasize that the easement is not in public ownership and that there should therefore be no expectation of public access. Accordingly, the "Citywide Pathway" depiction should be deleted.</p>   | 5 | <p>The pathway along the TransCanada Pipeline is one of the options being explored.</p>   |
|  | 6 | <p><u>Schedule "H"</u><br/>Schedule "H" is a new schedule which identifies the existing Maple Lodge Farms operation as part of a Block Plan Area (40-4). We note that the limit between Blocks 40-4 and 40-5 appears to follow the</p>   | 6 | <p>The boundary between Sub-areas 40-4 and 40-5 is appropriate since the Block Plan for lands within the Corridor Protection Area designation could be addressed within one sub-area (40-5).</p>  |

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|  |   | <p>alignment of Financial Drive as shown on Schedule "B", accordingly, the boundary should be adjusted to reflect the alignment as determined through the review currently ongoing.</p> <p>The effect of the Block Plan Area identification is that the adoption of a Community Block Plan would be required prior to the approval of development applications within such areas (as per Policy 5.5.1). Accordingly, it would appear that any expansion of the existing Maple Lodge Farms operation which necessitated site plan approval or any other form of planning approval could be deemed to be premature pending adoption of a Community Block Plan. We do not believe that this is the City's intent as it could serve to unduly delay continued investment and growth in the Maple Lodge Farms operation. Accordingly, we would request that Block Plan Area 40-4 be deleted from Schedule "H". Alternatively, we would request that a policy be added to Section 5.5 exempting expansion of the Maple Lodge Farms facility from Policy 5.5.1.</p> |   | <p>A policy exempting development within the existing 130 acre operation of Maple Lodge Farms from the block plan requirement was recommended by staff to add as part of the OPA for Bram West.</p>    |
|  | 7 | <p><u>Section 4.3 (Objectives)</u></p> <p>As we have advised in our comments on the Secondary Plan review, we wish to ensure that the City incorporates, as a fundamental principle in the distribution of land uses, the policy set out in Section 1.1.3(g) of the Provincial Policy Statement i.e. that major facilities (such as industries) and sensitive land uses (including residential uses) are "appropriately designed, buffered and/or separated from each other to prevent adverse effects from odour, noise and other contaminants." As a means to achieve this, we suggest that an additional objective be added to this effect, which would also be supportive of proposed policies 4.3.2.14 and 4.3.2.16. Suggested wording would be:</p> <p><i>"Provide for a land use pattern to ensure that existing industries and sensitive land uses are appropriately designed, buffered and/or separated from each other".</i></p>   | 7 | <p>Suggested objective has been added as Objective "h" in Section 4.3.</p>   |
|  | 8 | <p><u>Policy 4.3.2.16</u></p> <p>Further to the comment above, we would suggest that it would aid in interpretation the term "heavy industrial uses" were defined or illustrated. We would suggest that the wording say "heavy industrial uses, such as large manufacturing plants or food</p>   | 8 | <p>"Heavy Industries" refer to industries that operate on a 24 hour basis and are characterized by large volumes of material and products, fugitive emissions, outside storage, truck traffic etc.</p> |



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|           |   | processing operations which may create off-site impacts,....”  |    | Additional wording has been included to aid interpretation of the policy.  |
|           | 9   | <u>Policy 4.4.2.1 (ix)</u><br>The last sentence, which refers to “expanded municipal revenue sources”, is unclear. What is intended?   | 9  | This has been deleted.   |
|           | 10  | <u>Section 4.13.1.4</u><br>In part to ensure consistency in terminology, we would suggest that this section be titled “Peel/Halton North-South Corridor Protection Area” to accord with the terminology used in Policy 4.4.2.1(ix). The same terminology should then be used throughout this section and in Section 4.13.1.3 as well. The terminology is also important in that it emphasizes that the ultimate route for this facility should, in our opinion, be primarily located in Halton Region, linking to the existing 401/407 interchange.  | 10 | As the section is being appealed to the OMB under OP93-255, staff recommend to maintain the section title at this stage. |
|           | 11  | <u>Policy 4.13.1.4.6</u><br>Maple Lodge Farms and other have appealed this policy, which was proposed through Amendment No. OP93-255. While Amendment No. OP93-255 will be subject to a separate appeal process and we anticipate that the draft Official Plan will ultimately be modified to reflect the outcome of that process, we wish to note our objection to Policy 4.13.1.4.6 for the record.  | 11 | Comment noted.   |
| <b>2H</b> | <b>Darren Steedman, Metrus Development Inc. (June 23, 2006)</b> |  |    |  |
|           | 1   | <p>Metrus Development Inc. attended the various Official plan workshops and has had the opportunity to review the Draft Official Plan document dated April 10, 2006. We offer the following comments for your review.</p> <p>The Vision</p> <p>We are encouraged to see the Draft Official Plan is somewhat structured to reflect the new Provincial Policy initiatives as well as identifying key planning philosophies to allow development to occur in a more efficient and less land intensive way. If Brampton is to become the sustainable community it desires, key infrastructure as well as leading edge planning theories must be incorporated. Unless old planning philosophies and theories are discarded,</p> | 1  |  |

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|  |   | Brampton will continue to build the segregated automobile dependent developments constructed over the past 50 years. By learning from the past, and embracing new innovative ideas, Brampton will be able to sustain a vibrant Downtown core with strong communities in the outlying areas. While the current planning policies in the Draft Official Plan are positive, some minor amendments are required to deliver the Vision of the Official Plan.  |   |  |
|  | 2 | <p>Employment Lands</p> <p>As a major landowner in Secondary Plan Area 48, Metrus prepared a vision document to steer the newly initiated Secondary Plan process to create a unique, vibrant and sustainable development of approximately 1,600 acres north of Countryside Drive. Within this plan is a 400-acre Employment Precinct designated in Draft Official Plan to exclusively permit industrial employment uses along both sides of the future 410 extension, north of Countryside and south of Mayfield. This type of isolated, single use employment nodes do not follow the vision of both the Official Plan and Secondary Plan to create a vibrant, mixed use areas that permits the development of prestige employment areas, industrial employment, higher density residential, commercial and open space recreational areas typical of a sustainable community. If the Official Plan remains unchanged, the opportunity to create a dense, pedestrian friendly, vibrant live-work community that thrives 24 hours a day 365 days a year will be lost. In this regard, Brampton is encouraged to rethink this area of employment to include additional designations that complement the existing Employment uses.</p> <p>Attached "Horseshoe Employment Centre" drawing.</p> | 2 | <p>Section 1.3.2 of the PPS permits conversion of lands within employment areas to non-employment uses through a comprehensive review, only where it has been demonstrated that the land is not required for employment purposes and that there is a need for the conversion.</p> <p>Since this has not yet been demonstrated, staff cannot support this request.</p> <p>The Industrial designation provides for a number of sub-designations which permits a mix of industrial, industrial/business and related complementary uses that will be determined through secondary planning. Such a process is now underway for Area 48 which when completed will provide a land use plan that best suits the area within the overall sustainable planning vision and framework for the City. Any adjustment to the subject Industrial designation in the Official Plan will be undertaken upon approval of the secondary plan for Area 48.</p> |
|  | 3 | <p>Residential Areas</p> <p>As you are aware, the Provincial Government has recently adopted the Places to Grow Act in which new Residential Areas will be requested to conform to specific density targets in all new Residential and Employment Areas. These policies are intended to achieve higher density developments to curb urban sprawl. Since Brampton is required to</p>  | 3 | <p>Comprehensive conformity studies including intensification and density target studies will be undertaken as a separate review in consultation with the other municipalities in the Peel Region in accordance with the Growth Plan requirements and timelines.</p> <p>However it is expected that the density target of 50 units/people per ha and the development of complete communities</p>   |

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|           |   | conform to this document, significant changes are required with the Upscale Executive Housing and Village Residential Areas where large single family dwelling lots are currently encouraged. Higher density upscale and complementary Village residential areas can be achieved in Brampton with specific policies related to great urban design. In short, the areas of the Official Plan that relate to estate lot residential development should be refined in order to ensure conformity with the Provincial document.  |   | will be key objectives for the planning of the Springdale North area.  |
|           |   | We thank you for the opportunity to submit a response to the Draft Official Plan and we look forward to further refinements over the coming months.  |   |  |
| <b>2I</b> | <b>Leo Longo, Aird &amp; Berlis Barristers and Solicitors (June 23, 2006)</b> |  |   |  |
|           | 1   | <p>We have been retained by Akeda Holdings to act on behalf of this matter. Our client owns a 48.2 acre site located in the southwest corner of Torbram Road and Mayfield Road.</p> <p>Our client has had the opportunity of reviewing the draft Official Plan released April 24, 2006 for public comment. Our client has retained and been assisted by planning, legal and environmental consultants in assessing the proposed policies of this document for approval.</p> <p>Valleyland/Watercourse Designation</p> <p>A swale located on our client's site is proposed to be designated "Open Space" on Schedule "A" and "Valleyland/ Watercourses" on Schedule "D". As well, such a depiction of this swale also appears as the underlying base of other O. P. Schedules.</p> <p>Our client respectfully requests that this designation be removed from its property.</p> <p>Beacon Environmental has been retained to prepare an environmental assessment of Akeda's site. Site visits and analyses have been undertaken by Beacon. Relevant federal, provincial, regional and city policies have been considered and applied. Our client's consultant has determined that there is present on our client's site a vegetated swale with, at most, insignificant</p> | 1 | <p>Refinement or changes to natural heritage features and areas on Schedule "D" including valleyland/watercourse corridor can be considered through secondary plans, block plans, Environmental Implementation Report or Environmental Impact Study to be prepared as part of the development approvals process.</p> |

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|           |   | <p>ephemeral water flows. There is generally no evident, clearly defined high or low-flow channel through this swale. The swale does not provide for any fish habitat or wildlife landscape connectivity.</p> <p>We look forward to the opportunity of meeting with City and Conservation Authority staff to review the findings of Beacon Environmental which support our client's request that the aforesaid designations be removed from its property.</p>   |   | <p>These features are located within Secondary Plan Area 48 which is not subject to an approved secondary plan. That program was just initiated and the requisite environmental study will look at this feature and advise as to its retention. Staff therefore do not recommend removal of this Open Space designation at this time.</p>  |
|           | 2   | <p>Retail Policies</p> <p>Our client's lands are located within the Sandringham-Wellington North Secondary Plan area. Background retail commercial studies prepared for the City indicate the need for additional District Retail Centres within this part of the City. Our client does not wish to be precluded the opportunity of establishing such a Centre on its site.</p> <p>It is respectfully requested that a policy similar to 4.2.9.7 be inserted into the District Retail Policies of section 4.2.10. This will ensure that a consistent policy and implementation framework exists for all the retail commercial hierarchy contemplated with in the new O.P.</p> <p>Our client looks forward to discussing these two matters with City staff and resolving same in a mutually satisfactory manner.</p> | 2 | <p>Section 4.2.9.7 acknowledges the need to designate retail hierarchies within North East and North West Brampton. The policy has been relocated to the general policy section for Retail as the new Section 4.2.8.3 in order to clarify that it applies to all of the designations within the retail hierarchy. Staff notes that the Commercial Planning Study undertaken as input into the Secondary Plan process for Area 42 will determine a retail hierarchy to serve local residents and the surrounding community.</p> |
| <b>2J</b> | <b>Carl Brawley, Glen Schnarr &amp; Associates Inc. (June 26, 2006)</b> |   |   |  |
|           | 1   | <p>We are filing this letter on behalf of Orlando Corporation who holds several hundred acres of employment lands within the City, primarily within the southwestern sector of the City and the Bram West Secondary Plan (BWSP). We have actively participated in the workshop sessions leading to the Draft Official Plan document yet our comments through this process do not appear to have been entirely understood and incorporated into the draft document. Our comment primarily relates to the future development of employment lands as it pertains to three general policy areas, those being:</p> <ol style="list-style-type: none"> <li>1. Cultural heritage/urban design policies;</li> <li>2. Environmental/open space</li> </ol>  | 1 |  |

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|  |   | <p>policies; and,</p> <p>3. Employment land designation policies.</p> <p>In this context, rather than picking through and commenting on each and every policy of the Draft Official Plan at this point, we are providing our comments in a more general, thematic manner.</p>   |   |  |
|  | 2 | <p>Given our existing objection to the Bram West Secondary Plan amendments to implement the North/South Corridor Protection Area and related holding zones, we take issue with Schedule B depicting the same as well as related policies 4.4.2.1 (ix), 4.4.2.4, 4.4.2.13, 4.13.1.3 and 4.13.1.4.</p>  | 2 | <p>OP93-255 dealing with the Corridor Protection Area has been appealed to the OMB. Any revision to the Corridor Protection Area policies in the draft OP will have to await the OMB decision.</p> <p>It is the City's view that North-South Transportation Corridor protection is essential, and therefore the latest draft OP retains the subject policies, as well as the addition of others for greater clarity.</p>   |
|  | 3 | <p>With respect to Cultural Heritage matters we note that the draft policies are considerably more stringent than what currently exists. For example, 'cultural heritage landscapes' is a very subjective entity versus an actual built heritage feature. In a City that is planned to be entirely urbanized, the retention of subjectively defined 'cultural heritage landscapes' (virtually any rural landscape setting could eventually be defined as a heritage landscape) is very unlikely.</p> <p>We also take issue with policy 4.9.1.12 that effectively predetermines the conclusion of any future heritage impact assessments by stated that 'all options for on-site retention of properties of cultural heritage significance <u>should be exhausted</u> before resorting to relocation'.</p> <p>The initial and principle determinant in the heritage preservation in reality, however, should be land use considerations and the practical ability to incorporate the heritage feature into the end use.</p> <p>While the ability to incorporate certain heritage features/attributes in residential/commercial developments may exist, these opportunities are clearly not available in industrial areas due to obvious design constraints.</p> <p>In the context of Orlando Corporation</p> | 3 | <p>Cultural Heritage</p> <p>The cultural heritage policies have been strengthened in accordance with the amended <i>Ontario Heritage Act</i> and other Provincial and City policies which have enabled the City to enhance protection for heritage resources.</p> <p>Like built heritage, designation of cultural heritage landscape is not subjective and is based on its historical, architectural or contextual significance determined according to established criteria. Designation is also subject to an approval and consultation process in accordance with the provisions of the <i>Ontario Heritage Act</i>, same as built heritage. It should also be noted that cultural heritage landscapes can include both urban as well as rural features although the preservation of the latter is especially critical as the pressure for urbanization increases.</p> <p>Staff disagree that policy 4.9.1.12 predetermines conclusion of heritage impact assessments rather it emphasises the importance of retention and integration of heritage which should be opted for before resorting to relocation.</p> <p>Staff acknowledge that land use and the site's ability to integrate a heritage feature are important considerations but</p> |

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|  |   | industrial lands, large building footprints make the preservation/incorporation option totally impractical and unrealistic from the outset. The draft policies must recognize such land use and development constraint realities.   |   | they are not the principal considerations. Heritage resources are considered as an important asset to the community. They are non-renewable and once lost cannot be regained. Every effort should be made to protect and preserve them. Key to effective heritage protection and preservation is proactive identification and designation of properties early in the planning process so they can be suitably accommodated in the development plan, whether it be residential, industrial or commercial in nature.   |
|  | 4 | <p>With respect to Urban Design matters, we have actually conveyed through the Bram West Secondary Plan and Official Plan Reviews the need for considerable flexibility in the content and application of any design-related policies in employment areas, versus prescriptive or mandatory design directives. We have also expressed to staff that the Brook McIlroy BWSP Community Design Study is not realistic or achievable in the context of responding to the market place realities or the building needs of future employers that will locate in the Churchill Business Park. In the context of meeting the needs of these employers, their operational and business processes/functions substantially dictate building form and thus design. Design policies and objectives cannot purport to dictate building function and thus building form. The urban design policies of section 4.10 need to be recrafted to incorporate a greater degree of flexibility and acknowledge the fundamental principle that building function dictates building form.</p> <p>We take issue with policy 4.10.2.6 which suggests the City may require the creation of public spaces on private property with no credit for parkland dedication.</p> <p>With respect to policy 4.10 3.6.7, in many instances it is necessary to provide convenient and accessible parking areas in the front of buildings in proximity to the streetscape. We also have concerns relating to policies pertaining to restrictions for outdoor storage, loading areas and trucking.</p> | 4 | <p>Urban Design</p> <p>It is the objective of Section 4.10 Urban Design policies to achieve and sustain a physical environment that is “functionally efficient” in addition to being attractive, sensitive to the City’s evolving character and environmentally responsible (Objective (a)). It is also the objective of the policy to provide strong direction for physical development design with reasonable flexibility to allow and encourage innovative and diverse urban design (Objective (d)). These strategic objectives have guided the drafting of the Urban Design section and its policies. Secondary and block plans as well as design briefs will also continue to be used to address site-specific design issues as provided in the Official Plan. See Sections 4.2.3.7 (i) and 4.2.8.5 (i) for commercial and industrial developments.</p> <p>Policy 4.10.2.6 provides for the requirement for semi public open spaces in private development. As these are expected to be relatively small amenity areas to be retained in private ownership, they will not be taken into account as parkland dedications.</p> <p>Policy 4.10.3.6.7 does not preclude parking areas in the front of buildings and each case will be considered on its own merit. Concern for outdoor storage, loading areas and trucking are noted and site specific concerns related to these aspects can be addressed through the subsequent stage of planning i.e. secondary planning, block plans or site plans approval.</p> |

## Appendix E Staff Responses to Stakeholders' Comments on Draft Official Plan (April 10, 2006)

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|  | <p>5</p> <p>With respect to environmental and open space policies, such considerations must not be given any higher priority than other planning consideration such as economic , social, development efficiency and other matters in the context of the PPS and the planning process. We take issue with policy 4.5.13 which suggests the City will implement 10m buffer blocks adjacent to defined natural features versus the current Conservation Authority (CVC) policy which requests rather than requires a 5m buffer. Also in the context of policy wording format, Conservation Authorities are commenting agencies and the City is the approval authority so all policies should be structured in the context of 'in consultation with' rather than 'to the satisfaction of' the Conservation Authority.</p> <p>We also take issue with policies relating to storm water management (4.5.3) and valleyland/watercourses (4.5.8) in the context of 2 areas of concern.</p> <p>Regarding storm water management, policy 4.5.3.4 requires SWM facilities (ponds) for both quality/quantity control when our experience in a number of developments in the GTA has clearly demonstrated that on-site quantity control is a more efficient and practical solution notwithstanding that these methods are consistent with provincial initiatives which encourage more efficient land use.</p> <p>The ongoing enforcement of a moratorium on on-site rooftop and parking lot SWM quantity controls is of major concern. The moratorium is not justified or warranted solely on the basis that such SWM controls cannot be guaranteed in employment areas and conflicts with PPS principles relating to efficient development. If such controls continue to remain in place, they will negatively impact the City in achieving its' full potential in terms of employment and total GFA of taxable employment floor space.</p> <p>With respect to valleyland/watercourse policies, Orlando has long proposed to relocate/rehabilitate Mullet Creek west of Heritage Road, again for the purpose of development efficiencies and realities to the ultimate benefit of City employment and tax base objectives. Where technically warranted, the alteration/rehabilitation of</p> | <p>5</p> <p>Environment and Open Space</p> <p>As stated in the 4<sup>th</sup> paragraph of the preamble of Section 4.5, the policies ensure that environmental considerations are evaluated equally with social and economic concerns within the context of this Official Plan and apply to all development and land use designations in the Official Plan. This forms the basis of the City's adopted ecosystem approach to planning.</p> <p>The buffer requirements are imposed to ensure protection of natural heritage features/areas and are defined taking into consideration development setback guidelines of the Conservation Authorities including CVC and TRCA as well as setback and buffer requirements found in the Official Plans of other municipalities. For example, the Town of Markham specifies a minimum 10 m buffer for from top of bank or the Regulatory Flood Line, from Provincial Significant Wetlands, etc. The proposed buffer requirements are also supported by both CVC and TRCA. Refinement to Section 4.5.13.7 has been made to add clarity for the requirements and to address CVC and TRCA comments on this issue (Ref 1M37 and 1N145).</p> <p>Policy wording has already reflected the responsibilities of the Conservation Authorities.</p> <p>The moratorium is not a policy of the Draft OP. Section 4.5.3 and proposed amendments provide for a stormwater management system that includes opportunities for onsite control as well as concepts for low impact development and green technology. The OP policies also provide for the examination of these issues through subwatershed studies, EIRs, MESP etc to ensure that a comprehensive stormwater plan would be provided on a subwatershed and/or Block Plan basis.</p> <p>Specific proposal to realign Mullet Creek is subject to an EIR submitted as part of the development approvals process. City Council is in support of the realignment. However, the proposal</p> |
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|  |   | existing natural features should be permitted to accommodate other planning and development objectives.   |   | will be subject to a separate OP amendment to determine its feasibility. These are best addressed by studies including subwatershed studies, environmental implementation reports, master environmental servicing plans etc.  |
|  | 6 | <p>In the context of the Mississauga Road Corridor (4.2.4) and Employment Land (4.3) policies there is a need for a significantly greater degree of land use and urban design policy flexibility to accommodate market place realities. Such an approach coincides with the recommendations of the Hemson Consulting Employment Land Study for the BWSP Review.</p> <p>With respect to the Mississauga Road Corridor (4.2.4) the land use and urban design policies are too prescriptive for an Official Plan document and we take issue with the same. The Bram West Secondary Plan document should contain such specific directives regarding land use/urban design and Orlando requests confirmation that our existing OMB appeal settlement's terms, Official Plan Amendment policies, Zoning provisions and approved Urban Design Guidelines will continue to prevail and take precedence.</p> | 6 | <p>The urban design policies within Section 4.2.4 require a "high" or "superior" standard of design, as opposed to the "highest" standards of design. As such, the policies are not inconsistent with market realities.</p> <p>Policy 4.2.4.3 states that the ultimate development of the Mississauga Road Corridor will be prescribed by the Bram West Secondary Plan. Chapter 40(b) of the Secondary Plan addresses Orlando's OMB settlement.</p>   |
|  | 7 | <p>With respect to Employment Lands (4.3) policies, the principle of flexibility in land use and urban design needs to be more dominant in the wording of the draft policies. Secondary Plans and more particularly Zoning By-laws should contain the more prescriptive measures as warranted, not the Official Plan. With respect to policies 4.3.2.17-19, the preceding comments with respect to design are pertinent.</p> <p>Trusting the above comments and previous verbal and written submissions pertaining to the Official Plan and Bram West Secondary Plan Reviews will be provided due consideration. If you wish to meet to discuss our concerns, do not hesitate to contact us.</p>  | 7 | <p>Policies 4.3.2.17-19 have been included in the draft OP as part of the Development Design Guidelines OPA (OP93-260), which came into force in March 2006.</p> <p>The DDG guidelines were prepared through extensive consultation with the public and the development industry and are intended to achieve the City's vision and civic design objectives.</p> <p>The policies within this subsection address design, safety, environmental protection and accessibility issues. As such, the policies address design from a comprehensive community design perspective.</p> |



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| 2K | Michael Gagnon, Gagnon Law Bozzo (July 20, 2006)            |   |   |  |
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|    |   | On behalf of the North West Brampton Landowners Group (NWBLG), we are reviewing the most recent edition of the Draft Brampton Official Plan. It is our intention to complete our detailed review this month and submit to the City of Brampton a set of detailed comments in early August. In the meantime, we did not want to delay in raising a very important issue which has an impact on not only the Draft Official Plan, but also on the ROPA 15 and LOPA 245 documents which will be considered by the Ontario Municipal Board in mid-September 2006.   |   |  |
|    | 1   | In reviewing the Draft Official Plan, we noticed that page 4.14-5 contains the 'Northwest Brampton Mount Pleasant Lands-Environmental and Planning Studies Timeline'. Apart from the fact that the portions of the Timeline which are printed in 'yellow' are practically illegible when copied, the Timeline itself does not reflect the Appendix 1 to LOPA 245 which resulted from extensive settlement negotiations. For ease of reference, attached is page 4.14-5 and Appendix 1 to LOPA 245. The Appendix 1 version of Timeline is the one which should be included in the Draft Official Plan. It includes references to 'shale protection' and the '2016 horizon year'. | 1 | The Timeline has been replaced by the version that forms part of the settlement reached with the Province on ROPA15 and OP93- 245.   |
| 2L | Nancy Mather, Stonybrook Consulting Inc., (August 14, 2006) |   |   |  |
|    | 1   | We are writing on behalf of Trinison Management Inc. to participate in your Official Plan Review process and provide comments regarding the Natural Areas and Environmental Management policies in your draft Official Plan document dated April 10, 2006. The following provides comments on specific draft policies in Sections 4.5, 5.2 and Schedule D for your consideration when finalizing your new Official Plan.  |   |  |
|    | 2   | <b>Section 4.5, Natural Areas and Environmental Management, Objectives, page 4.5-2</b> – A number of objectives of this section are listed including, <i>“Recognize the environmental/ecosystem benefits, habitat function, microclimates, urban design and general aesthetics that the City’s urban forest provides and in this regard maximize</i>  | 2 | The Urban Forest includes all trees on public and private land in the built up area of the City. Description has been added in the preamble of Section 4.5.8 Woodlands and the Urban Forest.<br><br>The objective, now re-numbered (e), has been elaborated including defining |

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|  |   | <p><i>the retention, restoration, enhancement and linkages between existing woodlands, trees, hedgerows and other vegetative features within the City;</i>" While we do not disagree with what we interpret the intent of this objective to be, we suggest that clarification of several points are necessary including:</p> <ul style="list-style-type: none"> <li>○ What is the City's urban forest? There is no definition of urban forest in the document;</li> <li>○ Does this suggest that all "trees" should be retained?</li> <li>○ What are "other vegetative features"?</li> <li>○ We suggest that the word "maximize" be placed in the context of balanced community design.</li> </ul> <p>Another objective reads, "<i>Identify protect and enhance fisheries and wildlife habitat and population with the City with a goal towards achieving a net gain of such habitat;</i>". We suggest that the words, "where compatible with planning objectives" be added before the word enhance.</p> |   | <p>"other vegetative features" as comprising "valleys, watercourses etc.". Detailed policies to support this objective are set out in Section 4.5.8 Woodlands and the Urban Forest. Types of trees to be protected are to be identified through watershed plans, subwatershed and environmental studies to be prepared as part of the development approval process (Section 4.5.8.1). These studies will give comprehensive consideration to all factors involved including community design objectives.</p> <p>Similarly, protection and enhancement of fish and wildlife habitat is to be determined based on recommendations of watershed plans, subwatershed and environmental studies to be prepared as part of the development approval process which will give comprehensive consideration to all factors involved including planning objectives. As such, Staff do not consider it necessary or appropriate to just highlight land use planning objectives.</p> |
|  | 3 | <p><b>Section 4.5.1.5, Watershed Plans and Subwatershed Studies, page 4.5- 3</b> – What are "<i>specific sequencing requirements</i>" referred to in this policy?</p>  | 3 | <p>The policy, now re-numbered Section 4.5.1.6, has been elaborated to address CVC's comment (Ref 1N71) and to explain that specific sequencing requirements are "related to preparation and finalization of supporting component reports (eg. transportation, land uses etc.) and/or monitoring results that may be imposed before the subwatershed study will be approved".</p>   |
|  | 4 | <p><b>Section 4.5.1.7, page 4.5- 3</b>, states that, "<i>The City shall, in conjunction with Secondary Plans and related Official Plan Amendments, require that Subwatershed Studies consider all woodlands and significant vegetative features within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how such woodlands and vegetative features will be accommodated within the development process, where feasible.</i>" For clarity and consistency, we suggest that the second reference to vegetative features, read significant vegetative features. As well, woodlands should be defined in this document.</p>  | 4 | <p>This policy has been deleted as per ROP and CVC's comments (Ref 1L58 and 1N73). The requirements for vegetative features in watershed plans, subwatershed studies etc. are now addressed in Section 4.5.1.1 and Section 4.5.8.1.</p> <p>A definition for Woodlands has been added to Section 5.2.</p>  |

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|  | 5 | <b>Section 4.5.2, Environmental Implementation Reports, page 4.5- 4 –</b> The introduction to this section appears to use the terms Environmental Implementation Reports (EIR) and Master Environmental Servicing Plan (MESP) interchangeably. We understand that these studies involve the same scope of work but are referred to differently through accepted terminology used by the Credit Valley Conservation (CVC) and the Toronto and Region Conservation Authority (TRCA). Policies 4.5.2.1 to 4.5.2.8 all refer to EIR issues. It is not clear if these also apply to MESP studies or if the terminology MESP is no longer being used, although other policies continue to refer to MESPs. Please clarify.  | 5 | The difference between Environmental Implementation Reports (EIRs) and Master Environmental Servicing Plans (MESPs) have already been described in the preamble of Section 4.5.2. To add clarity, refinement of the relevant statements has been made and definitions have been added in Section 5.2. As well, the term “or Master Environmental Servicing Plans (MESPs) as appropriate” has been added after “EIRs” in the relevant policies including those in Section 4.5.2.   |
|  | 6 | <b>Section 4.5.2.5, page 4.5-5 –</b> This policy states that, “ <i>Environmental Implementation Reports shall consider an area adjacent to sensitive areas and shall consider such additional related or linkage features and areas as are appropriate in the circumstances.</i> ” This policy refers to “sensitive areas”. This is not a defined term and appears inconsistent with the use of the terminology “natural areas” in other policies of this section. Natural areas is a defined term. We suggest that the term sensitive areas in this policy be replaced with natural areas.  | 6 | The policy has been revised to address CVC’s comment (Ref 1N76) and is now renumbered as Section 4.5.2.6 which is phrased as follows:<br><br>“An Environmental Implementation Report shall identify and consider the features and functions of lands adjacent to identified natural heritage features to determine whether protection and/or management of the adjacent lands is appropriate.”  |
|  | 7 | <b>Section 4.5.3, Stormwater Management, page 4.5- 5- Policy 4.5.3.3 states,</b> “ <i>The City shall promote the use of Best Management Practices (BMP’s) to achieve a “best fit” of design and technology to promote environmental objectives. To this end and the extent practicable, naturalized methods to mitigate effects of storm water run-off within valley systems will be preferred over “hard” engineering solutions.</i> ” This policy is difficult to understand and we suggest that consideration be given to rewording it to read, “To this end and the extent practicable, a range of alternatives BMP’s should be evaluated for implementation to mitigate effects of storm water run-off within valley systems.”. Alternatively, the last sentence should be removed. | 7 | The policy, now re-numbered as Section 4.5.3.8, has been refined to address CVC’s comment (Ref 1N84) and to improve clarity as follows:<br><br>“The City shall promote the use of Sustainable Management Practices (SMPs) to achieve a "best fit" of design and technology to promote environmentally sustainable development. To this end and the extent practicable, the City encourages the use of naturalized, “green” at-source measures to mitigate the effects of storm water quantity and quality impacts on both surface and groundwater resources.” |
|  | 8 | <b>Policy 4.5.3.7, page 4.5-6</b> notes that the City will assess, “... <i>the location of stormwater management facilities with a</i>   | 8 | Suggested wording has been added. The policy has been renumbered as Section 4.5.3.2 which has been refined to   |

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|  |    | <i>preference for source controls where feasible;”. We suggest that the consideration of development form, planning objectives and maintenance are equally as important to technical considerations when assessing various stormwater management alternatives. Therefore we recommend that the words, “... and compatible with planning and engineering objectives” be added to the end of this policy.</i>   |    | address CVC’s comments (Ref 1N79).  |
|  | 9  | <b>Section 4.5.3.7, page 4.5 – 6</b> - What are jurisdictional costs?   | 9  | Jurisdictional costs refer to those incurred to the jurisdictional area/precinct which the facility is intended to serve.   |
|  | 10 | <b>Section 4.5.4, Water Supply and Conservation, page 4.5 – 7</b> – Policy 4.5.4.4 states that the City shall consult and cooperate with MNR, MOE, conservation authorities and the Region of Peel to ensure the protection of groundwater resources. The Ministry of Natural Resources has no mandate for the protection of groundwater resources in the context of this policy and we request that they be deleted.   | 10 | The policy has been re-numbered as Section 4.5.4.5. Suggested change has been made to delete MNR and to add “and other public agencies as necessary” at the end of the policy.  |
|  | 11 | <b>Section 4.5.5.2, Groundwater Recharge/Discharge, page 4.5 – 8</b> - This policy references master drainage plans. For consistency of terminology, we suggest that it reference MESP’s and/or EIRs.   | 11 | The policy has been deleted as the matter is already addresses by the various policies in Sections 4.5.1 to 4.5.3 such as Sections 4.5.2.1, 4.5.2.2 and 4.5.3.3 etc.  |
|  | 12 | <b>Section 4.5.7.3, Natural Features and Functions, page 4.5 –10</b> This policy notes that an EIR will be required when urban development is proposed within or adjacent to natural features shown on Schedule D, subject to the approval of the City, appropriate conservation authority and the Ministry of Natural Resources. We note that approval of an EIR is not typically required from MNR unless the natural feature is of provincial significance. The Ministry of Natural Resources formally stepped out of the development plan review process several years ago. As such, we request that this policy be modified to read, “...and the Ministry of Natural Resources where required under the Provincial Policy Statement.” This is consistent with the wording of policy 4.5.7.5 stating that the City will consult with other agencies <i>as necessary</i> . | 12 | This section has been re-numbered to Section 4.5.6. Section 4.5.7.3 has been deleted as the provisions are now covered by Section 4.5.6.2. Stonybrook’s suggested wording has been added at the end of Section 4.5.6.2. |
|  | 13 | <b>Section 4.5.9, The Urban Forest, page 4.5-13</b> – This section provides numerous  | 13 | As responded in 2 above, urban forest has been defined in the preamble.   |

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|  |    | <p>policies relating to the urban forest. As previously noted, a definition of urban forest is important to understand what these policies apply to.</p> <p>Section 4.5.9.3 requires that a Woodland Mitigation Plan be prepared prior to issuance of a grading or building permit where development is proposed adjacent to a woodland. Please confirm if this policy applies only where no EIR or EIS has been completed.</p>  |    | <p>Woodland Mitigation Plan has been renamed Woodland Management Plan (See Policy 4.5.8.2). It is required regardless of whether EIR/EIS is needed for development located adjacent to a woodland.</p>   |
|  | 14 | <p><b>Section 4.5.10.2, under the heading Wetlands, page 4.5-16</b> is not consistent with the Provincial Policy Statement. This policy would potentially allow development and site alteration <u>within</u> a provincially significant wetland subject to additional study. The PPS does not allow development and site alteration within a PSW. For consistency with the PPS, policy 4.5.10.2 should read "Development and site alteration are not permitted on <u>lands adjacent to</u> a PSW, unless it can be demonstrated ..."</p>  | 14 | <p>The policy has been amended to conform with the PPS. See Section 4.5.9.1.</p>   |
|  | 15 | <p><b>Section 4.5.12, Habitat and Wildlife, page 4.5-18</b> includes policies that require the maintenance and enhancement of fish and wildlife habitat and populations. Policies for enhancement should be balanced with other community planning objectives. As a result, we suggest that this be reflected in the introductory statements in this section and that policy 4.5.12.2 be modified to read, "In new developing areas requiring Secondary Plan approval, the prerequisite Subwatershed Studies shall address fisheries and wildlife populations and habitat and measures compatible with other community planning objectives for their maintenance and enhancement".</p> | 15 | <p>Section 4.5.12.2 has been deleted as the requirements are now covered by new Section 4.5.12.6 which addresses protection, maintenance and enhancement measures for fish and wildlife habitat such as sensitive subdivision and site design including appropriate stormwater management and sustainable management practices to be based on the recommendations of watershed plans, subwatershed studies, environmental studies and/or natural heritage system studies. Staff believe that Section 4.5.12.6 adequately addresses the comment regarding the need to consider community planning objectives.</p> |
|  | 16 | <p><b>Section 4.5.13.1, Environmental Buffers, Setbacks and Linkage Policies, page 4.5-19</b> – This policy requires that a report be prepared to address potential land use conflicts and land use compatibility before and after buffers techniques are employed. We understand that this assessment would be completed as part of the EIR or MESP. This should be clarified.</p> <p>As well, draft policies require a minimum buffer of 10m from natural features to the limit of development. We suggest that the delineation of appropriate buffer or setback</p>   | 16 | <p>Policies in this section have been refined to provide clearer distinction between those for setbacks and buffers and to address CVC and TRCA's comments (Ref 1N140 and 1M36). Section 4.5.13.1 speaks to setback. As such, the word "buffer" has been replaced by "setback" and "environmental reports" will be added which can include EIR, MESP or other reports as appropriate to be submitted as part of the development approval process.</p>  |

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|  |    | widths be established during MESP or EIR studies versus being set in the official plan. Buffers sizes are influenced by the nature of the areas being protected, intended buffer function and adjacent land uses. As such, they should be established based on site specific analyses. The need for a minimum 10m buffer has not been justified and in fact is larger than current practice in some parts of the municipality.   |    | <p>As with other natural heritage features, buffers are to be determined by watershed plans, subwatershed studies, environmental studies and/or natural heritage system studies. Policy regarding the minimum 10 m buffer Section 4.5.13.7 has been refined to add clarity as suggested by CVC and TRCA (Ref 1M37 and 1N145).</p> <p>The minimum buffer requirement is supported by CVC and TRCA and is based on a number of considerations including requirements adopted by other municipalities. See response in Ref 2J5 above.</p> |
|  | 17 | <p><b>Section 5.2, Definitions, page 5-2 –</b></p> <ul style="list-style-type: none"> <li>• We suggest that definitions be added for EIR, MESP, urban forest and woodland;</li> <li>• We suggest that the definition for the MDP be deleted since this document references EIR or MESP studies and not MDPs; and,</li> <li>• Subwatershed Management Plans should be changed to Subwatershed Studies.</li> </ul>   | 17 | Suggested changes and definitions have been incorporated accordingly.  |
|  | 18 | <p>Schedule D, Environmental Features illustrates valleylands/watercourse, woodlands, provincially significant wetlands, other wetlands, ESAs, ANSIs, Provincial Greenbelt and Special Policy Areas. We note that this schedule also includes thin blue lines that are not shown in the legend but are likely interpreted to be watercourses. There are no policies in the plan to deal with these blue lines.</p> <p>Based on work we have undertaken on several block plan areas, many of these areas are farmed-through drainage swales and not watercourses. It appears that these blue lines have been taken from some mapping source that has not been ground-truthed. As such, we suggest that it is inappropriate to show them in an official plan and request that they be removed unless environmental studies have ground-truthed their condition and location.</p> | 18 | A note has been added to denote that the “blue lines” are watercourses and tributaries which are shown on Schedule “D” for context purposes. As provided in the policies, natural heritage features and areas including watercourses can be refined as and when environmental studies are prepared as part of the development approvals process.   |

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| 2M | Mark Yarranto, KLM Planning Partners Inc. |   |  |   |
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|    |   | <p>We act on behalf of Northview Downs Developments Limited, the Owners of approximately 2.48 acres at the northeast corner of Sandalwood Parkway and Creditview Road. These lands were the subject of an Ontario Municipal Board Hearing where the Board determined that the application should not proceed in consideration of the City's concern regarding the timing of the applications and that the public would lose confidence in the planning process. Our client does not agree with the Board's conclusions and is seeking leave to appeal that decision to the Divisional Court.</p> <p>In consideration that the City is undertaking a comprehensive Official Plan Review involving extensive public participation, this should be an appropriate process to consider amendments to permit a convenience retail on our clients' lands in consideration that one of the purposes of the review is to assess the retail policies.</p> <p>As it relates to our client's lands, the Fletcher's Meadow Secondary Plan, which forms part of the Official Plan, came into effect on October 13, 1998 and has not been subsequently reviewed. Within this eight-year period, there have been significant changes that need to be considered in assessing the retail policies of the Official Plan. There is a need to determine if the planned retail centers can effectively accommodate the potential demand for retail goods and service. In this regard, Fletcher's Meadow is approaching build-out and the projected population is approximately 30% higher than originally projected. Other changes in land use such as the recent development of a 100 acre City Wide Park.</p> <p>We have reviewed the proposed draft Official Plan dated April 10, 2006 and would request that our clients' lands be identified as Convenience Retail on Schedule A2 Retail Structure and on Schedule SP44(a) Fletcher's Meadow Secondary Plan Land Use for the following reasons:</p> <ol style="list-style-type: none"> <li>1) There is sufficient market demand</li> </ol> |  | <p>Given the nature of the proposal, it should be more appropriately addressed through the submission of a private official plan amendment that includes a public process. Staff note that Northview Downs Development has filed an application for amendments to the OP and the Zoning By-law in October 2003 to redesignate the subject site for convenience commercial uses prior to the expiry of the 3 year hold for institutional uses as set out in the Zoning By-law. The October 2003 application was subject to an OMB hearing. Given the recent OMB decision, staff do not support KLM's request of designating the subject site as convenience retail on Schedule "A2" (Retail Structure) as part of the OP Review.</p> |

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|  |  | <p>to support convenience commercial on these lands, without jeopardizing the viability of other designated commercial space in the area. This was demonstrated and not disputed by the City at the Hearing. In this regard, without the redesignation of our clients' lands Policy 4.2.8.2 of the proposed draft Official Plan which provides that "the City shall encourage an appropriate distribution of retail center in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas" will not be satisfied.</p> <p>2) The site is located at the intersection of two arterial roads and is easily accessible to the residential area it would serve and satisfy Policy 4.2.11.1 of the proposed draft Official Plan. Currently, there is no retail in proximity to the surrounding existing residential area to facilitate the daily shopping.</p> <p>As part of the Retail Workshop conducted by the City as part of this Official Plan review, priority issues identified through public consultation was the lack of designated retail space and that stakeholders identified that "residents require services to be accessible and the ability to do daily shopping/activities within a relatively short distance".</p> <p>3) The site is located at the intersection of a proposed primary and secondary Transit Corridor as identified on Schedule "C" to the draft Official Plan. Accordingly, it is anticipated that the site will be well served by public transit and will be provided with a transit stop in the fullness of time. Accordingly, the requirements of</p> |  |  |
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|  |  | <p>proposed Policy 4.2.11.3 are met.</p> <p>4) The site is located adjacent to an existing City Park. Policy 4.2.11.2 of the proposed Official Plan states:</p> <p>“Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade are intended to be served and to promote a walkable, transit supportive community.”</p> <p>It is untenable that a municipality can promote walkability and yet require the user of that park (whom travel from the City and surrounding municipalities) to walk to Bovaird which is the closest existing retail center to obtain a cup of coffee or a meal.</p> <p>5) The policies of 4.2.8.4-6 of the proposed Plan have been addressed. In this regard studies including noise, traffic impact, market and urban design were considered at the Ontario Municipal Board Hearing. The City did not dispute these issues and the Board confirmed that they were satisfactorily addressed.</p> |  |  |
|--|--|--|--|--|

## **Appendix F**

### **Strikeout Version of the Draft Official Plan (Dated September 26, 2006)**

(Provided under separate cover for Councillors and Senior Management Team.  
Copy is available at the Planning, Design and Development Department for review.)



Draft

# Official Plan

FLOWER CITY



BRAMPTON.CA

Strikeout Version Dated: September 26, 2006

[www.brampton.ca](http://www.brampton.ca)

TTY 905-874-2130

## Our Brampton, Our Future - The Vision

Brampton is planned to be a dynamic urban municipality with a strong live-work ratio, accommodating ~~680,000~~725,000 residents and ~~337~~10,000 workers by 2031. Brampton will be a sustainable community with superior infrastructure and services and will be planned and developed based on accountable decision making and full public participation. Growth will be managed in a manner that protects our environment, ~~conserves~~ enhances our heritage as a Flower City, contributes to the economy and enhances the quality of life.

In the heart of the City is a thriving and vibrant Central Area which represents the centre for business, retail, entertainment, tourism, cultural and institutional activities as well as a range of housing, truly a place for people to live, play and work. In addition to the Central Area, other mixed-use centres are located near major transit and transportation infrastructure, where people can easily access, in many case without the need to drive. Other more local facilities and amenities such as schools, libraries, parks and shopping are planned to be within close proximity to home where residents can walk or cycle to.

There will be other reasons to reduce our reliance on the automobile with the City's extensive open space network of parks, trails, natural landscape, trees, clean rivers and streams to enjoy. The built environment will be equally attractive as shaped by the City's endeavour to achieve a superior built form which adds to Brampton's vibrancy and sense of civic pride. Cultural heritage will be preserved and forms part of the functional components of the daily life. As promoted by the Flower City Strategy, Brampton will be a place where "families can stop and smell the roses and companies can put down roots of their own".

Brampton will continue to be a multi-dimensional, full service urban economy that will cater to the local as well as the global markets with its excellent infrastructure, highly skilled work force and proactive Official Plan. The strong economy will provide residents with ample employment and therefore the opportunities to live and work in the City. The shorter commute coupled with modal choices will contribute to a cleaner environment, better air quality and an overall sustainable lifestyle for Brampton residents.

**Our Brampton, Our  
Future, The Vision**

*Strikeout Version – September 26, 2006*

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## 1. OUR BRAMPTON, OUR FUTURE

The City of Brampton has grown to be one of the largest and most prosperous cities of the Greater Toronto Area - Hamilton (GTAH). Supported by a culturally diverse population and a strong economy, the City has emerged to become an exciting municipality with a growing sense of civic pride.

*Our Brampton Our Future* epitomizes the view and approach used by the City in formulating this document along with the sense of stewardship that has evolved in the City of Brampton. The Official Plan review process proactively engaged Brampton citizens, business and stakeholder groups to acquire feedback and to foster a sense of ownership of the new Official Plan. It is clear that today's Bramptonians expect a lot more from their community in all facets of life.

The intent of this Official Plan is to build on this sense of civic pride and to move more aggressively towards a sustainable community that caters to the needs and desires of its residents now and in the future. By maintaining the dialogue of the Official Plan review and engaging Brampton's stakeholders, we will shape the future of Brampton as we strive together to reach our full potential, and develop a distinct community.

### 1.1 PURPOSE OF THE OFFICIAL PLAN

The City of Brampton Official Plan charts the course for land use decision-making within the municipality for the next 25 years. The Plan is used to guide many development and infrastructure decisions on issues such as land use, built form, transportation and the environment. This Official Plan sets the groundwork for addressing the challenges of growth and positioning Brampton's future as a preferred choice to live, work and play.

The purpose of the Official Plan is to give clear direction as to how physical development and land-use decisions should take place in Brampton to meet the current and future needs of its residents. It is also intended to reflect their collective aims and aspirations, as to the character of the landscape and the quality of life to be preserved and fostered within Brampton. The Plan also provides policy guidance to assist business interests in their decision to invest and grow in the City of Brampton. Finally, the Plan clarifies and assists in the delivery of municipal services and responsibilities.

The Official Plan is a document authorized under Part I of the *Planning Act*, which constitutes a legal document upon adoption, by the City of Brampton and approval by the Region of Peel. The Plan is more than just a statement of goals, and objectives but also represents the collective vision of the City Council, which indicates the proposed form, extent, direction and rate of growth for the City of Brampton.



1M17

The Official Plan has the legal effect of prohibiting the municipality from undertaking public works or passing by-laws, which do not conform to the Official Plan. The Plan specifies and references policies and guidelines for new residential and employment development, ~~and urban improvement, and protection of natural and cultural heritage~~. In a broader context, the Plan incorporates approved planning policies of senior levels of government and is an integral part of a multiple-interest planning process.

## 1.2 THE OFFICIAL PLAN REVIEW

Brampton City Council adopted the previous version of the Official Plan on June 28, 1993. The Ministry of Municipal Affairs and Housing approved it with modifications on March 6, 1997. The Official Plan has been subsequently modified through a series of amendments since its approval. In accordance with Section 5.3.1 of the Official Plan and Section 26(1) of the *Planning Act*, and input received at a Special Meeting held on June 3, 2002, City Council directed City staff to undertake a scoped review of the Official Plan. The objective of periodic reviews of the Official Plan is to maintain a contemporary Official Plan, which reflects community interests while fulfilling its primary role of directing the physical development of the City, and accounting for social, economic, environmental and other relevant considerations.

The scope of the City's Official Plan review was primarily focused on the following policy areas:

- Preparing a new set of ***long-term growth forecasts*** as part of updating the Official Plan to replace the 1998 forecasts;
- Assessing the ***retail policies*** of the Official Plan to assert their effectiveness in responding to retail trends;
- Updating the ***office strategy*** to reflect more realistic business development opportunities and to designate office land that is better matched to the locational requirements of Greater Toronto Area office users;
- Updating the ***environmental mapping*** of the Official Plan by incorporating the most up-to-date mapping available and ensuring that the ***environmental policies*** of the City's Official Plan conform to current best practices and reflect the policy requirements and terminology of the applicable conservation authorities, the Region and the Province;
- Updating the ***urban design policies*** of the Official Plan based on the direction the City is taking in the area of civic design and urban form including the adopted City-wide Development Design Guidelines;
- Updating the ***cultural heritage*** policies to strengthen protection of heritage resources enabled by the latest Provincial, Regional and City

Our Brampton  
Our Future



legislation and policies including the recently amended *Ontario Heritage Act*; and

- Along with general housekeeping matters, updating the general format and layout of the Official Plan to make it more reader-friendly and contemporary.

### 1.3 FORMAT OF THE 2006 OFFICIAL PLAN

This Brampton Official Plan document consists of three parts:

Part I: The General Plan (hereafter referred to as "the Plan" or "this Plan"): establishes the general direction for planning and development in Brampton by prescribing goals, objectives, and policies for land use planning in the City. It includes Sections 1 to 5 of this Plan.

Part II: The Secondary Plans: implement and adapt the direction of the General Plan in response to the specific circumstances of individual planning districts. In many cases, the policies of Secondary Plans will be more detailed and/or restrictive, but consistent with the policies of the General Plan.

Part III: Community Block Plans: implement the policies of Secondary Plans on a sub-area basis by coordinating completion of detailed environmental, servicing, transportation, urban design and growth management analysis and approvals.

The formally approved sections within these three parts (General Plan, Secondary Plans and Community Block Plans) and Schedules ~~"1A"~~ to ~~"H"~~ constitute the approved part of the Official Plan. Photographs and illustrations are provided to assist understanding of the Plan but they do not form an official part of this Plan.

### 1.4 INTERPRETATION OF THE OFFICIAL PLAN

The Council of the City of Brampton is responsible for interpreting any objective, policy, general provision or map contained within the Official Plan. The boundaries between various land uses, specific quantities, proportions, dates and locations of this Plan represent the desired intent of the municipality but are not to be considered as rigid, absolute standards. Sufficient flexibility is intended to permit minor variations without the necessity of a formal amendment to the Plan.

Schedules ~~"A"~~1" to "H" of this Plan are graphical expressions or representations of various policies of this Plan. To ascertain the policies applying to a particular area, all of the Schedules of the Plan must be consulted. Schedule "A" indicates the General Land Use Designations committing the use of land. The remaining



1L51, 1M1,  
1N18

1L5

Schedules should be considered overlays that impose further restrictions or indicate additional detail. ~~Unless specifically indicated, the individual or cumulative restrictions of the supplementary schedules and the policies respecting Natural Features and Environmental Management shall not preclude the establishment of the general land uses designation on Schedule "A" subject to preventative or remedial engineering and site design measures.~~ The text will take precedence in the case of any discrepancy between the text and the schedules of the Official Plan.

The Appendix provides background information related to the interpretation and implementation of policies, but ~~are~~ is not part of the approved City's Official Plan ~~approved by the Provincial Government.~~

The Secondary Plans (Part II of the Official Plan), more particularly described in Part II for each Secondary Plan Area, consist of unrepealed portions of the 1978 Consolidated Official Plan of the City of Brampton Planning Area and amendments thereto, unrepealed Chapters of Part IV of the 1984 Official Plan and amendments thereto, and Chapters to Part II of the 1997 Official Plan and amendments thereto. These Secondary Plans are incorporated into and form part of the Official Plan.

~~Secondary Plan office consolidations are provided for convenience only and have no Planning Act status. For official reference, recourse should be had to the original documents in Part II of this Official Plan, or retained Secondary Plan Chapters in Part IV of the 1984 Official Plan and in Part II of the 1993 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan. Secondary Plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including the interpretation and implementation provisions:~~

~~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 in Part II of the 1993 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.~~

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.

Reference to any provision of an Official Plan or a ~~s~~Secondary ~~p~~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 reference to the more recently adopted equivalent provision.

When a provision in a Secondary Plan refers to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan, the 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active applicable part of the secondary plan unless,

- a) The reference 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 preceding Official Plan that the referenced provision was not to be considered active and applicable for such Secondary Plan purposes in the future.

## 2. CONTEXT OF THE 2006 OFFICIAL PLAN

The Greater Toronto Area-Hamilton (GTAH) is one of the fastest growing regions in North America. It is the destination of choice for many people looking to relocate from other parts of Canada and around the world because of its high quality of life and economic opportunities. Communities within the GTAH will continue to experience the benefits that come with growth including vibrant, diversified economies, higher education institutions, arts, culture and recreation.

Within the GTAH, the City of Brampton is located northwest of Toronto in the Regional Municipality of Peel. The City of Brampton was formed in 1974 by the amalgamation of the former Town of Brampton, parts of the former Town of Mississauga and the former Townships of Toronto Gore and Chinguacousy. The City of Brampton Planning Area, as defined in Bill 138, an *Act* to establish the Regional Municipality of Peel, as amended, represents a landmass of approximately 26,900 hectares (66,469 acres).

Over the past several decades, growth in the GTAH, especially employment growth, has been increasingly concentrated in the western half of the region. Today, the centre of gravity of the GTAH is as likely to be considered Lester B. Pearson International Airport as opposed to downtown Toronto. Brampton is well placed in this context, both to attract employment and residential growth within the western ~~half~~ part of the GTAH. While housing markets are always cyclical, the attractiveness of the western half of the GTAH is unlikely to change significantly.

This Official Plan recognizes that the City of Brampton will absorb much of the growth that is forecasted for the GTAH region over the next 25 years, especially for ground related housing development. As the land supply dwindles in other areas of the GTAH, the City of Brampton continues to represent a significant component of the greenfield land needed to accommodate future residential and employment growth. According to forecasts completed on behalf of the Province, the GTAH is forecasted to grow from 5.81 million people in 2001 to 8.62 million in 2031. In ~~2004~~ 2006, Brampton's population is at about ~~390,000~~ 430,000 people. ~~The~~ that number is forecasted to reach ~~695,000~~ 725,000 people by 2031.

Brampton will experience increased demands for employment lands in the coming years due to the long term outlook for economic growth in the GTAH, the building out of Mississauga's supply of greenfield employment lands, and the availability of ~~quality~~ employment land supply in the City near major transportation facilities. The employment level for Brampton is forecasted to reach ~~313,000~~ 330,000 jobs by 2031.

With new growth, the City depends on its Official Plan to not only direct growth but to also provide the flexibility that is essential for mature neighbourhoods and business parks to adapt in the face of changing economic, social, physical and environmental considerations.

1R1

1R1





The following population, housing and employment forecasts are being used by this Official Plan to guide policy and land-use decision making over the next 25 years. The population forecasts have been adjusted to include the 4.2% census undercount

## Population, Household and Employment Forecasts

|             | 2011           | 2021           | 2031           |
|-------------|----------------|----------------|----------------|
| Population* | 500,000522,000 | 625,000652,000 | 695,000725,000 |
| Housing     | 155,000        | 200,000        | 230,000        |
| Employment  | 225,000        | 280,000        | 310,000        |

\* Add 4% to Population to include Census Undercount

On June 16, 2006, the Province of Ontario released "Places to Grow", a Growth Plan for the Greater Golden Horseshoe under the Places to Grow Act. It is recognized that a subsequent exercise is required beyond the OP review described in Section 1.2 to fully implement the Growth Plan in Brampton.

## 2.1 PHYSICAL AND ENVIRONMENTAL CONSIDERATIONS

The City of Brampton is located about 45 kilometres from downtown Toronto. The inter-city links already include several major highways (Highway (Hwy) Nos. 401, 410, 407 and 427) as well as GO train/bus services. Both Canadian National Railway (C.N.R.) and Canadian Pacific Railway (C.P.R.) lines traverse Brampton and provide spur line access to industrial areas. The C.N.R. Brampton Intermodal Terminal is situated between Airport Road and Goreway Drive to the north of Steeles Avenue, while the C.P.R. Intermodal Terminal is located to the east of Highway 50 in the City of Vaughan. Lester B. Pearson International Airport, is within a 30-minute drive from ~~downtown~~ Brampton's Central Area, and is an additional factor making the City attractive for commercial and industrial investment. Within the life of this Plan, it is anticipated that Hwy 410 and Hwy 427 will both be extended further north beyond Brampton's municipal border. An additional major north-south transportation corridor through the west side of Brampton is also anticipated to be substantially developed within the timeframe of this Plan. As well, a new hospital, the Brampton Civic Hospital is under construction and ~~will~~ is planned to be open in 2007.

The physiography of the City of Brampton is dominated by the gently rolling Halton-Peel till plain, with overlay areas of clay and silty sand, lacustrine till, moraine topographic features, and sand plain. The principal vegetation corridors are the valley systems, predominated by the Credit River and the western tributaries of the Humber River. Groundwater generally follows the trend of surface water movement and topography. The Brampton esker represents a distinct hydrogeological feature extending over 8 kilometres in a southeasterly direction from Heart Lake to south of Bovaird Drive with substantial reserves of sand and gravel forming a major aquifer and important regional groundwater supply. The after-use of these pits for primarily recreational and residential purposes is an important part of the Plan.

Two major conservation areas (Claireville and Heart Lake), together with additional lands owned by the Toronto and Region Conservation Authority are significant permanent open space resources. Also contributing to open space resources are the City's park system and the natural heritage features and areas ~~linear open space (valleylands) system~~ acquired and secured ~~retained~~ through the development approvals process.

1N19

The major waterways traversing Brampton - the Etobicoke Creek, Fletchers Creek, Mimico Creek, Credit River and Humber River - represent the backbone of the City's natural heritage system. These land and water ecosystems provide both ~~not only~~ constraints and opportunities to development – natural environmental hazards and the biodiversity and beauty from sensitive lands ~~by virtue of flooding and erosion hazards, but also a major component of the land and water related ecosystem~~. The protection of the natural heritage system ~~preservation of these systems carries with them associated~~ provides environmental, ecological and social values that will. ~~Such natural features improve the quality of life in the City including passive recreational opportunities and provide natural aesthetic relief and buffering from built form, a linear open space system and passive recreational opportunities.~~

1M3, 1N19

This Plan promotes the principles of sustainability and an ecosystem approach to planning where the environment is considered on a level with social and economic concerns. The approach recognizes the dynamic interrelationship of ~~examines~~ all elements of a biophysical community and the interrelationship of those elements, which require leading to the long-term management to achieve ~~of a sustainable, healthy ecosystem health~~. An ecosystem approach works on multiple levels of system-based planning, from higher order Official Plan policies, to subwatershed studies, to site specific implementation policies and requirements are an component of this approach.

1M4

### Objectives

It is the objective of this Official Plan to:

- (a) Maximize the City's strategic position and existing transportation connections within the GTAH and develop further infrastructure /transportation and economic links with the balance of the GTAH; and,
- (b) Conserve and protect the City's natural heritage system ~~environmental amenities~~ and quality of life through sustainable development practices, sound natural hazard management, and a systems-based ~~an~~ ecosystem approach to land-use planning and development.

1M5, 1N21



## 2.2 SOCIAL CONSIDERATIONS

According to the ~~2001~~<sup>last</sup> Census, the City of Brampton reached a population of 325,000 ~~in 2001~~. This represents an increase of over 57,000 people since 1996. It is anticipated that Brampton will continue to experience a high growth rate, attracting a larger share of Peel Region's growth, particularly since the City of Mississauga's greenfields are just about developed and Brampton continues to have a supply of developable land within its municipal boundaries.

Brampton's population will reflect the aging trend of the Canadian population as a whole. In anticipation of the needs of older people as well as the need to conserve energy, the Plan emphasizes an integrated, pedestrian oriented urban structure with community services and shopping readily accessible in the Downtown and throughout the City. This Plan aims to ~~facilitates~~ the mobility of our aging population so that they may take full advantage of the many community services and programs available in Brampton such as assisted living, dietary services, and health care. The aging population must be able to optimize the enjoyment and independence of their lives free of any impediments.

Creating a barrier free municipality is an important theme of this Official Plan. The City is committed to ensuring that people of all ages and abilities enjoy the same opportunities as they live, work, play, visit and invest in our City. The prevention of new barriers and the reduction and removal of existing barriers for people with disabilities is essential for providing increased accessibility in a fiscally responsible manner. The City recognizes that enhancing accessibility is sound public policy that provides increased opportunities, inclusion and dignity for people of all ages and abilities.

This Plan also recognizes that Brampton's population consists of many cultures and that the City has become a point of destination for new immigrants. Brampton's diverse population has enriched the City with cultural amenities and new ways of thinking. It is essential that this Plan remains flexible and adaptive to the changing face of Brampton, by keeping communication channels open and actively ~~engaging~~ residents and businesses.

A wide mixture and range of housing within neighbourhood districts represents a key objective of the Official Plan. Within this framework, a variety of neighbourhoods each with its own individual character can exist side-by-side and share community services. The focus of the Official Plan's housing policy is to provide the opportunity to accommodate the entire housing continuum to meet the needs of a diverse community.

Creating a barrier free environment and dealing with the changing face of Brampton, including an aging population, new immigrants and a growing lower income group in the urban area, will require a multi-faceted social services system. This Plan recognizes that cooperation from all levels of government, the general public and business will be an integral part of dealing with growth and the demographic changes that brought about, typical of other GTAH communities.

### Objectives

It is the objective of this Official Plan to:

- (a) Remain flexible to the changing face and needs of Brampton by fostering an open dialogue through active citizen participation with Brampton residents and employers;
- (b) Promote a barrier free municipality that provides increased opportunities, inclusion and dignity for people of all ages and abilities in all aspects of design, planning and policy development; and,
- (c) Work with all levels of government and City residents to facilitate the provision of social services systems that empower Bramptonians to strive and reach their full potential.

## 2.3 ECONOMIC FACTORS AND THE ROLE OF BRAMPTON

Brampton's current economy has evolved from the growth processes that have been at work in the GTA/H economy over the past three decades. These same forces will continue to shape the Brampton economy today.

From an independent agricultural community to a major centre of commerce serving the surrounding rural areas, to a major residential satellite of Toronto, to a major industrial suburb, to a multi-dimensional full service urban economy, these are the growth phases, which represent Brampton's economic history and near future.

Large-scale industrial development started in Brampton only 40 years ago, but ~~today this sector industry now constitutes~~ represents the major employer for Brampton residents. Office and service facilities have followed manufacturing but at a slower pace. This Plan aims to balance industrial and manufacturing employment with office development opportunities in strategic locations.

Excellent existing and future accessibility via road, rail and air ensures a good competitive position for Brampton in attracting commercial, office and industrial establishments. A strong non-residential assessment together with sound financial management are essential to support a desirable quality of life as the City continues to grow. As a result, the rate of growth must be related and linked to the City's ability to maintain a favourable financial position.

Brampton's ability to compete in the global marketplace over the next two decades will be determined by how responsive the local economy can be to accommodate new world-wide patterns of business development: the new information industries,



business services, growth in personal and leisure services, technological advances in production processes, the home occupation phenomenon, changes in the composition of population, labour force and employment, and the rapid evolution of a global economy.

## Objectives

It is the objective of this Official Plan to:

- (a) Balance industrial and manufacturing employment with office development opportunities in strategic locations; ~~and to~~
- ~~(b)~~ -ensure that overall job growth is appropriately balanced with population growth; and,
- ~~(b)~~(c) Facilitate employment opportunities by providing the land and infrastructure required by today's employers and to remain flexible to the influences of the global economy and the changing needs of business.

## 2.4 THE STRATEGIC PLAN: SIX PILLARS SUPPORTING OUR GREAT CITY

Through sound administration and responsible government, the City has initiated and completed a number of programs aimed at providing citizens with the highest quality of life. Guiding all City initiatives is a vision formulated with extensive input from the public, business and the City's employees. It is a vision that is carved out of the City's past experiences and evolving relationship with the rest of the GTA. That vision is to form "*a vibrant, safe and attractive city of opportunity where efficient services make it possible for families, individuals including persons with disabilities and the business community to grow, prosper and enjoy a high quality of life*".

The City's Strategic Plan represents a blueprint of the City's overall development and management, and is the foundation upon which all future City plans, including the Official Plan will be based. The Six Pillars i.e., the main components of the Strategic Plan include Modern Transportation Systems; Managing Growth; Protecting our Environment, Enhancing Our Neighbourhoods; A Dynamic and Prosperous Economy; Community Lifestyle and, Excellence in Local Government. It is the intent of this Official Plan to advance the objectives of the Strategic Plan in all matters of land-use planning and policy development.

### 2.4.1 Modern Transportation Systems

Through the City's Transportation and Transit Master Plan and other servicing plans, Brampton will develop a safe, efficient and accessible transportation system for moving people, including persons with disabilities, and goods, as well as provide improved and efficient linkages within the Greater Toronto Area.

### Objectives

It is the objective of this Official Plan to:

- (a) Create an integrated and expanded transportation network to provide a high level of service tied to the rate of distribution of growth within the City and to enhance accessibility for all residents including persons with disabilities;
- (b) Expand public transit service for Brampton's residents including persons with disabilities and employers and to provide seamless connections to popular destinations within the GTA; and,
- (c) Build a pathway system that is accessible to all including persons with disabilities through a series of walking, cycling and multi-use trails that connects Brampton's major destinations and links with other trails systems outside Brampton.

### 2.4.2 Managing Growth

Brampton administers a Growth Management Program that coordinates and stages the level and distribution of new development ~~growth~~ in relation to the delivery of specific ~~elements of~~ infrastructure (roads, sewers and water) and community services (schools, fire stations, parks and recreation facilities and transit) required to support such growth in a manner that minimizes public costs and optimizes service levels to both residents and businesses.



1L33

1L32

## Objectives

It is the objective of this Official Plan to:

- (a) Maintain an effective development approval process that ~~optimizes~~makes ~~the most of~~ the public and economic benefits of growth, while working to provide the necessary services and infrastructure to serve residents and businesses today and in the future;
- (b) Promote a balanced land-use development that will accommodate population, housing and employment growth to 2031, through community block planning, higher density and mixed-use development in the Central Area and along major corridors and designating sufficient commercial lands;
- (c) Reinforce Downtown Brampton and the Central Area as a primary location for business, shopping, dining, entertainment, cultural venues and programs; ~~and,~~
- (d) Promote economic prosperity, improve live/work ratios and enhance the economic integrity of the municipality by ensuring that an appropriate amount of land is designated for mixed use residential and commercial/employment uses ~~land is protected; and,~~
- (e) Promotes the efficient use of existing City and Regional services and infrastructure.

## 2.4.3 Protecting Our Environment, Enhancing Our Neighbourhoods

Brampton is committed to conserving and protecting the natural heritage system ~~significant environmental features~~ for the citizens of Brampton to enjoy and building a community that preserves Brampton's heritage and achieves a high standard of civic design for the whole City. When planning and designing transportation corridors to achieve transit-oriented, mixed-use development, the City recognizes the importance of accessibility and pedestrian-friendly streetscapes. The City further recognizes that healthy, sustainable communities integrate natural systems that provide for an accessible parks and recreation system that is based within a cohesive and comprehensive natural heritage system.

1M6, 1N22

The City Council has adopted the Development Design Guidelines to guide the development and planning of Brampton to promote high physical design standards for civic and private projects; and to implement sustainable ~~sustainability~~ development objectives including the creation of highly liveable, compact, integrated and transit-supportive communities and to ensure interfacing the urban built form with the natural heritage system to contribute to natural features, functions and linkages.

1N22



### Objectives

It is the objective of this Official Plan to:

- (a) ~~Ensure~~ Preserve the City's ~~diverse rich~~ natural ~~resources~~ and cultural ~~heritage features are preserved~~ for generations to come by ensuring development is sensitively located, integrated and compatible with the natural environment and existing cultural landscapes;
- (b) Promote the development of attractive, well-functioning and accessible communities through design guidelines including the City of Brampton Accessibility Technical Standards and to recognize the importance of accessible, pedestrian-friendly and transit oriented development; ~~and~~;
- (c) Conserve and protect the long term ecological function and biodiversity of the -sustainable system of significant environmental-natural heritage system features such as woodlots, wetlands, marshes, rivers and streams;-
- (d) Ensure that the community is protected from environmental pollution and nuisance;
- (e) Promote the application of practical and progressive energy, soil, water and air conservation standards; and
- (f) Enhance the image of Brampton through the promotion of the Flower City Strategy in all aspects of development.

1N23

1M7, 1N23

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### 2.4.4 A Dynamic and Prosperous Economy

The City is committed to fostering Brampton's emergence as one of Canada's most dynamic and prosperous local economies by attracting and retaining targeted employment growth in strategic locations, including Brampton's Downtown and Central Area; supporting a competitive business infrastructure; achieving excellence in advanced manufacturing and design technology; promoting local job growth through entrepreneurship; and by sharing Brampton's identity with key sectors of the economy.





1L34

## Objectives

It is the objective of this Official Plan to:

- (a) Attract Brampton's share of the Province's growth in terms of population and employment through a balanced and diverse local economy and the promotion of cultural diversity that is supported by the appropriate infrastructure;
- (b) Support a competitive business structure through enhanced technology, expanded transportation systems, and making it easier for business to obtain strategic economic development information and professional resources; and
- (c) Promote Brampton as a tourist destination in partnership with Brampton business associations, City departments, senior levels of government, and community stakeholders.

## 2.4.5 Community Lifestyle

It is the City's goal to continue to provide ~~achieve~~ a higher level of service excellence in areas that Brampton residents are most proud of, namely: parks, recreation and sports; police and emergency services; cleanliness; multiculturalism; arts and culture; and Brampton's rich history.

## Objectives

It is the objective of this Official Plan to:

- (a) Foster a unique sense of civic pride and local identity that caters to the City's cultural diversity and unique amenities;
- (b) Ensure that people of all ages and abilities enjoy the same opportunities as they live, work, play, visit and invest in our City;
- (c) Provide safe, integrated communities that are supported by exceptional emergency services and risk management programs; and,
- (d) Provide a natural heritage and recreational open space system and related resources for residents including those with disabilities to enjoy and pursue recreational and other leisurely activities.

1N24

### 2.4.6 Excellence in Local Government

Brampton strives to be a leader in responsible government that caters to the needs and desires of its residents and employers. The City is committed to delivering the services that the community values most in an effective and efficient manner.

#### Objectives

It is the objective of this Official Plan to:

- (a) Foster a high level of citizen participation and maintaining an environment of open communication that invites the public to participate in open decision-making process concerning City services and operations;
- (b) Provide service plans that are sustainable and responsive to the changing community needs;
- (c) Facilitate long-range financial strategies that maintain a competitive level of municipal taxation and user fees; and,
- (d) Provide increased accessibility in a fiscally responsible manner through the prevention of new barriers and the reduction and removal of existing barriers for persons with disabilities.

## 2.5 POLICIES OF OTHER LEVELS OF GOVERNMENT

A variety of planning, regulatory and financial policies of other levels of government have an impact on the preparation of a new Official Plan for Brampton. Some of these constitute statutory requirements ~~legal constraints to~~ which the City's policies must conform. Others, particularly financial assistance programmes, are of a supportive nature.

### 2.5.1 Federal Government

In the year 2000, the Federal Government created the Infrastructure Canada Program aimed at improving infrastructure in Canada's urban and rural communities and to improve quality of life through investments that protect the environment and support long-term community and economic growth. This Official Plan recognizes the Federal Government's renewed support on matters related to urban municipalities and anticipates taking full advantage of the resources offered through the Infrastructure Canada Program for several Brampton infrastructure and sustainable development initiatives.

Other regulatory policies under Federal jurisdiction with an impact on planning in Brampton are those relating to the Lester B. Pearson International Airport ~~and the~~

1M8

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~~C.N.R. and C.P.R. facilities.~~ These major transportation facilities offers excellent accessibility to Brampton's employment areas but also represents a significant constraint within noise sensitive zones. The federal government also maintains regulatory policies under the *Federal Fisheries Act* for the protection of fish habitat.

### Objectives

It is the objective of this Official Plan to:

- (a) Work together with the Federal Government on matters affecting urban development in Brampton and take full advantage of the Federal Infrastructure Program in terms of funding and support;
- (b) Work with the Greater Toronto Airport Authority (GTAA), ~~and national transportation corporations including the Canadian National Railway (C.N.R.) and Canadian Pacific Railway (C.P.R.)~~ to facilitate their operations and delivery of air ~~and rail~~ services to serve Brampton residents and businesses; and,
- (c) Ensure compliance with all the relevant federal regulations and policies.

### 2.5.2 Provincial Government

The Provincial Government is ~~a~~ the key planning authority in Ontario. Under the *Planning Act*, the Province delegates some of its planning authority to the municipalities while retaining control through the approval process. Municipalities must conform to approved policies of the Provincial government and its agencies. The Ministry of Municipal Affairs and Housing has delegated much of the planning authority to the regional and local municipalities. The Region of Peel has been delegated this authority. The Province has also implemented a “one-window” approach for providing comments on provincial matters. This “one-window” approach streamlines and coordinates the input of information that was previously provided individually by the Provincial Ministries of Municipal Affairs and Housing; Environment; Natural Resources; Transportation; Citizenship, Culture and Recreation; and Agriculture, Food and Rural Affairs.

Matters of Provincial interest, as set out in the *Planning Act*, include among other matters, the protection of the natural environment, the provision of educational, health, transportation services, the financial well being of the municipalities and the provision of a range of housing types. The major Provincial policies affecting Brampton are those concerning the effective and efficient use of land, resources, infrastructure, ~~and public services and facilities, and the long term protection of ecological function and biodiversity of the natural heritage system.~~

1N26

Among other matters, the Province has embarked upon five planning policy initiatives; during this Official Plan Review; which will have an impact on the City:

- *Greenbelt Act, 2005* and Greenbelt Plan
- *Strong Communities Act, 2004*
- Provincial Policy Statement
- *Places to Grow Act, 2005* and Growth Plan
- *Accessibility for Ontarians with Disabilities Act, 2005*

### Greenbelt Plan

The Greenbelt Plan is prepared under the *Greenbelt Act, 2005*. It identifies where urbanization should not occur in order to provide permanent protection to the agricultural land base and the ecological features, ~~and functions~~ and linkages of the natural heritage system occurring on this landscape. The Greenbelt Plan includes lands within, and builds upon the ecological protections provided by the Niagara Escarpment Plan (NEP) and the Oak Ridges Moraine Conservation Plan (ORMCP). It also complements and supports other provincial initiatives such as the Parkway Belt West Plan and the Rouge North Management Plan.

1N27

About ~~xx hectares~~ (500 acres) of land in Northwest Brampton ~~is~~ are affected by the Greenbelt Plan and ~~is~~ are identified as “Protected Countryside”. This land predominantly follows the Credit River Valley and includes a protective buffer on the north side of the valley. Several layers of policy provide protection for Credit River Valley in addition to the policies of this Official Plan, the Region of Peel Official Plan and Credit Valley Conservation policies.

### Strong Communities (Planning Amendment) Act, 2004

On November 30, 2004, the *Strong Communities (Planning Amendment) Act, 2004*, (Bill 26) received Royal Assent. This *Act* gives municipalities additional time to review and approve development applications and prevents appeals to the Ontario Municipal Board of urban expansions opposed by municipal governments. The *Act* allows the Province to declare certain matters under appeal to the Ontario Municipal Board to be of provincial interest. The *Strong Communities (Planning Amendment) Act, 2004*, also requires that planning decisions “shall be consistent with” the Provincial Policy Statement, which provides direction for all land use planning decisions. The “shall be consistent with” provision came into effect on March 1, 2005 to coincide with the new Provincial Policy Statement (2005) and will apply to those applications and matters commenced on or after March 1, 2005.

### Provincial Policy Statement

The Provincial Policy Statement (PPS) is issued under the authority of Section 3 of the *Planning Act*. It provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial “policy-led” planning system that recognizes and addresses the complex inter-relationship among environmental, economic and social factors in land use planning. In

1N28

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particular, the new PPS contains improved policies for environmental protection. The policies provide for enhanced protection of the environment by identifying the significance of the natural heritage system and water resources, including natural hazards and water quality, air quality and energy use.

The new Provincial Policy Statement came into effect on March 1, 2005. This coincides with the effective date of Section 2 of the *Strong Communities (Planning Amendment) Act, 2004*, which requires that planning decisions on applications that are subject to the new PPS “shall be consistent with” the new policies.

The new Provincial Policy Statement provides a higher degree of protection for employment lands against conversions to residential uses. The new policies also provide for intensifications and brownfields development to ensure the maximum use of sewer, water and energy systems, roads and transit.

The new PPS also provides for more transit-friendly land-use patterns using intensification and more compact, higher density development, as a means of bringing more people closer to the transit routes.

### Growth Plan

On June 13, 2005, Bill 136, the *Places to Grow Act, 2005* received Royal Assent. The *Act* provides a legal framework necessary for the government to designate any geographic area of the Province as a growth area and develop a growth plan in collaboration with local officials and stakeholders to meet specific needs across the Province.

The *Places to Grow Act* enables the government to plan for population growth, economic expansion and the protection of the environment, agricultural lands and other valuable resources in a coordinated and strategic way.- The legislation is provincial in scope and allows for growth plans in any part of Ontario.

On June 16, 2006, the Growth Plan for the Greater Golden Horseshoe, 2006 was released. During the Official Plan review, a Proposed The Growth Plan was formulated for the GTAH, which identifies designates Brampton as a Growth Centre within the Greater Golden Horseshoe area. It The Proposed Growth Plan outlines growth targets for the GTAH requiring a higher proportion of development within current built up areas and higher density development patterns in general.

Overall, the Growth Plan sets the stage for Peel Brampton to absorb a larger portion of the growth projected for the western half of the GTAH ~~given that Brampton has the largest portion of greenfield land available for ground related housing and employment development.~~ The forecasts used for the ~~Proposed~~ Growth Plan allocate about 1.64 million people to the Region of Peel by 2031.

In accordance with the Places to Grow Act, 2005, municipalities are required to bring their official plans into conformity with the Growth Plan within three years of the Plan coming into effect. The strategic policy direction of the Growth Plan

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has been incorporated throughout this Official Plan. However, a separate review will be undertaken to address the detailed conformity requirements of the Growth Plan within the timeline specified.

### Accessibility for Ontarians with Disabilities Act, 2005

The *Accessibility for Ontarians with Disabilities Act, 2005* is intended to improve access and opportunities for persons with disabilities. As a result of the passage of the *Act*, complementary amendments were made to several statutes including the *Planning Act*. Planning approval authorities are to have regard to accessibility for persons with disabilities in their land use planning, development decisions and when considering a draft plan of subdivision. The scope of the *Accessibility for Ontarians with Disabilities Act 2005* includes the private sector as well as government and the broader public sector.

In accordance with the *Act*, the City prepares the annual Municipal Accessibility Plan to set out accessibility programs and initiatives for the coming year and measure performance for the previous year. In 2005, City Council adopted the City of Brampton Accessibility Technical Standards to implement universal design in properties owned, operated or leased by the City and to encourage the private sector and others to follow.

#### Objectives

It is the objective of this Official Plan to:

- (a) Work together with the Province to implement the Provincial Policy Statement and other Provincial legislation as amended from time to time including recent legislation, the *Greenbelt Act*, *Strong Communities (Planning Amendment) Act*, *Places to Grow Act*, and the *Accessibility for Ontarians with Disabilities Act*.

### 2.5.3 The Region Of Peel

The Regional Municipality of Peel came into existence on January 1, 1974, under the Province of Ontario's *Regional Municipality of Peel Act*. The legislation also established the lower tier constituent municipalities of the City of Brampton, the City of Mississauga, and the Town of Caledon. The Region of Peel provides a wide range of services to those living and working in Peel. These include: construction and maintenance of regional roads, waste managements, water and sanitary sewers, regional planning, social assistance, assisted child care, homes for the aged, transit for the disabled, community health, non-profit housing, heritage, an emergency 911 taking service to those living and working in Peel, policing, conservation authorities oversight, hospitals and the Children's Aid Society.



The *Regional Municipalities Act* and the *Planning Act* direct Regional Council to prepare and adopt a Region Official Plan for Peel. The Region of Peel Official Plan is the primary long-range strategic land use policy document for the Region of Peel. The Official Plans of Mississauga, Brampton and Caledon must conform to the Regional Official Plan.

### Objectives

It is the objective of this Plan to:

- (a) Comply with the policies and procedures of the Regional Official Plan and continue to work with the Region to ensure the appropriate and timely delivery of infrastructure and services necessary to support Brampton residents and business.

### 2.5.4 Neighbouring Municipalities

The City of Brampton planning area is affected by growth patterns and policies of all of its neighbours: the City of Mississauga, the Town of Caledon, the Town of Halton Hills, the City of Vaughan and the City of Toronto. Only Mississauga and Toronto are fully urbanized communities while the City of Vaughan will be predominantly urbanized within the timeframe of this Plan. Caledon is largely characterized by its rural character, but contains a number of rural services centers like Bolton, Caledon East and Mayfield West. Caledon and the Town of Halton Hills are expected to be allocated some of the population and employment growth attributed to the GTAH but to a much lesser degree than Brampton.

~~During the term of this Plan,~~ Brampton will continue to expand largely by virtue of its location within the GTAH and the fact that Mississauga ~~has~~ will have fully developed its ~~supply of~~ greenfield lands ~~supply~~. The planning choices that shape the City of Brampton also have a profound effect on the adjacent municipalities as boundaries become less obvious given the nature of ~~residential and employment development~~ settlement patterns external to the City of Toronto.

Within the period of this Plan, the expansion of Brampton's transportation networks will further ~~strengthen~~ entrench links with Brampton's neighbours. The City's Transportation and Transit Master Plan; sets the basis for integrating the City's transportation system with the evolving inter-regional transportation capacity in the City of Mississauga, Region of York and the Greater Toronto Area. Programs such as ~~Brampton's innovative~~ Acceleride ~~and Brampton's innovative~~ Bus Rapid Transit (BRT) initiative together with increased and expanded GO Transit services will continue to strengthen Brampton's relationship with the rest of the GTAH.



### Objective

It is the objective of this Plan to:

- (a) Cooperate with neighbouring municipalities on matters of land-use planning and policy development, ~~and infrastructure planning and the long term protection and enhancement of the natural heritage system;~~ and
- (b) Build stronger relationships with adjacent municipalities through the logical extension of transportation services and compatible growth patterns.

1G5, 1N29



### 3.0 SUSTAINABLE CITY CONCEPT

The principle of sustainable development represents the foundation of this Official Plan as it continues to guide Brampton's growth. Sustainable development promotes a holistic approach to planning to achieve a balance between the social and economic needs of the community, and environmental conservation. It is critical that the City, its residents and businesses make wise use of ~~the limited resources available, especially non-renewable resources~~ and strive to protect, enhance and restore the natural heritage system so that the future generations will be able to continue to enjoy and use them.

1N30

To ensure that Brampton will grow in a sustainable manner, the City is committed to plan for compact and transit supportive communities that use resources efficiently and are sensitive to the natural environment. This vision is grounded in the overall planning framework of the Official Plan.

### 3.1 SUSTAINABLE PLANNING FRAMEWORK

The City's sustainable planning framework is built on:

- the City's long standing ecosystem approach to land use planning that recognizes the dynamic interrelationship of all elements of the biophysical community that are necessary to achieve a sustainable, healthy natural heritage system ~~gives due respect to preserving the natural environment and its resources, and the interrelationships of the various components of the ecosystem;~~
- an integrated land use and transportation plan that provides a balanced transportation system giving with priority to public transit and pedestrians and creating complete communities;
- a robust commercial and employment land use strategy that promotes economic stability, vitality, and diversity and caters to the changing needs of the market and the residents of Brampton;
- fostering vibrant residential neighbourhoods that provide a variety of housing options for people at various stages of their life cycle;
- priority to preserving and enhancing the City's rich cultural heritage and existing social fabric that is integral to the City's urban design and community revitalisation strategies including the Flower City Strategy; and,
- a Growth Management Program that ensures growth takes place in a coordinated and fiscally responsible manner.

1N31



Within this planning framework, the principle of sustainability is addressed by and incorporated throughout this Plan. The main sustainability policies are:

### Residential

- Provide for a range of housing opportunities in terms of dwelling types, densities, tenure and cost to meet the diverse needs of people from various social, cultural and economic background including persons with disabilities.
- Conserve land resources by optimizing opportunities for infill, intensification, revitalization and mix of uses.
- Develop complete communities that are compact, transit-oriented and pedestrian-friendly with a mix of uses and a variety of housing choices, employment, and supporting services and facilities.
- Promote high physical design standards to create distinctive and attractive communities with a strong sense of place.
- Respect and enhance the existing built, social, and environmental context to instil a sense of pride and identity and contribute to the stability and vitality of the community.
- Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development.

1M9

### Economic Development

- Reinforce and promote the Central Area as the premier location for business, shopping, living, entertainment and cultural activities in the City of Brampton.
- Establish a robust planning strategy, including maintaining a steady supply of employment lands to meet the needs of the existing and emerging market, supporting the City's economic competitiveness, and providing employment opportunities for its residents.
- Integrate economic development with the existing and planned infrastructure and transportation facilities to achieve economy of scale and sustainable goods and people movement.
- Promote place making and human scale development that is also environmentally sustainable.

### Transportation

- Provide a balanced and integrated multi-modal transportation system that gives priority to transit and pedestrians but also contributes to the efficient movement of goods and services
- Integrate transportation closely with land uses to minimize the need for and length of travel which helps eliminate potential impacts on the environment.
- Promote high standard of aesthetic quality, environmental design and management in the routing, design, and construction of transportation and associated structures.

### Natural ~~Heritage~~ Areas and Environmental Management

- Adhere to the City's established ecosystem approach to land use planning that recognizes the dynamic interrelationship of all elements of a biophysical community to achieve a sustainable, healthy ecosystem which considers the interrelationships of the various components of the ecosystem.
- Work closely with the Conservation Authorities on planning matters at all levels including to conduct watershed and subwatershed plans and strategies ~~ning~~ to provide a comprehensive, systems approach to environmental planning.
- Promote conservation of resources particularly non-renewable resources through reduction of unnecessary consumption, recycling and reuse; and the use of sustainable management practices that promote air, water, soil and energy conservation;
- Protect and enhance environmental and public health and improve the overall quality of life for residents by protecting and enhancing the natural heritage system ~~—through proactive planning the ecosystem approach to land use planning.~~
- Protect the community from potential natural and man made hazards and reduce the risk of the loss of human life and property damage;
- -Promote public and private stewardship and partnerships directed to restoring and enhancing the natural heritage system and the adjacent lands.

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## Recreational Open Spaces

- Provide sufficient open space to meet the needs of residents of all ages and abilities and from different social, economic and cultural backgrounds.
- Provide an integrated recreational open space and natural heritage system for active and passive recreational and leisure pursuits as well as functional uses including walking, cycling and access to public transit.

## Physical and Social Infrastructure

- Ensure adequate and timely provision of physical and social infrastructure and services to meet the community's needs and to support future growth through the City's Growth Management Program.
- Ensure equitable allocation and integration of institutional and community facilities throughout the City such that all members of the society will have access to these resources.

## Cultural Heritage

- Promote retention, integration and adaptive reuse of heritage resources through proactive designation of significant resources in accordance with the *Ontario Heritage Act* and the use of all available financial incentives.
- Integrate heritage conservation objectives including the natural heritage system into the planning process at the earliest possible stage.
- Promote public awareness, enjoyment and stewardship of Brampton's heritage, notably the Flower City tradition.

## Urban Design

- Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive to the City's evolving character, environmentally responsible and that instils a sense of civic pride.
- Reinforce Brampton's image as a modern, dynamic, beautiful and liveable City that is built on its rich heritage, including its Flower City roots, and a sustainable, compact and transit-oriented urban form.

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- Encourage innovative, diverse and high quality urban design committed to sustainable management practices which supports a framework for environmentally sustainable development.
- Assume a leading role in creating well-functioned and attractive urban spaces.

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### Financial Phasing and Implementation

- Integrate sustainability objectives in all policy decisions and programs.
- Ensure the provision of services in a fiscally, socially and environmentally sustainable manner through the use of development phasing mechanisms such as the City's Growth Management Program, and comprehensive cost effectiveness analyses that considers all associated costs and benefits of development including social and environmental.
- Promote collaboration among all sectors including government, business, stakeholders and residents in implementing the Official Plan.

## 3.2 SUSTAINABLE CITY STRUCTURE

Brampton is positioned to continue as a major urban center in the Greater Toronto Area-Hamilton (GTAH) that is dynamic, liveable, sustainable and beautiful. The decision on where and how the City will grow will have important bearing on sustainability as it determines how resources are used, including land. Brampton is committed to building a compact and transit-supportive city where growth will be concentrated, consolidated around major infrastructure and transit facilities. Development that supports the use of transit is thus the focus of this Plan.

1F2

This vision is supported by and manifested in the physical structure of the City which is characterized by:

- a vibrant **Central Area** with a strong image and character which functions as the heart of the City ;
- **Transit-Supportive Nodes** which are focus of integrated economic, residential, civic, cultural and recreational and transportation uses;
- **Employment Precincts** which represent the main areas for employment and related economic uses;





1N36

- **Intensification Corridors** that link districts/communities with nodes and are focus for intensification and transit-supportive development;
- A network of attractive, integrated and sustainable **Communities** that are the basic living units of the City;
- **Unique Communities** that preserve and enhance historical, cultural, natural, and landscape characteristics that are valued by the Brampton community; and,
- An extensive, interconnected **Open Space and Natural Heritage System** which represents the City's green spaces and green links.

The City Concept plan provides a conceptual depiction of the City structure and the interrelationships of the various elements. Policies for the structural components are included throughout this Plan and articulated in the City's secondary plans.

### 3.2.1 Central Area

Brampton's Central Area comprises the historic Downtown core and the area adjoining Queen Street Corridor, stretching from McLaughlin Road to Bramalea Road as depicted in the City Concept plan. Given its scale, concentration and diversity of uses, and the City's continuous proactive planning and investment over the years, Brampton's Central Area is unique amongst the GTA communities. It plays a very important role at both the City and Regional level. Within Brampton, the Central Area is the major location for a number of important civic, institutional, cultural and entertainment facilities as well as major commercial, retail and employment activities. It is also home to a number of established neighbourhoods. Its designation as a Regional Urban Node in the Region of Peel Official Plan and an Urban Growth Centre in the Provincial Growth Plan for the Greater Golden Horseshoe further attests to the importance of Brampton's Central Area in the Regional urban structure.

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The planning vision for the Central Area is to continue reinforcing its role as the premier location for business, shopping, dining, entertainment and cultural venues and program. Its existing neighbourhoods will be maintained and enhanced. At appropriate locations with consideration for public safety requirements, revitalisation, infill and intensification will be encouraged to allow people the opportunity to live and work in the same area. The priority is for transit-supportive development and to create a pedestrian-friendly environment in the Central Area. The City's AcceleRide Bus Rapid Transit program supports this vision and presents further potential and opportunities for a more intensive urban form with mixed uses in the Central Area.

The Central Area is comprised of three distinct precincts with their own unique functions and characters:

- The Downtown Core represents the heart of the City containing rich built and cultural heritage and characters that will be preserved and enhanced to reinforce its place-making role, as the place with its civic, institutional, cultural and entertainment facilities supported by residential, commercial and employment functions.
- The Queen Street Corridor between Kennedy Road and Highway 410 ~~Bramalea Roads~~ has the potential to transform into a mixed-use, transit-oriented pedestrian-friendly environment.
- The Bramalea City Centre Precinct is considered to be from Highway 410 to Bramalea Road and will ~~continue to~~ evolve into a vibrant and modern mixed-use Urban Centre, building on its existing function as a regional retail centre, with inter and intra-regional transit infrastructure already in place.

The City will continue to stimulate and support a strong and vibrant Central Area through the Community Improvement Plan, the Official Plan, updating of the corresponding secondary plans, the Capital Works Program and by taking advantage of funding programs from senior levels of government.

### 3.2.2 Transit-Supportive Nodes

Nodes are centres with an existing or planned concentration of development that

are typically mixed use in nature with higher densities, and are well served by good transportation infrastructure including road and transit facilities. These are centres of activity of either city-wide or district-wide significance. They represent areas where the City intends to direct higher density forms of development, capitalizing on existing or planned infrastructure.

In addition to the Central Area, the other major nodes in Brampton include the Mississauga Corridor of Bram West; Bramalea South Gateway; South Fletcher's Courthouse Area and Bram East. Of these, Bram West will be developed and reinforced as the City's major office centre outside of the Central Area where the highest densities of office development are planned. At these nodes, integrated office development is envisaged with a number of supporting uses including hotels, convention facilities, retail, institutional, recreational and in some cases, residential where appropriate. Each node will have its own development parameters in terms of uses, scale, mix, and densities, as prescribed by the respective secondary plan. Strong urban form and superior physical design are required to contribute to place making and to reinforce their landmark role and image.





Major public transit stations in key locations across the City such as Mount Pleasant are also important nodes. It is the intent of this Official Plan to encourage higher densities and mixed-uses around these transit hubs to facilitate their development into nodes and to reinforce the role of public transit in the City Concept. All public and private spaces within all nodes will be designed in a pedestrian friendly manner.

### 3.2.3 Employment Precincts

The City's major employment districts are strategically located in relation to the major transportation infrastructure and facilities including the Lester B. Pearson International Airport, CP & CN intermodal terminals, rail, transit, major roads and Provincial freeways i.e., Highways 410, 407, and 427. These elements set the stage for a range of employment and business opportunities to meet existing and forecasted demand. The City is already home to a number of manufacturers and is planning to target new sectors including life science, advanced manufacturing and design (automotive, aerospace, consumer products), food and beverage, retail trade (administration and logistics), information and technology, and financial services. Future development in the employment sector is envisaged to be more compact and integrated with public transit to provide an alternative mode for work related trips.

Conversion of industrial or employment land for other uses will not be permitted unless it is assessed as part of a comprehensive review in accordance with the Provincial Policy Statement. Such a review will have to demonstrate that their re-designation will have no adverse impacts on the overall supply of the City's employment land, long term economic development and the financial well being of the City.

### 3.2.4 Intensification Corridors

Corridors refer to mainly major arterial roads and adjoining areas that provide linkages between communities/districts and nodes including the Central Area. Most of these are classified as primary transit corridors and include the Brampton Bus Rapid Transit (BRT) Corridors on Bovaird Drive, Queen Street, Steeles Avenue and Main Street/Hurontario Street. Existing development along these corridors is mostly of a linear form and diversity of uses, taking advantage of the frontage, visibility and accessibility. By virtue of their function and location, corridors offer significant opportunities for accommodating future growth through revitalisation and infill/intensification that is transit-oriented. Promotion of these corridors for higher density mixed-use development will require re-visiting of the City's secondary plans, and possibly amending the land use and planning policies. Their transition is envisaged to be gradual and will require a longer time frame to achieve the intended results.



Corridors will be subject to a more selective land use which excludes certain lower order uses such as highway commercial, auto repair, warehousing/distribution and those uses involving open storage. As well, superior urban design is required to achieve the intended vision for the City's Corridors, including the gateways or "windows" of the City, especially at major entry points. Contextual planning and design will be a priority where infill/intensification and mixed-uses are involved. Particular attention should also be given to streetscape improvement to create a pedestrian-friendly environment.

The major corridors identified in the City Concept illustration are based on the current Official Plan. Additional corridors may be included in future as appropriate and determined by detailed studies such as that for the North West Brampton Urban Development Area.

### 3.2.5 Communities

Communities are the basic living units of the City that the residents can most relate to and take ownership of. The City's greenfield land reserve is limited and must be planned based on the principles of sustainability. The City will also benefit from ample opportunities for infill/intensification, notably those in the Central Area.

New communities will be designed to be complete and self-contained with housing, shops, work places, community and public facilities to meet the daily needs of its residents. A range of housing opportunities will be planned to satisfy the various housing needs of the residents. Priority will be given to compact development which creates a pedestrian-friendly environment. Uses that meet the basic daily needs of the residents will be located within walking distance or easy reach of transit facilities. Safety and security are important considerations in neighbourhood design as are accessibility and interesting built form. The existing natural heritage system, and built and social fabrics will be preserved and enhanced to reinforce the sense of identity and to contribute to the stability and continuity of the community.

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Block Planning in conjunction with the City's Growth Management Program will continue to play an important role in the sustainable development of greenfield communities by establishing priority and specific growth targets; implementing the policies of secondary plans and coordinating the delivery of infrastructure.

### 3.2.6 North West Brampton Urban Development Area

The North West Brampton Urban Development Area is bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and sections of McLaughlin, Creditview and Mississauga Roads to the east. With an area of about 2,430 hectares (6,000 acres), it represents the City's main source of greenfield land needed to meet the anticipated growth in Brampton up to 2031.



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North West Brampton Urban Development Area represents the model for the City's next generation of sustainable greenfield development. It is planned to be a compact, complete and connected community that is centered around a multi-modal transit node (Mount Pleasant Go Station). Opportunities for mixed-use development including a range of housing types, densities and tenures as well as employment lands will be planned. As a transit oriented community, North West Brampton will be generally planned at higher densities ranging from 15 to 25 units per net acre (upa) with an overall average target of 18 upa for housing, and 25 employees per acre. Phasing will be employed such that the release of land for development will commensurate with the City's Growth Management Program. Land use designations and related development and environmental policies will be determined through a comprehensive planning process including secondary plans and block plans which will be supported by a Landscape Scale Analysis, subwatershed— Studies and Environmental Implementation Reports. An Environmental Assessment Study or similar process will also be undertaken to determine the most appropriate alignments for new arterial and collector roads as well as the proposed North-South Higher Order Transportation Corridor.

### 3.2.7 Unique Communities

In Brampton, there are a number of communities that are of unique characteristics including the Toronto Gore, Huttonville, Churchville and Downtown Brampton. These areas possess unique cultural, historic, natural, and landscape qualities which are valued by the communities. Their conservation forms an important part of the City structure and contributes to the sense of place and identity.

Downtown Brampton, notably the area along Main Street, is home to and has the largest concentration of the City's heritage buildings and features. It is the subject of a proposed study to investigate the feasibility of establishing it as a Heritage Conservation District under the *Ontario Heritage Act*. Churchville is already a designated Heritage Conservation District under the *Ontario Heritage Act* and its development/redevelopment needs to conform with the Churchville Heritage Conservation District Plan. Huttonville and the Toronto Gore are designated for Village Residential and Estate Residential respectively as shown on Schedule A to preserve their unique and historical characters. The Estate Residential designation provides a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. It offers a rural lifestyle within an urban setting and adds to the City's diverse housing choice as well as sense of identity.

### 3.2.8 Open Space System

Visioned as a city of parks and gardens and as a legacy of the Flower City heritage, Brampton has an extensive open space system which includes a unique natural heritage landscape network of interconnected with public and private recreational and environmental features, stormwater management facilities and cemeteries. In addition to their function as green space, the open space system represents the

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City Concept**

green links of the City that permeates and knits the various structural components together. With integrated planning and superior design, the comprehensive network supports opportunities for transit, walking and cycling.

The open space system also represents the structural element which defines the limit for development by and prescribing es areas to be protected for ~~natural heritage conservation and recreation, al and environmental conservation.~~ Indeed, natural heritage features are fundamental elements of the open space system and their protection, ~~and~~ enhancement and restoration is critical to ensure sustainability and a high quality of life in the City.

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The ~~Provincial Greenbelt Plan in North West Brampton~~ the north western part of the City provides added protection for the natural heritage system, notably the features, functions and linkages of the Credit River valley corridor ~~environmental and ecological functions of the area.~~ According to the Greenbelt Plan, this 500-acre area adjacent to the Credit River Valley is designated Protected Countryside which is intended to provide connections from lands included in the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system.

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The City of Brampton generally supports greenlands securement strategies which identify the need for the lands within the valley and watercourse corridors to be protected for the long term public benefit. The City will work in partnership with the Conservation Authorities and landowners to ensure that these lands are acquired and/or secured in public ownership, to the extent possible.

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### **3.3 Flower City Strategy**

A major component of the City's sustainable planning framework and structure is the Flower City Strategy. Building upon the City's history as Canada's Flowertown, Brampton's Flower City Strategy is intended to enhance the City's image and portray the City as a place where families can literally stop and smell the roses, and companies can put down their roots of their own. The objectives of the Flower City Strategy are:

Workshop

- To recapture Brampton's flower heritage by cultivating opportunities to strengthen the City's identity;
- To broaden Brampton's appeal as a creative place to live, establish and grow as a business and tourist destination; and
- To connect Brampton's residents to each other and their heritage-there is an opportunity to improve the Brampton's character and identity by linking its future with its past.



The Strategy works towards increasing the visual recognition of civic initiatives by coordinating and linking together all aspects of the City in a focused manner that will enhance and promote its image. The plan is for the City of Brampton to lead the way-creating a shared, community based vision of a floral city and reflecting the vision through partnerships, events and activities, beautification initiatives and supportive policies in various plans and strategies.

A key initiative supporting the Flower City Strategy is the City Street Corridor Master Plan. The Master Plan is intended to provide a blueprint for one of the City's major urban design components which focuses on the streetscapes of the major road network to create a strong, distinct and recognizable image with specific emphasis on creating strong links with the Flower City Strategy. Based on their functional and symbolic importance, a hierarchical system of street corridors is defined under the Master Plan and streetscape design and treatment is prescribed accordingly to reflect their place in the hierarchy. In Brampton, the most important major corridors or the Main Street Primary Corridors are Hurontario/Main Street and Queen Street East and West which will receive the highest level of design attention, followed by Primary Corridors which include Bovaird Drive, Steeles Avenue, Mississauga Road and Dixie Road. As well, at key locations along these corridors which are of high visibility, large volume of traffic or at key entry or orientation points, Gateways are to be established and provided with design treatment to reinforce their function and identity.

Implementation of the Master Plan including funding will be prioritized in accordance with the hierarchical system described and as illustrated on Schedule "2". The City is also proposing to partner with the Region of Peel in implementing proposals involving Regional roads such as sections of Queen Street.

### 4.1 RESIDENTIAL

Brampton is experiencing continued high growth in population. People continue to be attracted to the City because of its location, economic, social, cultural, natural heritage and other positive attributes. The City is the “Location of Choice” for residents. The housing needs of existing and future residents will be satisfied by providing a variety of housing in terms of dwelling types, densities, tenure, cost and live-work opportunities.

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Choice and affordability ~~are~~ represent the hallmark of a balanced housing policy. Within the housing continuum promoted ~~by~~ in the City of Brampton is a broad range of choice, presenting residents with specialized and assisted housing, individual home ownership from affordable housing to upscale executive housing types.

Variety in housing types is essential for meeting the needs of a diverse population and ensuing growth in economic activities. The more housing opportunities available for current and future residents, the easier it will be to maintain a sound live-work ratio.

Housing in Brampton is to developed on municipal serviced lands in a sustainable manner where residents have a strong sense of belonging and take pride in their communities. Brampton’s residential policy will focus on the following areas:

- (i) Promoting vibrant, sustainable and accessible residential communities which accommodate a variety of housing forms, tenure, a mix of uses, attractive streetscapes, walkable/pedestrian environment, and accessible open space to create an overall high quality public realm.
- (ii) Enhancing the historical pattern of development in maintaining those unique communities designated for Estate Residential and Village Residential housing. These low density, low intensity forms of housing are characterized by large, individual lots which do not require full urban services. While promoting the retention of these historical patterns of development, the City recognizes the limited supply of these housing forms in the long term.
- (iii) Ensuring economic efficiency in providing housing on serviced or serviceable lands within a ten (10) year time frame in accordance with the requirements of the ~~Province of Ontario~~ Provincial Policy Statement, and following a growth management program which ensures that all the required services and infrastructure are available as residential areas develop.
- (iv) Safeguarding the environmental integrity of particular development areas by ensuring that the design and development of residential areas protect, enhance and restore the features, functions and linkages of ~~are in harmony with~~ the natural heritage system including rivers, streams, valleys, wetlands

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and woodlands. The natural heritage system is integral to the health of the City, its neighbourhoods and its residents, and should be protected, as identified in these policies, subwatershed studies and block plans. an amenity to be protected and integrated into the development of new residential areas, where appropriate.

- (v) Promoting the intensification of land use as one of the strategies for protecting the natural heritage system environment and for the purposes of retaining lands for recreation purposes. Land use intensification will be achieved through increased densities involving infill development on vacant or underutilized sites, conversions and redevelopment to minimize the infrastructure requirements and within close proximity to transit.
- (vi) Promoting well planned, well designed and well built residential areas that will enhance the sense of place for residents as well as visitors.
- (vii) Encouraging the development of an appropriate proportion of affordable housing as well as special needs and supportive housing, and ensuring adequate housing distribution and integration in the community.

The residential policies in this section are in accordance with the City's Strategic Plan Pillar Two "Managing Growth" and Pillar Three "Protecting Our Environment, Enhancing Our Community".

### Objectives

It is the objectives of the Residential Policies to:

- a) Eestablish policies that provide opportunities for the development of a broad mix of housing in terms of dwelling types, densities, tenure and cost to meet the needs of Brampton's diverse community including persons with disabilities;
- b) Encourage the development of built forms that enhance the characteristics of the neighbourhood, protect and enhance the natural heritage, promote public safety, encourage ~~while promoting land use intensification and create ing~~ attractive streetscapes;
- c) Promote the development of upscale executive housing to enhance the aesthetic character of the City and to provide the upper end range of housing in Brampton that will assist in attracting businesses and employment to the City; and,
- d) Improve Brampton's residential assessment base by promoting a balanced mix of housing;
- e) Reduce the cost of providing municipal services in residential areas by promoting efficient land use and layout design ;

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## Residential

~~f) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development; and~~

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~~g) Encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in residential development.~~

### 4.1.1 General Policies

4.1.1.1 The Residential designations shown on Schedule "A" permit predominantly residential land uses including a full range of dwelling types ranging from single detached houses to high-rise apartments. Complementary uses to be permitted, subject to specific Secondary Plan policies or designations, may include uses permitted in the Commercial and Institutional and Public Uses designations of this Plan such as schools, churches, libraries, parks, community and recreation centres, health centres, day care centres, local retail centre, neighbourhood retail, convenience retail, or highway and service commercial uses. Quasi-institutional uses including social service agencies, union halls, as well as fire halls, police stations and utility installations may also be permitted in the Residential designations of this Plan.

Mineral extraction operations shall be permitted as an interim use on lands designated "Residential" on Schedule "A" which are located in the Credit Valley Secondary Plan around the general vicinity of Highway 7, Creditview Road and Mississauga Road, and have been subject to a resource planning assessment undertaken by MHBC Planning/ESG International for the City in July 2002.

4.1.1.2 The policies of this Plan shall prescribe a range of housing accommodation in terms of dwelling type, through appropriate housing mix and density policies. Such housing mix and density policies in Secondary Plans shall reference the Residential Density Categories set out in the tables below and also set out in the "Residential Areas and Density Categories" definitions contained in Section 5 of this Plan.

The following Residential Density Categories are referenced by the housing mix and density policies in the newer secondary plans or portions thereof as identified on Schedule G as being subject to the New Housing Mix and Density Categories:





## New Housing Mix and Density Categories

| DENSITY CATEGORY | MAXIMUM DENSITY  | PERMITTED HOUSING TYPES   |
|------------------|--|---|
| ▪ Low Density    | <ul style="list-style-type: none"> <li>▪ 30 units/ net hectare</li> <li>▪ 12 units/ net acre</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Single detached homes</li> </ul>   |
| ▪ Medium Density | <ul style="list-style-type: none"> <li>▪ 50 units/ net hectare</li> <li>▪ 20 units/ net acre</li> </ul>  | <ul style="list-style-type: none"> <li>▪ Single detached homes</li> <li>▪ Semi-detached homes</li> <li>▪ Townhouses</li> </ul>  |
| ▪ High Density   | <ul style="list-style-type: none"> <li>▪ 200 units/ net hectare</li> <li>▪ 80 units/ net acre</li> </ul> | <ul style="list-style-type: none"> <li>▪ Townhouses</li> <li>▪ Duplexes</li> <li>▪ Maisonettes</li> <li>▪ Apartments</li> </ul> |

The density categories above shall not be construed as limiting the City's housing mix and density flexibility or its ability to narrow or expand such categories or the associated densities or to use them in various combinations within a particular Secondary Plan.

The following Residential Density Categories are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof not identified on Schedule G of this Plan as being subject to the New Housing Mix and Density Categories:

## Residential



### Old Housing Mix and Density Categories

| DENSITY CATEGORY  | DENSITY RANGE  | TYPICAL (BUT NOT RESTRICTIVE) HOUSING TYPES  |
|---|--|--|
| <ul style="list-style-type: none"> <li>Single Detached Density or</li> <li>Single Family Density</li> </ul> | <ul style="list-style-type: none"> <li>0-25 units/ net hectare</li> <li>0-10 units/ net acre</li> </ul>    | <ul style="list-style-type: none"> <li>Single detached homes</li> </ul>  |
| <ul style="list-style-type: none"> <li>Semi-Detached Density</li> </ul>                                     | <ul style="list-style-type: none"> <li>26-35 units/ net hectare</li> <li>11-14 units/ net acre</li> </ul>  | <ul style="list-style-type: none"> <li>Semi-detached homes</li> <li>Link townhouses</li> <li>Small-lot single detached homes</li> </ul>                                |
| <ul style="list-style-type: none"> <li>Low Density</li> </ul>   | <ul style="list-style-type: none"> <li>0-35 units/ net hectare</li> <li>0-14 units/ net acre</li> </ul>    | <ul style="list-style-type: none"> <li>Single detached homes</li> <li>Semi-detached homes</li> <li>Link townhouses</li> <li>Small-lot single detached homes</li> </ul> |
| <ul style="list-style-type: none"> <li>Townhouse or Medium Density</li> </ul>                               | <ul style="list-style-type: none"> <li>36-50 units/ net hectare</li> <li>15-20 units/ net acre</li> </ul>  | <ul style="list-style-type: none"> <li>Block townhouses</li> <li>Street townhouses</li> </ul>  |
| <ul style="list-style-type: none"> <li>Cluster Housing Density or</li> <li>Medium-High Density</li> </ul>   | <ul style="list-style-type: none"> <li>51-75 units/ net hectare</li> <li>21-30 units/ net acre</li> </ul>  | <ul style="list-style-type: none"> <li>Maisonettes</li> <li>Stacked townhouses</li> <li>Garden court/ walk-up apartments</li> <li>Cluster housing types</li> </ul>     |
| <ul style="list-style-type: none"> <li>Apartment or High Density</li> </ul>                                 | <ul style="list-style-type: none"> <li>76-198 units/ net hectare</li> <li>31-80 units/ net acre</li> </ul> | <ul style="list-style-type: none"> <li>Elevator apartments</li> </ul>  |

- 4.1.1.3 The City shall, in approving new residential developments, take into consideration an appropriate mixture of housing for a range of household incomes, according to substantiated need and demand for the City, as appropriate.
- 4.1.1.4 The City shall, for new secondary plan areas or portions thereof as identified on Schedule G, specify the overall residential density and housing mix targets in the applicable Secondary Plan. These targets shall be based on a City-wide target of 35 units per net residential hectare (14.0 units per net residential acre). Minor variation to the housing density and mix targets in the applicable secondary plan, which do not alter the intent of this Plan, shall be considered without an Official Plan Amendment.
- 4.1.1.5 The City shall establish guidelines for the implementation of housing mix policies and density provisions in the Secondary Plans. Such implementation guidelines shall specify:



- (i) Appropriate interpretation of the housing mix policies and density provisions;
- (ii) Details respecting the application of the housing mix and density policies to draft plans of subdivision;
- (iii) General criteria for considering flexibility to the housing mix policies and density provisions; and,
- (iv) Related information requirements as part of the draft plan of subdivision application submissions.

4.1.1.6 The City shall consider designating maximum densities for apartment buildings and the apartment component of mixed-use buildings in any Secondary Plan where such uses are permitted.

4.1.1.7 Notwithstanding the generality of the foregoing policy, the City may consider designating high density residential sites relative to the following criteria:

- (i) compliance with the policies of the relevant Secondary Plan;
- (ii) the ability of the road network and local transit to properly service the proposed density increase;
- (iii) no detrimental physical impacts on adjacent properties including privacy and shadowing; and,
- (iv) the ability to physically integrate the proposed development with the host neighbourhood in an acceptable and appropriate manner including density, design, and functional and physical considerations.

4.1.1.8 The City shall strive to locate proposed high density residential buildings in areas that may have one or more of the following attributes:

- (i) have primary access to an Arterial, Collector or Minor Collector Road;
- (ii) are either within or adjacent to major compatible concentrations of commercial, recreational or institutional uses;
- (iii) are adjacent to significant environmental or topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots) subject to the policies of the Natural ~~Areas~~ Heritage and Environmental Management section of this Plan and the City's Development Design Guidelines; or,

## Residential

- (iv) are close to significant public transportation facilities in accordance with the Transportation section of this Plan.

4.1.1.9 The City shall encourage, where deemed appropriate, on-site amenities and facilities in multiple residential development commensurate with the anticipated resident composition of the subject development.

4.1.1.10 The City shall encourage the maintenance of a minimum rental vacancy rate of two percent (2%). To this end, the City shall encourage the rehabilitation and provision of rental housing in appropriate forms and locations by practical and realistic means.

4.1.1.11 Subject to the provisions of the Zoning By-law, any other applicable by-laws or regulations, the City may permit varying forms of home occupations in single detached dwellings or accessory buildings in appropriate residential or agricultural areas. Such use is primarily permitted to promote opportunities for live-work. As such, only the occupant of a dwelling or members of the occupant's family may carry on the home occupation in the unit. To ensure compatibility with and to avoid any potential nuisance that may be caused to the neighbourhood, obnoxious or offensive trade, business or manufacture shall not be permitted as home occupation including motor vehicle repair and servicing, and massage parlour.

4.1.1.12 In accordance with the Development Design Guidelines, the City recognizes that the key elements of design for residential areas are:

- (i) Variety of housing types and architectural styles
- (ii) Siting and building setbacks
- (iii) Garage placement and driveway design including attached garages, lot widths related to attached garages, rear yard garage locations and driveways
- (iv) Street façade development and allowable projections, including the street address, entrance architecture, grade relationship, windows, projecting elements and roof forms
- (v) Upgraded elevations at focal locations including corner lots, housing abutting open space & pedestrian links, housing at "T" intersections, and housing at parkettes
- (vi) Incorporation of multiple unit dwellings and apartments; and,
- (vii) Landscaping and fencing on private property.



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These elements will be further refined through the preparation of Block Plans, and area specific Design Guidelines, draft plans of subdivision, rezoning applications and Design Briefs as appropriate.

4.1.1.13 The City shall consider the following natural heritage planning principles in the design of residential development:

- (i) maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
- (ii) protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;
- (iii) maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
- (iv) protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the residential development;
- (v) protection, maintenance and restoration of remaining trees and woodlots;
- (vi) the need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
- (vii) that watercourse and valley corridors and an adequate buffer and/or setback shall be conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features.

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4.1.1.14 Notwithstanding the Residential designation on Schedule "A", residential uses shall not be permitted on the land located at the southwest corner of Airport Road and Bovaird Drive without an amendment to this Plan.

4.1.1.134.1.1.15The City shall encourage the use of the Brampton Accessibility Technical Standards and promotes universal design principles that will enhance accessibility in residential areas.

## Residential

### 4.1.2 Upscale Executive Housing

The Brampton's Six Pillars Strategic Plan promotes the development of executive housing to complement the development of prestige office buildings and businesses that will be attracted to the City. The supply of upscale executive housing is intended to make Brampton more attractive as the location of choice for business executives to encourage them to work and live in Brampton.

Upscale Executive Housing is a low density form of housing characterized by high value, high quality houses on large lots located in areas with enhanced street designs, open space and related community amenities. Upscale Executive Housing is planned to be located in various parts of the City in areas with attractive natural and man made features.

#### Policies

4.1.2.1 The Upscale Executive Housing Special Policy Areas designated on Schedule "A1" are areas considered to include appropriate characteristics to accommodate successful upscale executive housing areas in accordance with the related detailed principles and standards specified in this section.

4.1.2.2 The following detailed principles and standards shall, as much as practicable, be incorporated into the secondary plan level and tertiary plan level designs of upscale executive housing areas:

- (i) these communities will be planned abutting or close to ~~significant~~ natural heritage and man-made features such as valleys, woodlots, golf courses and areas of rolling or unique topography. The communities shall be designed to contribute to the features, functions and linkages of the open space system, and both the design and the open space system shall combine, which shall be integrated into the community design to define the special character of the community; ~~and they~~
- (ii) these communities will be near logical transportation systems that are well connected to the Greater Toronto Area;
- ~~(iii)~~ (iii) the minimum lot frontage for single detached homes in these communities is 15 metres (50 feet) and minimum residential floor areas may be established, where appropriate;
- ~~(iii)~~ (iv) the maximum net density (defined as residential lots only and excludes roads, parks, schools, etc. but includes the land occupied by certain upscale streetscape features and/or non-credited open space vistas, provided that it is in accordance with an urban design study) is 14.5 units/net hectare (6 units/net acre);

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~~(iv)~~(v) a sufficient area will be planned for upscale executive communities to accommodate a minimum of 250 upscale executive lots except in the Snelgrove Secondary Plan Area (referred to as Area 3 in Schedule “A1” and Section 4.1.2.6 of this Plan) ;

~~(v)~~(vi) a variety of lot sizes up to and beyond 26-metre (85-foot) lot widths with many sufficient-sized lots to accommodate three-car garages shall be provided in these communities;

~~(vi)~~(vii) distinct and high quality housing forms with lots greater than 21 metres (70 feet) frontage be established as anchors to each upscale executive community;

~~(vii)~~(viii) despite the above prescribed minimum lot frontage and maximum density requirements, a buffer of appropriately sized lots shall be planned within upscale executive community areas to provide a desirable interface with any abutting lower density portions of the community such as existing estate residential developments, and it is recognized that the average net density may have to be reduced to accomplish this while achieving the desired upscale executive housing characteristics;

~~(viii)~~(ix) a transition area around the upscale executive community (with similar urban design and architectural standards as the upscale executive community) with a minimum lot frontage for single detached homes of 12 metres (40 feet) and an approximate net density of 19.5 units/net hectare (8 units/net acre), together with minimum residential floor areas if considered appropriate, will be provided as required to achieve a desirable land use interface between the upscale executive area and higher density portions of the community;

~~(ix)~~(x) an appropriate opportunity for wide-shallow single detached homes with similar rear yard setback as conventional depth lots and a minimum lot frontage of 16.5 metres (55 feet) may be provided within the transition area around the upscale executive community and at key locations within the core area of such a community;

~~(x)~~(xi) an appropriate opportunity for high-end executive townhouses with a minimum lot frontage of 9 metres (30 feet) may be provided in the transition area or at key locations within the upscale executive community;

~~(xi)~~(xii) a strong community identity and neighbourhood character will be established through design and placement of commercial buildings and main entry features;

~~(xii)~~(xiii) a high quality urban design, architectural treatment and streetscape will be incorporated into the fabric of the community, expressed by means of enhanced architectural character of individual dwellings and structures and by features such as landscaped medians and boulevards, entrance features, historic buildings and settlements, shopping amenities, civic squares, open space, natural features, public walkways and other public realms, to ensure an enhanced overall community appearance, an upscale image, and a strong sense of place; and,

~~(xiii)~~(xiv) a strong, identifiable and appropriate edge treatment to the community will be provided through urban design and architectural treatments along the connecting road network.

- 4.1.2.3 Each of these Upscale Executive Housing Special Policy Areas shall be studied in detail on an individual basis and with reference to the principles and standards specified in this section to determine how best to define and designate the necessary components and infrastructure of a workable upscale executive housing plan for the area and how to effectively integrate the upscale executive housing enclaves into the current structure and designations of the respective secondary plans.
- 4.1.2.4 The essential components and infrastructure of each upscale executive housing plan shall be implemented by means of comprehensive amendments to the respective existing secondary plan or by means of appropriate policies and designations incorporated into the initial secondary plan in areas that are not presently covered by a secondary plan.
- 4.1.2.5 The City encourages that these detailed Upscale Executive Housing Special Policy Area studies within the existing secondary plans be undertaken on a timely basis so that the necessary further amendments to those secondary plans can be presented and finalized in a timeframe that will not unduly delay overall development.
- 4.1.2.6 The City shall endeavour to ensure that the eight Upscale Executive Housing Special Policy Areas designated on Schedule "A1" collectively yield a minimum of 5,100 upscale executive housing units having nominal lot sizes exceeding 464.5 square metres (5000 sq. ft.). The allocation of this total upscale executive housing requirement to the eight areas is as follows:





| ALLOCATION OF UPSCALE EXECUTIVE HOUSING UNIT<br>REQUIREMENTS<br>BY UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS |  |                             |
|---|--|-----------------------------|
|   |  | Housing Unit<br>Requirement |
| Upscale Executive Housing Special<br>Policy Areas (per Schedule "A1")   |  |                             |
| Area 1 (Bram West Secondary Plan)   |  | 1,000 Units                 |
| Area 2 (Credit Valley Secondary Plan)   |  | 1,000 Units                 |
| Area 3 (Snelgrove Secondary Plan)   |  | 200 Units                   |
| Area 4 (Vales of Castlemore North Secondary Plan)   |  | 500 Units                   |
| Area 4A (Vales of Humber Secondary Plan)  |  | 1,000 Units                 |
| Area 5 (Vales of Castlemore Secondary Plan)   |  | 500 Units                   |
| Area 6 (Bram East Secondary Plan)   |  | 300 Units                   |
| Area 7 (Highway 427 Industrial Secondary Plan)  |  | 600 Units                   |

4.1.2.7 The eight Upscale Executive Housing Special Policy Areas are of a sufficient size to readily accommodate the allocated number of upscale executive housing units, and in some cases, these areas are significantly larger than the allocated unit count would require. In the latter circumstance, the City recognizes and expects that the size and configuration of the final Secondary Plan level Upscale Executive Housing area may be reduced through the detailed study process and that these studies will determine how much and which portion of each area is appropriate for executive housing, and conversely, which areas should be excluded from the final executive housing area, provided that the achievable upscale executive housing yield for the particular area continues to match or exceed the specified allocation requirement.

4.1.2.8 The City shall assist the detailed upscale executive housing study process by developing a workbook of alternative detailed development performance standards and design features for upscale executive housing communities which will provide further guidance and thereby streamline the review and approval process. This initiative should address such matters as:

- Net density calculations;
- Open space views and vistas;
- Community squares and special parkettes;
- Pedestrian walkways and connections;
- Visually attractive streetscapes and high quality landscape treatments;
- Identifiable and appropriate edge treatments and entry features to the community;



- Road treatments (e.g. landscaped islands, turning circles, roadside drainage ditches, curb-less roads and lane-checkers);
- Sidewalk treatments;
- Special pavement surfaces (e.g. interlocking stones) and parking lanes;
- The potential use of rear lanes and related maintenance and servicing issues;
- Special porch treatments and associated zoning standards; and,
- Special garage treatments (e.g. special standard for three-car garages) and associated zoning standards.

#### 4.1.2.9 Vales of Humber Upscale Executive Housing Special Policy Area 4A

4.1.2.9.1 In the area designated Upscale Executive Housing Special Policy Area 4A, only upscale executive housing development and related uses shall be permitted in accordance with Section 4.1.2 of the Official Plan with the following policies guiding secondary and block planning for the subject lands:

- (i) only single detached dwellings and related uses shall be permitted;
- (ii) notwithstanding Section 4.1.2.2 (viii) of this Plan, the minimum lot frontage for single detached homes shall be 15.2 metres (50 feet) and the maximum net residential density shall be 14.25 units/hectare (6 units/acre);
- (iii) Concentrations of larger executive lots (i.e. 60, 70 and 80 foot frontage) in appropriate locations will be determined through secondary and block planning.
- (iv) the establishment of appropriate lot frontages based on the following factors:
  - compatibility with estate housing and environmental features;
  - balancing land use compatibility concerns with sound principles of growth management and reasonable land use efficiencies;
  - proximity to the existing Hamlet of Wildfield;
  - land use transition; and,
  - community design.

4.1.2.9.2 Detailed development performance standards and design features developed as part of the Secondary Plan for Special Policy Area 4A shall be consistent with the City of Brampton Development Design Guidelines.



- 4.1.2.9.3 Prior to granting draft plan, zoning or other development approval within Special Policy Area 4A, a secondary plan amendment shall be approved. Secondary planning will be undertaken concurrently with block planning and will include, for example, detailed policies on land use, housing mix and density, the natural environment, community design and growth management. The City of Brampton, in consultation with appropriate public agencies having jurisdiction will define a range of background planning and growth management studies to provide the basis for the secondary plan. These growth management studies will specifically take into account the impact on development on the timing of necessary local and regional road improvements. In this regard, the release of lands for development will be predicated on the results of these studies and the associated capital budget commitments.
- 4.1.2.9.4 To promote the protection of the Hamlet of Wildfield located in the general area of Mayfield Road and The Gore Road, the Secondary Plan prepared for the Vales of Humber will include a policy statement that establishes transition and buffer areas.
- 4.1.2.9.5 Notwithstanding Section 4.1.2.9.1 of this Plan, subject to recognition in the block plan land use concept of an appropriate interface with estate residential uses, secondary planning for the Vales of Humber will address in part, the potential for: neighbourhood commercial uses, provided that such uses are restricted to the lands adjacent to the southeast corner of Mayfield Road and McVean Drive.

### **4.1.3 Estate Residential**

Estate Residential Housing is a low density, low intensity form of residential development characterized by large, individual lots which do not require full urban services. The Estate Residential housing forms reflect historical development activities and approvals and offer a rural lifestyle within an urban setting.

In spite of their appeal, there are constraints to the future development of Estate Residential housing in Brampton. As such, the City does not anticipate further expansion of these estate residential development areas beyond their current locations. However, the continued but limited development of the balance of the areas designated for Estate Residential either by a plan of subdivision or consent is essential to promoting diversity and choice in housing forms in Brampton.

#### **Policies**

- 4.1.3.1 The Estate Residential designations shown on Schedule "A" shall include single detached dwellings and accessory buildings, group homes, public utility installations and public open space.

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- 4.1.3.2 For those lands on the west side of Mississauga Road north of Huttonville designated as Estate Residential on Schedule “A”, development shall be accommodated by communal servicing as opposed to private septic systems.
- 4.1.3.3 The minimum lot size in the City’s designated Estate Residential areas shall be:
- a) 0.4 hectares (1 acre) for the Huttonville Estate area located west of Mississauga Road;
  - b) 0.8 hectares (2 acres) for the large Toronto Gore Estate area east of Goreway Drive;
  - c) 0.8 hectares (2 acres) for the Tortoise Court Estate areas located west of Goreway Drive and south of Countryside Drive; and,
  - d) 1.2 hectares (3 acre) for the Manswood Estates area located west of the Gore Road and south of Queen Street.

These minimum lot sizes contribute strongly to the character of each of the areas. Estate lots greater than the minimum lot size for each of those Estate Residential areas shall be discouraged, unless a marginally larger size is required due to health regulations or due to topography or geometric constraints. This policy will provide continued protection of the existing rural estate housing community from consent and severance applications while at the same time ensure a long term supply of estate building lots.

- 4.1.3.4 ~~The City shall consider the following principles in the design of an Estate Residential plan of subdivision:~~

- ~~(i) maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;~~
- ~~(ii) protection and enhancement of any stream, pond, marsh, valleyland and woodland habitat for natural wildlife;~~
- ~~(iii) maintenance and enhancement of the natural characteristics of water courses consistent with best management practices;~~
- ~~(iv) protection of the quantity of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with Estate Residential development;~~
- ~~(v) protection and maintenance of remaining trees and woodlots;~~

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~~(vi) the need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;~~

~~(vii) that stream valleys and an adequate area above the top of banks shall be conveyed to the City or the Conservation Authority and remain essentially undisturbed and undeveloped for reasons of flood control, bank stabilization, valley integrity and to maximize the ecological and aesthetic quality of the natural features; and,~~

~~(viii) that the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate.~~

4.1.3.54.1.3.4 The City shall also consider the following in its assessment of an Estate Residential plan of subdivision:

- (i) It is preferable that access to individual lots be from internal roads and not from existing or unopened concession roads, Regional Roads or Provincial Highways.
- (ii) Convenient access to an existing concession or Regional Road, or a Provincial Highway from an estate residential subdivision shall be required to ensure ready accessibility for all vehicular traffic;
- (iii) Lots shall have sufficient land to meet the requirements of the City's Building Department with regard to the proper installation and functioning of private or communal services.
- (iv) Subdivision of land for residential development in areas designated Estate Residential be subject to the provision of piped municipal water by the Region of Peel.
- (v) Impact studies, as required by the City, are to be provided by the development proponent in accordance with the policies of this Plan; and,
- (vi) Accessory buildings shall be small in scale, designed and constructed in a fashion sympathetic to the primary intended use and regulated by the comprehensive zoning by-law.

4.1.3.64.1.3.5 Consent applications in respect of land located within designated Estate Residential areas, as shown on Schedule "A", shall be considered and may only be granted:

- (i) in accordance with the policies of this Plan;

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- (ii) when it is clear that the consent will not adversely impact the ultimate development pattern of the entire holding;
- (iii) if the general policies, conditions and criteria in the consent policies of the Implementation Section of this Plan are complied with; and,
- (iv) the lot size and access provisions of the preceding Estate Residential policies are satisfied.

#### 4.1.4 Village Residential

Village Residential designation applies to lands in the villages and hamlets which were part of the original settlement areas of Brampton, specifically Huttonville and Churchville. Although these lands are now part of the urban system, it is desirable to maintain the unique or historical character of the Village Residential to preserve and reflect the history of the City. The City proposes through its Development Design Guidelines to ensure appropriate integration of the Village Residential areas with newer development.

##### Policies

- 4.1.4.1 The City may, in addition to residential uses within village and hamlet settlements, permit convenience commercial, community services, crafts, and home workshops/offices which comply with detailed criteria set out in applicable Secondary Plans.
- 4.1.4.2 In formulating Secondary Plans for urbanizing areas abutting or incorporating an identified Village Residential designation, the City, in conjunction with the public, area landowners and others as appropriate, shall consider the need for ways and means to integrate the character of the settlements into an urban environment.
- 4.1.4.3 Development applications, including consents, within the Village of Churchville shall be subject to the policies of the Churchville Heritage Conservation District Plan.
- 4.1.4.4 Consent applications in respect of land located within the Village Residential designation (Churchville and Huttonville) or one of the identified hamlets shall be considered and may only be granted:
  - (i) in accordance with the policies of this Plan;
  - (ii) when it is clear that the consent will not adversely impact the ultimate development pattern of the entire holding and a plan of subdivision is not necessary;



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- (iii) if the general policies, conditions and criteria in the consent policies of the Implementation section of this Plan are complied with; and,
- (iv) the creation and use of the proposed lot is genuine infilling between existing developed lots.

4.1.4.5 Infilling within the context of this policy shall mean situations where one or more lots are proposed between two existing buildings located on the same side of a public highway and separated by a maximum distance of 61 metres (200 feet).

4.1.4.6 Development applications within village and hamlet settlements identified as being within the Regulation Map ~~fill or flood regulation~~ areas shall be subject to the review and approval of the relevant Conservation Authority and the policies of Secondary Plans, ~~and Where no Secondary Plan is in place, the application shall be reviewed in consideration and approval of the relevant Conservation Authority, and of the applicable policies of the Natural Heritage Areas and Environmental Management section of this Plan.~~

### 4.1.5 Intensification

~~Intensification is~~ represents an essential component of the City's growth management strategy to reduce the take-up of greenfielded areas minimize the infrastructure requirements of new development and to utilize existing services such as transit, school and open space. Intensification can be achieved through residential conversions, infill and redevelopment to promote an increase in built densities and to achieve a desirable compact urban form. Furthermore, intensification of land use assists in preserving sensitive environmental and other 'natural areas. In line with these planning principles and the Provincial Growth Plan, residential intensification is encouraged at a number of general locations in the City. These include the Transit Supportive Nodes and Intensification Corridors identified in the City Concept, in particular those in the Central Area. Intensification potential will be further studied and determined as part of the Growth Plan conformity review that will be undertaken together with other municipalities in the Region of Peel.

### Policies

4.1.5.1 The City shall ~~encourage~~ consider appropriate forms of infilling to maximize the benefits of municipal services already in place. Specific locations suitable for infilling will be detailed within Secondary Plans. Public participation shall be required as part of the planning process to determine the feasibility of an infill proposal.



4.1.5.2 The City shall consider intensification in appropriate locations and forms as a means to achieve compact development that will efficiently use land and resources, optimize the use of existing and new infrastructure and services, support transit and contribute to minimizing potential impacts on air quality and promoting energy efficiency.

4.1.5.24.1.5.3 Two-Unit Houses are generally discouraged and shall only be permitted within residential designations:

- (i) through a rezoning process that has given due consideration to all relevant planning and compatibility issues such as, but not limited to:
  - neighbourhood impact and related matters;
  - the degree of parking availability and traffic congestion in the immediate area;
  - the concentration of such units within the immediate area; and,
  - housing form, lot width and area, street width, driveway spacing, and the physical characteristics of the neighbourhood.
- (ii) provided that in all cases, such two-unit houses shall comply with all other relevant Zoning By-law provisions.

4.1.5.34.1.5.4 The City shall permit rooming, boarding and lodging houses in residential designations, subject to zoning, licensing, and safety regulations and the ability to integrate such housing forms with the host neighbourhoods in an acceptable and appropriate manner, where such housing forms are permitted in the applicable Secondary Plan.

4.1.5.44.1.5.5 The City may, in older residential neighbourhoods, consider an increase in residential density where the scale and physical character of new residential buildings can be physically integrated with the surrounding area, where heritage resources can be preserved, and where physical infrastructure, transportation facilities and community services provide an adequate level of support facilities. Sensitive and high quality urban design shall be required for these residential intensification projects to ensure compatibility with the existing neighbourhood.

4.1.5.54.1.5.6 The City shall consider participating in government programs to rehabilitate older residential neighbourhoods.

4.1.5.64.1.5.7 In evaluating applications for the residential conversion of industrial, commercial and other non-residential properties, the City shall assess the impacts of such conversion on the host community including





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traffic, public transit, infrastructure, community services, design, integration and assessment base considerations, including the phasing policies of this Plan. The property or area identified for residential conversion shall be designated for residential purposes in the applicable Secondary Plan.

~~4.1.5.74.1.5.8~~ The City shall, in the process of reviewing or formulating Secondary Plans, undertake studies related to the improvement and intensification of older residential areas, as deemed appropriate. Such studies shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities including:

- (i) programmes for the rehabilitation of properties consistent with the character and role of the particular area within the City;
- (ii) acquisition and clearance of land for community services;
- (iii) the protection, enhancement and ~~restoration~~ ~~rehabilitation~~ of the natural ~~environment~~ heritage system;
- (iv) improvement of municipal services including streets, sidewalks, public utilities, sewer and watermains, street lighting, parking and landscaping;
- (v) acquisition and clearance of blighted properties or properties which seriously conflict with the residential character of the neighbourhood;
- (vi) enhancing access to public transit and the pedestrian environment;
- (vii) promoting high quality urban design and harmonious integration of the new and existing development functionally and visually;
- ~~(viii)~~ provisions to ensure public safety from natural and man made hazards; and,
- ~~(viii)~~ (ix) accessibility for persons with disabilities.

~~4.1.5.84.1.5.9~~ The City shall, in the review of existing residential secondary plans, consider the designation of areas for residential intensification within the Secondary Plan where the following criteria are satisfied:

- (i) the physical potential of the building stock and/or development sites can accommodate appropriate forms of residential intensification;
- (ii) existing and proposed community and physical services can support additional households;

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- (iii) the potential demand for such accommodation can be demonstrated through an analysis of housing needs in the community, in relation to the characteristics of various intensification forms;
- (iv) the intensification forms can be physically integrated with the host community; and,
- (v) the scale, design and character of the new development/redevelopment are compatible with that of the existing neighbourhood and are in conformance with the Urban Design policies of this Plan and the Development Design Guidelines.

### 4.1.6 Affordable Housing

The Provincial Policy Statement requires that a suitable proportion of new housing within the City of Brampton be affordable housing. An appropriate amount of housing is to be provided to cater to the needs of present and future residents who are in the low to moderate income brackets. The City will ensure that the location of affordable housing are well integrated and fit with the general design of the community.

#### Policies

- 4.1.6.1 The City may require an applicant to provide an appropriate amount of affordable housing. Specific details of the methods to provide affordable housing may be the subject of development, site plan or subdivision agreements, as appropriate.
- 4.1.6.2 The City shall encourage a balanced distribution of affordable housing, including non-profit or assisted housing, within the City. To this end, the City may prioritize applications for affordable housing in areas where little or no such housing exists or otherwise attempt to influence the location of affordable housing in such areas through appropriate means.
- 4.1.6.3 The City may adopt, from time to time and as may be required by the Province of Ontario, a housing strategy setting out, in addition to other matters, various housing targets for the City.
- 4.1.6.4 Applications for the construction of condominium projects or for the conversion of rental tenure buildings to condominium tenure shall be evaluated in the context of any relevant policies and standards of the City and in the context of any applicable Provincial legislation.



- 4.1.6.5 The City shall give consideration to alternative development standards to facilitate housing affordability objectives in accordance with the principles of sustainability.

#### **4.1.7 Special Housing Needs**

Brampton's diverse population including persons with disabilities have various special housing needs. These special housing needs are not typically met by the general housing market but are often satisfied by the public, private and non-profit agencies and organizations. Special Housing includes Social Housing, Auxiliary Group Homes, Supportive Lodging Houses, Supportive Housing Facilities and Retirement Housing. For policies on Long Term Care Home, please see Section 4.8.4.

Brampton supports and promotes the provision of specialized housing for a diverse community in co-operation with public and non-profit agencies, with the planning requirements to ensure that specialized housing are strategically located and integrated in the community to provide access to all public amenities including, transportation, parks and open spaces. Consideration should also be given to the City's emergency management capability to respond to evacuation in case of emergency. In this context, both the location and the concentration of special housing in a particular location are important considerations due to the relatively large group of occupants with special needs including elderly, and persons with disabilities. The advice of the City's Emergency Measures Office should be sought as appropriate in reviewing and planning for these types of residential development.

#### **Policies**

##### **Social Housing**

- 4.1.7.1 The City shall continue to support and approve social housing projects within new development areas and older residential neighbourhoods, where appropriate.
- 4.1.7.2 The City shall support Peel Living in its efforts to provide accommodation for families, individuals, senior citizens and persons with disabilities according to recognized need.
- 4.1.7.3 The City shall, in considering sites for assisted or seniors housing, have particular regard for the following locational guidelines:
- (i) accessibility to public transit, convenience shopping, parks and recreation facilities; and,
  - (ii) convenient access to public day care facilities and other community service, social and health facilities/services.

#### **Residential**

- 4.1.7.4 The City shall review plans for publicly financed multiple residential developments in light of the demonstrated need and demand for accommodation for persons with disabilities, and shall encourage design modifications to ensure accessibility to some units in accordance with the City of Brampton Accessibility Technical Standards.
- 4.1.7.5 The City may establish a policy with respect to the distribution of assisted housing within the City and may attempt to influence funding allocations of senior levels of government accordingly.

### **Group Homes**

- 4.1.7.6 The City supports the principle of integrating Group Homes into existing and new residential communities as approved by the City and the appropriate government regulatory agency, subject to zoning and registration requirements.
- 4.1.7.7 The City shall permit group homes in dwellings within areas designated as Estate Residential, Village Residential, Residential, Major Institutional, Business Corridor, Regional Retail, and Office on Schedule "A" to this Plan subject to the following criteria:
- (i) group homes shall occupy part or the whole of the dwelling unit;
  - (ii) group homes shall conform in size, height and general appearance with other dwellings in the host neighbourhood;
  - (iii) to prevent a concentration of group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City of Brampton; and,
  - (iv) all group homes shall comply with the relevant zoning and registration requirements.

### **Auxiliary Group Homes**

- 4.1.7.8 The City shall permit auxiliary group homes in single detached dwellings, semi-detached dwelling units and multiple dwelling units, all to be within areas designated Estate Residential, Village Residential, Residential and Major Institutional on Schedule "A" to this Plan subject to the following criteria:
- (i) all auxiliary group homes shall comply with the relevant zoning and registration requirements; and,



- (ii) to prevent a concentration of group homes and auxiliary group homes in any one area, standards, including a minimum distance separation, shall be adopted by the City.

## **Supportive Lodging Houses**

4.1.7.9 The City shall permit Supportive Lodging Houses in any area designated Residential in the Official Plan subject to the following provisions:

- (i) to prevent a concentration of supportive housing facilities, including supportive lodging houses, in any one area, the City shall adopt dispersal and minimum distance separation criteria;
- (ii) the facility shall comply with the City's licensing and zoning requirements for supportive lodging houses; and,
- (iii) the supportive lodging house shall comply with all requirements set out in any applicable by-laws regulating supportive lodging houses, and the following criteria:
  - a) accessibility of the premises to public transportation, shopping facilities, churches, libraries, public parks and other community services;
  - b) adequate vehicular ingress/egress and on-site parking;
  - c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
  - d) siting and landscaping to minimize any adverse impact on adjacent residential uses; and,
  - e) appropriate integration of the proposed use with adjacent uses and the host neighbourhood.

## **Supportive Housing Facilities**

4.1.7.10 The City shall permit supportive housing facilities for more than 10 persons (i.e. retirement homes) located in any area designated Major Institutional on Schedule "A" to this Plan and in the applicable Secondary Plan, subject to the policies of these documents, in particular the Institutional and Public Uses section of this Plan.

4.1.7.11 The City shall have regard for the need for group homes, supportive lodging houses and other forms of supportive housing and shall provide opportunities for their establishment. In this regard, the City may create these opportunities on a planning area basis.

## **Residential**

- 4.1.7.12 The City will monitor applications for, and the establishment of group homes and supportive lodging houses in order to ensure available opportunities for additional group homes and supportive lodging houses.
- 4.1.7.13 Council shall direct staff to review opportunities for the development of group homes and supportive lodging houses when 60 percent of the potential opportunities in the City have been utilized. Staff will report to Council within one year of this direction and recommend appropriate strategies regarding adequate opportunities for this type of housing.
- 4.1.7.14 Notwithstanding Section 4.1.7.7(iii) and 4.1.7.9(i) above:
- (a) where a zoning by-law sets a limit on the number of group homes or supportive lodging houses permitted within a planning area; and
  - (b) where the said limit has been reached, an application for a minor variance to this provision of the zoning by-law, permitting the creation of an additional group home or supportive lodging house within the subject planning area will not be unfavourably considered by staff solely on the basis that the limit within the subject planning area will thereby be exceeded, or that there are opportunities available elsewhere in the City.

### **Retirement Housing**

- 4.1.7.15 The City shall permit Retirement Housing in Residential, Commercial and Institutional and Public Uses designations in the Official Plan, subject to the following provisions:
- (i) Retirement home shall comply with all zoning requirements set out in the City's By-law;
  - (ii) In determining the suitability of a site for use as retirement housing, due regard shall be given to:
    - (a) the accessibility of the site to public transportation, shopping facilities, churches, libraries, public parks and other community service facilities;
    - (b) adequate vehicular ingress/egress and on-site parking;
    - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;



- (d) siting and landscaping to minimize any adverse impact on adjacent uses;
- (e) impact of the development on the ecosystem and natural environmental features;
- (f) appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
- (g) access to municipal water and sanitary waste; and,
- (h) accessibility for persons with disabilities.

4.1.7.16 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Retirement Housing.

## 4.1.8 Design

Diversity in residential housing ~~form~~ is to be achieved in conjunction with a variety of planned residential communities to reflect a high standard of environmental, design and functional qualities. The Development Design Guidelines adopted by ~~Brampton~~ City Council provides directions for dealing with design issues to ensure that new communities fit and are integrated with neighbourhoods. The Development Design Guidelines for residential areas are premised on the notion that variety and diversity are the key components of visually appealing and vibrant residential communities.

The City of Brampton will strive to create communities that have a high quality of development by:

- (i) Developing a strong community image and character, which may be articulated in the design of built form, protection, enhancement and buffering of natural heritage features, architecture, streetscape design details, gateways, open space/pedestrian/bikeway systems, and road patterns;
- (ii) Contributing to the ~~Incorporating important~~ existing natural features functions and linkages and conditions. ~~These features may include natural areas~~ such as woodlands, valley lands, ponds, creeks and streams, as well as built structures with significant architecture, heritage features or important views and vistas;
- (iii) Enhancing the visual experience of residents, motorists and pedestrians. This may be achieved through the strategic alignment of road right-of-way. The layout of circulation and open space

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systems and the siting of major features, public uses and built form;

(iv) Implementing sustainable management practices relating to waste reduction, and water, soil, air and energy conservation and to support a framework for environmentally sustainable development;

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(v) Creating an environment that contributes to the reduction of the fear and incidence of crime and improvement in the quality of life based on the Crime Prevention Through Environmental Design (CPTED) principles; and,

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~~(iv)~~(vi) Implementing the Flower City Strategy

For ground-related residential developments, the following objectives shall be encouraged:

- To vary densities by introducing a variety of lot widths and housing types to promote diversity;
- To design housing that enhances the relationship between the house and the street;
- To create a varied and intimate streetscape;
- To use projecting elements such as porches, porticoes, bay windows and balconies;
- To observe an appropriate and comfortable relationship to grade for raised entrances and porches;
- To create architecturally well-scaled elevations with carefully considered window design placement;
- To use a variety of roof forms within one streetscape;
- To avoid the placement of large garages on narrow lots;
- To recess attached garages from the main building façade and limit the maximum garage projection;
- To avoid excessive parking of vehicles in the front yard on driveways and to promote a realistic driveway design that is complementary to the house and lot size;
- To proportion garages within the house frontage to ensure high quality streetscapes and habitable room widths with front windows; and,
- To use single car garages for townhouses, semi-detached and small detached units.

For non-ground related residential developments, the following objectives shall be encouraged in accordance with the Development Design Guidelines:



- To locate at primary streets and gateways intersections;
- To locate primary building faces parallel to primary roads;
- To locate parking areas below grade (where possible);
- To provide pedestrian protection (i.e. canopies) for apartment entrances;
- To encourage grade-related apartment units (i.e. entrance and main windows) facing the principal street; and
- To locate mixed use development on the ground floor.

### Policies

4.1.8.1 Residential development proposals and complementary uses, including schools, shall be evaluated in accordance with the Development Design Guidelines and Urban Design section of this Plan.

4.1.8.2 The City shall review the design standards and criteria as necessary to reflect technological advances and proven innovations in individual unit and neighbourhood design and incorporate design standards and criteria in accordance with the Urban Design section of this plan and the Development Design Guidelines.

4.1.8.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design of public and private residential development to promote universal accessibility.

4.1.8.4 Through its review and approval of site plans for residential developments pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Heritage Features and Environmental Management sections of this Plan, the City shall:

- (i) promote an appropriate massing and conceptual design of buildings;
- (ii) endeavour to achieve satisfactory access for public transit, automobiles, pedestrians, cyclists and persons with disabilities;
- (iii) encourage the protection and enhancement of safe and attractive built environments;
- (iv) encourage a high quality of landscape treatment which reflects the needs of both the site users and passers by;
- (v) the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, open spaces and interior walkways in adjacent buildings; ~~and,~~

### Residential



- (vi) ~~protect natural heritage features, encourage the preservation of existing natural features, such as trees, and hedgerows and woodlots, where possible and incorporate sustainable management practices, as appropriate to achieve an environmentally sustainable development;-~~
- (vii) encourage the placement of recessed garages behind the main wall of the building;
- (viii) consider rear laneways for approval when they are permitted in a secondary plan and/or block plan subject to the submission of a detailed engineering servicing and design study to determine development standards acceptable to the City. This type of development will only be permitted in the context of a broader community. An operational/maintenance mitigation strategy plan shall be approved by the City to obviate any increased costs to the City associated with this form of development; and,
- (xi) encourage the inclusion of accessible housing to meet the varying needs of persons with disabilities

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#### 4.1.9 Residential Land Supply

The Provincial Policy Statement requires municipalities to designate and maintain a minimum ten (10) year supply of serviceable residential land to meet the needs of the community. Available residential lands are to include existing lands for units that are a result of intensification and redevelopment.

Brampton's Growth Management Program provides strategic response to meet the Provincial requirement as well as to ensure that the City maintain the required 10 year supply based on the projected population for the Region of Peel.

##### Policies

- 4.1.9.1 The City shall consider future residential land needs and maintain a minimum 10 year supply through the timely preparation of Secondary Plans and regular reviews of the Official Plan. Reviews shall, among other matters, consider long term population and household growth, the anticipated demand for housing types and densities, intensification potential and availability of urban services.
- 4.1.9.2 The City shall, in cooperation with the Region of Peel and the Ministry of Environment, ensure that any lands designated for future residential development can be serviced with municipal water and sanitary services.



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- 4.1.9.3 The City shall endeavour, at all times, to manage a development approval process where a minimum three-year supply of draft approved and vacant, registered lots and blocks can be maintained within the inventory of designated residential lands.

#### 4.1.10 Residential Phasing

Designated residential lands shall be developed to achieve economic efficiency in the provision of municipal services and infrastructure. Phasing of residential development allows for the orderly development of lands in the City and the timely delivery of services and infrastructure for its residents. Brampton's Growth Management Program is an effective planning tool for phasing development in concert with required urban services.

##### Policies

- 4.1.10.1 The City shall establish the phasing of residential development on the basis of economic efficiency in terms of capital and operating costs for necessary physical, ~~and~~ community and institutional services and the degree of compliance with the objectives and policies of the Financial and Phasing section of this Plan.
- 4.1.10.2 The City shall, for new lands that are designated for residential purposes, not permit such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan and associated environmental studies have been formulated for the particular new development area by means of an amendment to this Plan.
- 4.1.10.3 In the case of residential lands, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan, Community Block Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.
- 4.1.10.4 Conversion of lands designated Industrial on Schedule A of this Plan to residential use shall only be considered in the context of an Official Plan review or a comprehensive Secondary Plan review in accordance with the Provincial Policy Statement.

#### 4.1.11 Monitoring

Brampton's objective to promote the development of a variety of housing forms and tenure for a diverse community is to be achieved within the dynamics of the market economic system. The housing market will be monitored on a regular basis as part of the Growth Management Program in conjunction with other applicable

## Residential

mechanism in use by CMHC, provincial and Region of Peel to determine whether the policies in this Plan are being achieved.

### Policies

4.1.11.1 The City, in conjunction with the Province and the Region of Peel as appropriate, shall monitor the performance of the housing market and development approval process in the City by:

- (i) maintaining a development application tracking system and monitoring application processing time frames;
- (ii) monitoring the supply of draft approved and vacant, registered residential lots and blocks within the City together with the supply of residential land in general;
- (iii) monitoring the range of housing forms produced through new development lands and intensification; and,
- (iv) monitoring housing prices and rents for various housing forms subject to the availability of sufficient data.

4.1.11.2 The City shall, for new lands that are designated for residential purposes through a major or minor Official Plan Review, not permit such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan have been formulated for the particular new development area by means of an amendment to this Plan.

4.1.11.3 In the case of residential lands designated through a major or minor Official Plan Review, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan, Community Block Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.

4.1.11.4 Conversion of lands designated Industrial or Business Industrial on Schedule A of this Plan to residential shall only be considered in the context of a comprehensive 5-year review of the plan or a comprehensive Secondary Plan review.

## 4.2 COMMERCIAL

The commercial fabric of the City of Brampton is concentrated in three main areas, namely: the Central Area, Office Centres and Retailing. Each component has a distinctive role to play in the development of the City as a sustainable community and for Brampton to fulfill its role as a major urban centre.

The economic and cultural vitality of Brampton depends on a robust and healthy downtown and Central Area. The policies of this Plan reinforce the Central Area as the place for business, shopping, living, dining, entertainment and cultural activities in the City of Brampton.

In addition to the Central Area, there are a number of designations for office development in the Official Plan as shown in Schedule A. Some of these are also identified as Transit-Supportive Nodes on the City Concept schedule as they are strategically located with respect to the transportation system and other important site attributes. These designations reflect the desire of the City to promote a human scale of development and compatible land uses that offer live-work opportunities, where practical, while taking advantage of existing and proposed transportation and transit infrastructure.

Retailing represents an important part of Brampton's economy and with the identification of an appropriate retail hierarchy in the Official Plan, the widest range of goods and services can continue to be provided to those who live or work in Brampton. Brampton's retailing is organized within a hierarchy that delivers goods and services at ~~the~~ a regional, district ~~and~~ or local scale.

The designations and policies of this section are consistent with the City's "Six Pillars" Strategic Plan that forms the underlying foundation of the Official Plan, in particular Pillar Two: "Managing Growth" and Pillar Four: "A Dynamic and Prosperous Economy."

### Objectives

It is the objective of the Commercial policies to

- a) Continue to promote the Central Area as ~~the~~ a major location for business, shopping, living, dining, entertainment, tourism and cultural activities in the City of Brampton;
- b) Encourage place making by identifying opportunities for Office Centres in locations that are strategically located with respect to the transportation system and accessible by all modes of transportation;
- c) Establish a retail hierarchy that will promote the efficient distribution of goods and services and satisfy the consumer needs of those who live or work in Brampton while providing employment opportunities; and,



## Objectives cont'd

- d) Designate appropriately located multi-purpose retail sites where people can access them easily by foot or bicycle to promote sustainable communities and place making opportunities, and to satisfy the market demand for consumer goods and services.

### 4.2.1 General Commercial Policies

- 4.2.1.1 Human scale commercial development shall be encouraged through the use of urban design and architectural controls in accordance with the Urban Design Section of this Plan.
- 4.2.1.2 The City shall, in considering applications for commercial or mixed commercial-residential uses adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management sections of this Plan.
- 4.2.1.3 Development of some office or mixed-use projects will be governed by a hierarchy of maximum density guidelines to be found in the relevant Secondary Plans. Specific refinement of permissible office and mixed use densities within these ranges may be specified where appropriate in the relevant Secondary Plans.
- 4.2.1.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in commercial development.

### 4.2.2 The Central Area

Brampton's Central Area, including Downtown Brampton, represents the cultural, economic and entertainment heart of the City. Within the context of the GTA, few communities besides Brampton have the advantage of an attractive downtown. Walking, transit and cycling to and in the Central Area will be given priority, particularly during peak traffic periods. In recognition of its potential, Brampton's Central Area is identified as one of the Urban Growth Centres in the Province's Proposed Growth Plan for the Greater Golden Horseshoe.

The Central Area is highlighted as a significant corridor in the Official Plan with a wide range of land uses and day/night year-round activities. This objective is supported by protecting the residential neighbourhoods in and near the Central Area and by increasing the number of dwelling units to provide people the opportunity to live and work in the same area.

The Central Area represents an important corridor located along Queen Street where significant public investment has occurred to revitalize the area. With an

## Commercial

improved pedestrian environment and upgraded transit, the Central Area is expected to realize significant residential, commercial and tourism activities during the life of this Plan.

The Central Area's unique heritage resources will be protected through heritage conservation and enhanced through unique development which respects and complements existing heritage buildings.

Recognizing that the existing character of much of the Central Area east of Kennedy Road is dominated by space extensive retailing, highway commercial and automotive related uses, appropriate transition policies are required at the Secondary Plan level to achieve a gradual but consistent transition towards the intended vision of the Central Area. New buildings and spaces will reflect a human scale of development and will be guided by design criteria. This is intended to result in a significantly enhanced pedestrian environment.

The Central Area is the focus for the implementation of the City's bus rapid transit (BRT) route known as Acceleride which forms part of the City's Transportation and Transit Master Plan. Acceleride addresses the short-term need to link Brampton Transit to the evolving inter-regional transit system in Mississauga, York Region and the Greater Toronto Area served by GO Transit. With its emphasis on enhanced services on the east-west Queen Street corridor and the north-south Hurontario – Main Street route, Acceleride proposes increased service frequency throughout these corridors, enhanced east-west connections to the TTC, and north-south connections with GO Transit services in the Highway 407 and 403 Corridors, Central Mississauga and the Port Credit GO Station. This enhanced transit service provides another incentive for people to live and work in the Central Area.

Downtown Brampton is regarded as the western anchor of the Central Area and is designated as a Special Policy Area under the provisions of the Provincial Policy Statement. In order to facilitate redevelopment of land within the Special Policy Area, the City, Toronto and Region Conservation Authority and the Province will work together to achieve an appropriate policy framework for redevelopment to occur within its boundary.

### Policies

4.2.2.1 The Central Area, as designated on Schedule "A", serves as the major location for free-standing or mixed-use development including:

- (i) a full range of office, retail and service activities, in addition to multiple residential uses;
- (ii) entertainment and cultural uses such as movie theatres, museums, art galleries, live theatre and tourism, yet recognising commercial trends for such uses in other parts of the City; and,



(iii) governmental, institutional and community facilities and uses.  
4.2.2.2 The City shall encourage major offices, hotels, convention centres and institutional uses to locate within the Central Area.

4.2.2.3 When considering an office development proposal within the Central Area, the City shall ensure that there is sufficient transportation capacity in the local road network to support the proposed development in accordance with the Transportation policies of this Plan.

4.2.2.4 The City shall encourage office development within the Central Area to be designed to facilitate pedestrian networks and develop at a scale that maximizes the use of existing and planned transit facilities in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan and consistent with the prescribed functional role of the particular area.

~~4.2.2.5 Notwithstanding this designation, existing industrial uses both within and adjacent to this designation in the general vicinity of Highway 410, Kennedy Road, Eastern Avenue and the CN Rail line, will continue to be permitted by this Plan and the relevant Secondary Plan. The potential impact of development and redevelopment on the viability of existing industrial uses within this general area will be considered as part of the comprehensive land use and transportation studies that are required to provide for the transition of the Central Area to a higher order, mixed-use corridor.~~

~~4.2.2.6~~ 4.2.2.5 Notwithstanding the importance of the Central Area as the focus for community activity, the following additional limited permissions for movie theatres in Regional Retail and Local Retail designations shall be allowed to be consistent with commercial trends:

- a) Regional Retail designations – movie theatres shall be permitted on two of the City's Regional Retail designated sites and the two conceptually identified Regional Retail areas in northeast Brampton and west Brampton as follows:
- b) Highway 410/ Bovaird Drive – movie theatres shall be permitted subject to a maximum of 16 screens and 3,860 seats; and,
- c) Highway 10/ Steeles Avenue – movie theatres shall be permitted subject to a maximum of 10 screens and 3,050 seats.
- d) North East Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part of the preparation of secondary plans for the emerging areas of northeast Brampton.
- e) West Brampton – movie theatres and the phasing of construction of movie theatres shall be determined based on studies undertaken as part

## Commercial



of the preparation of secondary plans for the emerging areas of west Brampton.

- f) Neighbourhood and District Retail designations – movie theatres shall be permitted in Neighbourhood and District Retail designations subject to a maximum of 3 screens and 780 seats.

~~4.2.2.7~~4.2.2.6 Notwithstanding the above-noted permissions for movie theatres in Regional Retail and Local Retail designations, the following two exceptions, which are currently existing and Ontario Municipal Board approved respectively, shall continue to be acknowledged as permitted uses subject to the following limitations:

- a) Gateway Six (Queen Street and Gateway Boulevard)-movie theatres shall be permitted subject to a maximum of 6 screens and 1,490 seats; and,
- b) First Gulf Properties (Steeles Avenue and First Gulf Boulevard) – movie theatres shall be permitted subject to a maximum of 10 screens and 42,000 square feet (3,902 square metres) gross commercial area.

~~4.2.2.8~~4.2.2.7 Council may from time to time, as it deems appropriate, establish Community Improvement Programs, planning policies, development standards or financial assistance programs to stimulate or support development within portions of the Central Area in recognition of:

- the unique role of the Central Area as the business and entertainment centre of Brampton and as an area that benefits all residents and businesses in Brampton;
- the appropriateness of supporting some of the cost of establishing and maintaining a vital Central Area;
- the relative higher costs of development within the Central Area due to factors such as lot size constraints and site rehabilitation requirements; ~~and~~
- existing facilities such as parks, recreation and cultural facilities, public parking facilities and public transit which constitute significant resources capable of supporting additional development; and
- the City's high standards for public safety in terms of hazard management and emergency preparedness.

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~~4.2.2.9~~4.2.2.8 Council may from time to time, as it deems appropriate, establish planning programs for the Central Area, on





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either a permanent or temporary basis and for the whole or specified portions or categories of the Central Area, including the following:

- Allowing higher residential densities through appropriate approval processes than otherwise permitted in other areas of the City to provide a sufficient population base which will increase the vitality of the Central Area on a 24 hour basis and stimulate new retail and service commercial development;
- Parking exemptions for either commercial or residential development where occupancy characteristics of municipal parking facilities permit;
- Provision of special services or facilities; and,
- Capital or infrastructure improvements necessary to promote new development or sustain existing development including provisions to address emergency preparedness and risk management.

### 4.2.3 Office Centres

Office designations provide a great opportunity for place making, which results from a concentration of uses and activities. By providing access and linkage, a strong image and identity will create centres of activity focussed around office development.

A number of Office designations on Schedule "A" of the Official Plan may presently have lower order commercial or employment uses but have the potential to transition into areas with an office concentration and, as such, should be protected for such a purpose, where appropriate.

Although other smaller scale offices may locate in Retail or Employment Land designations of this Plan, such uses are inherently more flexible and do not require the same critical mass of office space to maintain their attractiveness for such uses.

### Policies

- 4.2.3.1 The Office designations identified on Schedule "A" of this Plan are to be developed at densities and concentrations suited to the particular area as determined in the appropriate secondary plans. The permitted uses within the Office designations include: business, professional or administrative offices, hotels, motels, convention centres, accessory and personal service retailing, food and beverage establishments, compatible recreation, public and institutional and convenience retail uses and business support activities. Limited multiple residential uses may be permitted subject to compatibility with adjacent land uses.

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- 4.2.3.2 Notwithstanding the foregoing, development, infilling and redevelopment for residential and certain noise sensitive institutional uses such as day care centres, nursing homes, schools and hospitals are prohibited in the Lester B. Pearson International Airport (LBPIA) Operating Area.
- 4.2.3.3 The City shall require that office buildings be developed at a scale that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.
- 4.2.3.4 The City may permit the development of limited residential uses in combination with commercial uses, or live-work opportunities, within the Office designations to the extent designated in the secondary plan subject to the following considerations:
- (i) amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;
  - (ii) any audio, visual, or pollution effects that emanate from the commercial component which may adversely affect the residential component be minimized; and,
  - (iii) site planning and building design will be based upon street related retail and other grade level uses to create strong pedestrian activity zones and active city streetscapes. The majority of store frontages should face and be accessed from street sidewalks.
- 4.2.3.5 The City shall encourage office development to be designed to facilitate pedestrian access, and develop at a scale that maximizes the use of existing and planned road networks and transit systems in accordance with the Transportation policies of this Plan and to the extent specified in the appropriate Secondary Plan, consistent with the prescribed functional role of the particular office area.
- 4.2.3.6 The Office designations identified on Schedule “A” of this Plan are to be referred to as:
- (i) The Mississauga Road Corridor in the Bram West Secondary Plan;
  - (ii) Bramalea South Gateway;
  - (iii) South Fletcher’s Courthouse Area; and,
  - (iv) Bram East.



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4.2.3.7 Through its review and approval of development applications within the Office designations pursuant to the *Planning Act* and in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management policies of this Plan, the City shall:

- (i) require the approval of a Design Brief prior to zoning approval that indicates the ways in which the proposal reflects and responds to the direction set out in the City's Development Design Guidelines;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vii) protect and enhance the natural heritage features and functions encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands and , hedgerows and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing where feasible and practicable by minimizing impacts through site planning and grading design, and sustainable management practices to achieve an environmentally sustainable development;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven or animate the street frontage and promote visual diversity;
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. Loading door(s) shall be well removed from arterial and collector roads;
- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;

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- (xi) promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xii) specify qualities and features of an office development that can be required as a condition of development approval;
- ~~(xiii) promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;~~
- ~~(xiii)(xiv)~~ implement the Flower City Strategy; and,
- ~~(xiv)(xv)~~ encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in office development.

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#### 4.2.4 The Mississauga Road Corridor (Bram West)

The Mississauga Road Corridor Office Centre in the Bram West Secondary Plan, with access and visibility to Highway 407, has the locational and public infrastructure attributes to attract significant development including corporate head offices, and high performance employment uses such as research and development facilities.

The development of Bram West as a major office area is predicated on the results of the Bram West Review, which states that this area has a well-developed transportation network, excellent accessibility to Lester B. Pearson International Airport and proximity to major markets in the United States via the Provincial highway system.

Bram West shall be developed and reinforced as the major office activity area for the City of Brampton outside the Central Area and is planned to permit the highest densities for office development.

#### Policies

4.2.4.1 The Mississauga Road Corridor Office Centre in Bram West is planned to attract the following uses between Highway 407 and Steeles Avenue West and will be based on a high standard of urban design in accordance with the Urban Design Section of this Plan:

- (i) office and research and development uses;
- (ii) limited high performance prestige industrial uses;



- (iii) hotels, and conference/convention centres; and,
- (iv) limited accessory retail and service commercial uses that provide support to the adjacent employment areas.

4.2.4.2 The primary function of the Mississauga Road Corridor Office Centre will be protected and enhanced by:

- (i) Preventing the intrusion of residential uses and other non-complementary lower order industrial uses; and,
- (ii) Prescribing specific urban design policies, including requirements for high-quality architecture, streetscape and landscape treatments as well as appropriate massing in order to provide a sense of arrival and destination.

4.2.4.3 Council may impose conditions of development approval that require proponents to physically or financially contribute to the development of gateway features along the Mississauga Road Corridor.

4.2.4.34.2.4.4 The ultimate development form of the Mississauga Road Corridor including the type, location, and interrelationship of land uses, shall be prescribed by the Secondary Plan for the area.

4.2.4.44.2.4.5 The City shall interpret the land use designations in the Bram West Secondary Plan as identified on Schedule "A" as permitting the development of major office uses at appropriate locations along with accessory retail and personal service, hotels and business support services. Limited high performance prestige industrial uses that are compatible with a major gateway function are permitted on a limited basis subject to being developed with superior urban design features.

4.2.4.54.2.4.6 The City shall require proposals to expand or add to the Mississauga Road Corridor to be the subject of an Official Plan Amendment. The City may require applicants to submit supporting documentation indicating the economic, financial, environmental, physical and transportation impact of a proposed development.

### 4.2.5 Bramalea South Gateway

The Bramalea South Gateway Office Centre is located at the intersection of Steeles Avenue East and Bramalea Road. This area is recognized as an urban gateway to the City of Brampton from the south. The development of this area for significant concentrations of office buildings is based on the planned expansion of the Bramalea GO Station to include all day, two-way train services; excellent accessibility to Highway 407 and its interchange with Bramalea Road, and the functional integration of public transit facilities as detailed in the Transportation policies of this Plan. This area will continue to permit additional employment uses

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which are still compatible with the surrounding area, in order to permit transition from industrial to limited commercial/retail and office development over time. No residential development shall be permitted within the boundaries of the Bramalea South Gateway Office Centre

### Policies

4.2.5.1 This area currently has a mix of employment uses, but has the potential to transform into an office centre over time to attract the following uses:

- (i) Higher order office and service uses;
- (ii) Offices and local serving commercial; and,
- (iii) Additional employment uses compatible with the surrounding employment precinct.

### 4.2.6 South Fletcher's Courthouse Area

The South Fletcher's Courthouse Area Office Centre is located in the general vicinity of Highway 10 between Steeles Avenue and Highway 407, focused on the intersection of County Court Boulevard and Highway 10. This area contains a significant number of institutional buildings such as the Provincial Offences Office, the A. Grenville & William Davis Courthouse, and Peel Regional Police Headquarters, in addition to a number of office buildings. The South Fletcher's Courthouse Area is expected to continue to develop as an important office area providing a mix of uses including retail, institutional and residential.

### Policies

4.2.6.1 The South Fletcher's Courthouse Area Office Centre has developed into a mixed-use office centre and shall be protected from lower order and incompatible uses by prohibiting:

- (i) Motor vehicle body shops, repair shops, and sales;
- (ii) The development or expansion of service stations or gas bars; and,
- (iii) Residential uses fronting on arterial roads.

### 4.2.7 Bram East

The Bram East Office Centre comprises the area centered around ~~Highway 407~~Queen Street East and bounded by Ebenezer Road, Claireville Conservation Area and Highway 50, and shall form the gateway to the City of Brampton from the east. Specific urban design policies are required to maintain this gateway, including a requirement for high-quality architectural design and landscape treatment as well as appropriate massing in order to maintain the planned "gateway" effect. The designation will permit both office uses and complementary

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retail and service uses. The Bram East Office Centre shall be designated a secondary plan to provide a minimum space requirement of 100,000 square feet of office development, directed to prominent intersections along Bovaird Drive East.

### Policies

4.2.7.1 The Bram East area has good potential to develop into a mixed-use office centre over time and accordingly, the following uses will be encouraged:

- Higher order office and service uses;
- Offices and local serving commercial; and,
- Additional employment uses compatible with the surrounding residential neighbourhood.

### 4.2.8 Retail

Retailing is constantly changing in response to innovations in technology, evolving demographics and changing lifestyle patterns. The dynamic nature of retailing presents challenges for planning commercial uses within the City. As such, commercial strategies need to balance the flexibility necessary to address the evolving form and function of retail centres with the specific requirements to achieve sustainable development consistent with the goals and objectives of the City.

Supermarkets have become larger and now offer non-traditional product lines. Entertainment-based retail centres have become a part of the current commercial fabric. The resulting emergence of large format, theme stores and power centres and the consolidation of department store anchors have induced property owners to invest in new mall concepts that include big box retailers and entertainment components such as large-scale movie theatres and theme restaurants.

The retailing of goods and services represents an important component of Brampton's economy as well as a means to provide the widest range of consumer goods and services to the residents of Brampton and those in outlying areas. Schedule "A2" identifies the City's Retail Structure which includes Regional, District, Neighbourhood and Convenience Retail. The intent of this retail hierarchy is to ensure a well-balanced distribution of centers that offer goods and services to residents and businesses in a convenient fashion. As well, commercial centres act as a strong structuring element in community design, and contribute to creating a sense of place and identity.

### Policies

4.2.8.1 The Retail designations identified on Schedule "A2" of this Plan are used to indicate the location of land uses that primarily involve retail trade but also include the buying and selling of goods and services including retail stores, offices and service functions, cultural and entertainment facilities and community services.

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4.2.8.2 The City shall encourage an appropriate distribution of retail centres in accordance with the designations of this Plan and the Secondary Plans to effectively accommodate the total potential demand for retail goods and services to Brampton residents and those in outlying areas.

4.2.8.3 This Plan acknowledges the need to designate future retail hierarchies in both North East Brampton and North West Brampton consistent with the retail policies and designations of this Plan. These centers will be designated on Schedules "A" and "A2" of this Plan as part of the implementation of Secondary Plans for these new development areas of the City.

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4.2.8.34.2.8.4 The City shall restrict entertainment uses in all the Retail designations to ensure they are of a limited scale relative to the primary retail function of a particular retail centre in accordance with Section 4.2.2.6 of this Plan and as defined in the relevant Secondary Plan and/or zoning by-law, yet recognize commercial trends with respect to movie theatres. Such restriction is also necessary to protect Central Area's role as the City's primary entertainment center.

4.2.8.44.2.8.5 The City may require appropriate studies to be undertaken in the following circumstances in order to ensure consistency with the objectives and policies of this section, Urban Design and Natural Areas ~~Heritage~~ and Environmental Management Sections of this Plan:

- a) in order to assist in the planning of new Secondary Plan areas, the City may undertake or require the submission of commercial studies to determine the type, location, and extent of intended retail land use designations in order to adequately serve the anticipated future trade areas;
- b) proposals to change, delete, expand or add to the designated Retail designations shall be subject to an Official Plan Amendment. The City may require applicants to submit supporting studies identifying the market and/or planned function, environmental, design and traffic impact of such a change in designation;
- c) applications for the redesignation of obsolete or under-utilized retail sites for residential uses may require appropriate market impact and planned function studies to be submitted to the City to demonstrate that the existing commercial designation is no longer viable; and,
- d) The City may require the submission of appropriate studies to support proposals to designate new small scale business, retail, office or service commercial sites or clusters in Secondary Plans.

4.2.8.54.2.8.6 Through its review and approval of development applications pursuant to the *Planning Act* and in accordance with the Urban Design and

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Natural ~~Areas~~ Heritage and Environmental Management sections of this Plan, the City shall:

- (i) require the approval of a Design Brief that reflects the directions set out in the Development Design Guidelines prior to zoning approval;
- (ii) promote an appropriate massing and conceptual design of buildings;
- (iii) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities ;
- (iv) encourage the provision of safe and attractive built environments;
- (v) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- (vi) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- (vii) protect and enhance the natural heritage features and functions encourage the protection and enhancement of the natural environment and existing natural features, such as trees, hedgerows, wetlands and woodlands; identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing where feasible and practicable by minimizing impacts through site planning and grading design, and sustainable management practices to achieve an environmentally sustainable development;
- (viii) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- (ix) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street edge and promote the pedestrian scale of shopping streets and public spaces, where appropriate. A building requiring loading door(s) shall be well removed from arterial and collector roads;
- (x) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- (xi) promote site planning which minimizes the impact of parking areas and service areas as much as possible through their configuration and the use of landscaping and grading;
- (xii) promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and



Environmental Design (LEED)) which supports a framework for environmentally sustainable development;

~~(xii)~~(xiii) \_\_\_\_\_ implement the Flower City Strategy; and,

~~(xiii)~~(xiv) \_\_\_\_\_ encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in retail development.

~~4.2.8.6~~4.2.8.7 \_\_\_\_\_ The City shall, in considering applications for retail centres adjacent to residential areas, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management sections of this Plan.

~~4.2.8.7~~4.2.8.8 \_\_\_\_\_ Mixed use development is encouraged that envisions retail and community/institutional uses at grade, integrated with office and residential uses developed at upper storeys.

#### Interpretation

~~4.2.8.8~~4.2.8.9 \_\_\_\_\_ The City shall interpret the location of Retail designations on Schedule "A2" of this Plan to be approximate. The City shall require the specific location of Retail centers and all other commercial uses including live-work units in a residential area to be designated in Secondary Plans, where applicable.

~~4.2.8.9~~4.2.8.10 \_\_\_\_\_ The City may approve a retail centre proposal that is within, or in the general vicinity of, a particular retail designation without an amendment to this Plan, or the applicable Secondary Plan, provided that:

- a) the retail centre proposal is of the type and scale designated as applicable for the particular area;
- b) such a retail centre has not already been approved for an adjacent site; and,
- c) the specific site of the proposal possesses all of the key attributes of the original designation for the use intended.

#### Phasing and Integration of Retail Areas

~~4.2.8.10~~4.2.8.11 \_\_\_\_\_ The City may permit Regional Retail designations to be developed in stages where this is appropriate to meet the needs of a growing trade area population. The basic requirements for the development of the complete centre will be established in the first phase.



- | ~~4.2.8.14~~ 4.2.8.12 Where retail uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, the City may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.
- | ~~4.2.8.12~~ 4.2.8.13 The City shall encourage the development of retail areas to be planned and managed in an integrated manner and to be of sufficient scale to accommodate the majority of establishments appropriate to a given location.
- | ~~4.2.8.13~~ 4.2.8.14 Through its review and approval of development applications for new retail development pursuant to the *Planning Act* and in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management policies of this Plan, the City shall require the approval of a Design Brief to implement the City's Development Design Guidelines prior to zoning approval.
- | ~~4.2.12.14~~ 4.2.8.15 In particular, where a retail development is proposed as a condominium, it will be subject to rigorous urban design analysis in order to achieve a built form that is compatible with the adjacent community.

### 4.2.9 Regional Retail

Regional Retail sites are intended to be planned as large scale multi-use, multi-purpose centres or areas offering a diverse range of retail, service, community, public and institutional and recreational uses serving a major portion of the community and/or broader regional market.

Regional Retail centers or areas serve as identifiable destinations for major shopping needs, recreation, entertainment and hospitality uses.

#### Policies

- 4.2.9.1 Regional Retail centers shall be designated at key intersections of arterial roads and/or Provincial highways to conveniently serve a fairly large trade area.
- 4.2.9.2 Regional Retail sites shall be served by primary transit routes to provide the greatest possible accessibility to the wider community.
- 4.2.9.3 The integration of transit facilities within Regional Retail sites shall be encouraged.
- 4.2.9.4 Regional Retail centres generally will be in excess of 46,500 square metres (500,000 square feet) of total gross leasable area in size. Permitted uses include all types of retail stores, major full line department stores, discount department stores, major and specialty food stores, supermarkets,

## Commercial

pharmacies, restaurants, offices, retail warehouses, entertainment facilities and service establishments. Regional Retail centres are typically anchored by major full line department stores, discount department stores, or retail warehouses such as warehouse membership clubs and home improvement stores. Notwithstanding the foregoing, entertainment uses shall be subject to Section 4.2.8.3 of this Plan.

4.2.9.5 Complementary uses such as automobile service stations may be permitted in addition to community services, open space, recreational facilities, cultural facilities and other institutional uses. Residential uses may also be integrated into Regional Retail areas if provided for in multi-use plans adopted as a component of a relevant Secondary Plan.

4.2.9.6 The specific Regional Retail areas designated on Schedules "A" and "A2" of this Plan are:

- (i) Brampton Shopper's World (NW quadrant of Hwy 10 & Steeles Avenue West);
- (ii) Bramalea City Centre (SE quadrant of Dixie Road & Queen Street East); and,
- (iii) Trinity Common (NE quadrant of Highway 410 & Bovaird Drive).

~~4.2.9.7 This Plan acknowledges the need to designate future retail hierarchies in both North East Brampton and North West Brampton consistent with the retail policies and designations of this Plan. These centers will be designated on Schedules "A" and "A2" of this Plan as part of the implementation of Secondary Plans for these new development areas of the City.~~

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#### 4.2.10 District Retail

District Retail sites are generally planned as multi-use, multi-purpose developments that offer a wide range of retail, service, community, institutional and recreational uses serving several nearby residential and business areas at a sub-regional scale.

##### Policies

4.2.10.1 District Retail centres shall be designated at the intersection of an arterial road and/or provincial highway with an arterial or collector road.

4.2.10.2 Designated locations shall be well-served by public transit.



- 4.2.10.3 Where appropriate, District Retail centers shall be integrated with existing or planned major public, institutional, recreation and office uses and multiple density housing.
- 4.2.10.4 The City shall interpret a District Retail centre as a group of retail establishments that generally ranges from 11,620 to 46,500 square metres (125,000 to 500,000 square feet) in total gross leasable area. District Retail centres will be anchored usually by any two of the following uses:
- Supermarket, major department store, discount department store, home improvement store, warehouse membership club and, hardware and automotive store. In addition, pharmacies, restaurants and service establishments are also permitted uses.
- 4.2.10.5 Complementary uses including places of worship and institutional uses such as government offices compatible with and complementary to the planned function and policies of the designation may also be permitted within areas designated District Retail in Secondary Plans.
- 4.2.10.6 The City may permit complementary uses such as gas bars, rapid oil change operations, car washes, service commercial, office and entertainment uses in conjunction with the District Retail designation. Notwithstanding the foregoing permitted uses, the permission of entertainment uses shall be subject to Section 4.2.8.3.

#### 4.2.11 Local Retail

Local Retail centers consists of Neighbourhood Retail and Convenience Retail sites as designated on Schedule "A2". These sites are usually located in residential areas in order to serve the shopping needs of the community. Designations and related policies are specified in this Plan act as a guide to detailed policies and locations in the applicable Secondary Plan.

#### Policies

- 4.2.11.1 Local Retail sites may front onto local, collector or arterial roads subject to the access policies of Section 4.4 Transportation and shall be easily accessible to the residential areas they are intended to serve. Designated sites should provide easy access to pedestrians, transit and auto routes.
- 4.2.11.2 Local Retail sites will preferably be located at an intersection with a transit stop and in conjunction with open space, a public amenity and/or higher density housing to form a localized focal point for the trade area intended to be served and to promote a walkable, transit-supportive community.
- 4.2.11.3 Local Retail sites shall be well served by public transit.

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- 4.2.11.4 Permitted uses typically include small scale retail stores, supermarkets or specialty stores, junior department stores, pharmacies, restaurants and service establishments that primarily serve the surrounding residential area. Notwithstanding the permission for restaurant uses, drive-through facilities, where permitted shall be located in the site plan sensitive to their impact on adjacent residential areas.
- 4.2.11.5 The Local Retail uses are defined as follows:
- a) Neighbourhood Retail: A group of retail establishments that generally range from 3,700 to 11,620 square metres (40,000 to 125,000 square feet) and are typically anchored by a supermarket, but may also be anchored by a pharmacy or smaller scale home improvement outlet.
  - b) Convenience Retail: One or more retail or service establishments planned and developed as a unit not exceeding 3,700 square metres (40,000 square feet).
- 4.2.11.6 Complementary uses such as those permitted in the Institutional and Open Space designations may also be permitted within areas designated for Local Retail purposes in Secondary Plans.
- 4.2.11.7 The City may permit complementary uses such as gas bars, car washes, service commercial, office and entertainment uses in conjunction with any of these Local Retail designations. Motor vehicle sales and rentals, body repair shops and truck washes are not permitted uses.
- 4.2.11.8 The City shall designate Local Retail use areas in appropriate locations within Secondary Plans subject to the general intent and policies of this Plan. An Official Plan Amendment will be required to permit the development of a new Local Retail centre in a location not designated for such a use in the relevant Secondary Plan or to permit an extension to an existing Local Retail centre.
- 4.2.11.9 The City shall, in the Secondary Planning process, designate the number and distribution of Local Retail uses within secondary plan areas recognizing that nearby Business Corridor designations may accommodate competing retail uses. It is not the intention of this Plan to safeguard the residential trade areas of Local Retail uses internal to residential areas by selectively restricting competition from retail centers located outside residential trade areas.

#### 4.2.12 Small Scale Commercial in Secondary Plans

It is intended that small scale commercial sites or clusters of a business, office, retail or service nature may be recognized or designated in Secondary Plans. Development of designated small scale commercial sites shall be subject to a superior urban design.



### Policies

- | ~~4.2.12.24.2.12.1~~ 4.2.12.1 Small scale business, retail, office or service commercial sites or clusters, ranging up to approximately 2 hectares (5 acres) in size, that do not fit the Local Retail definitions, may also be designated in predominantly residential Secondary Plans without needing an amendment to this Plan.
- | ~~4.2.12.34.2.12.2~~ 4.2.12.2 The City shall require that such small scale business, retail, office or service commercial sites or clusters are only designated in Secondary Plans to recognize existing legal uses or pursuant to a satisfactory market and/or planned function and land use planning evaluation that addresses existing or potential designations in this Plan and adjacent Secondary Plans.
- | ~~4.2.12.44.2.12.3~~ 4.2.12.3 Through its review and approval of development applications for commercial development pursuant to the *Planning Act* and in accordance with the Urban Design and Natural ~~Areas-Heritage~~ and Environmental Management sections of this Plan, the City shall require the submission of a design brief to implement the City's Development Design Guidelines prior to zoning approval.

### 4.2.13 Motor Vehicle Commercial

#### Policies

- 4.2.13.1 The City may permit Motor Vehicle Commercial uses including gas bars, automobile service stations, limited automobile repair facilities and car washes in all of the land use categories on Schedule "A" of this Plan provided that, where applicable, such uses are appropriately designated in the respective Secondary Plans, and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.
- 4.2.13.2 A drive-through facility may be permitted in conjunction with a Motor Vehicle Commercial use subject to specific provision in the respective Secondary Plan, Section 4.10.3.6 of this Plan and the Development Design Guidelines. Such development shall be subject to site plan approval and addresses, among other matters, compatibility with adjacent land uses, a satisfactory on-site traffic circulation study including ingress/egress arrangements, and a suitable design with respect to built form, adequate on-site parking, screening, signage and safety.
- 4.2.13.3 In the case of areas not subject to Secondary Plans, gas bars, automobile service stations and car washes will be permitted subject to an amendment to this Plan, provided that such uses are limited to one per intersection and subject to Section 4.10.3.6 of this Plan and the Development Design Guidelines.

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- 4.2.13.4 Motor Vehicle Commercial uses will be discouraged as stand-alone uses and should be integrated with other commercial development.
- 4.2.13.5 Motor Vehicle Commercial uses will be permitted to locate at intersections, except where such locations are important or sensitive with respect to City image, ~~area~~ character, streetscape or significant natural factors, as determined ~~in~~ through the secondary ~~planning~~ process.
- 4.2.13.6 The City shall, when evaluating proposals to develop or expand a Motor Vehicle Commercial use, have regard for the following:
- a) the potential environmental, noise, visual (including signage), and air quality effects of such a use on adjacent existing or proposed uses, especially residential, in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management sections of this Plan; and,
  - b) the potential effects of such a use on personal safety, the parking and traffic circulation generated by adjacent uses, and on the traffic movement on adjacent streets.
- 4.2.13.7 Notwithstanding the above policies, Business, Highway Commercial, Service Commercial or similar designations not explicitly identified in this Plan, may be permitted within “Residential” designations as shown on Schedule “A” as necessary and appropriate in the context of all other objectives and policies of this Plan, to either provide service to the surrounding population or to provide service to a broader area or to those passing through the area, provided they are designated in the relevant Secondary Plan.

#### 4.2.14 Live-Work Units

The City recognizes the opportunity for Live-Work Units that provide for limited home-based office, personal service and convenience commercial uses that are compatible with the primary residential use and the surrounding community.

#### Policies

- 4.2.14.1 Live-Work Units shall be identified, as appropriate, as part of the preparation of Block Plans with respect to the emerging Secondary Plan areas of the City.
- 4.2.14.2 Regulations relating to the location of Live-Work Units shall be included in the City’s Comprehensive Zoning By-law.
- 4.2.14.3 Zoning By-law regulations relating to Live-Work Units shall be based on the following:





- a) the home occupation is intended to be carried on primarily by the residents of the Live-Work Unit;
- b) The home occupation shall be accessory to the primary residential use of the Live-Work Unit, and the area within the Live Work Unit devoted to the home occupation shall be restricted to a percentage of the size of the dwelling unit, to be specified by the implementing Zoning By-law;
- c) Outside storage and display areas will be prohibited and exterior lighting and signage will be restricted to avoid impacting adjacent land uses; and,
- d) The home occupation shall be compatible with the adjacent ~~residential uses~~ community with respect to noise, odour, traffic and parking and the Live-Work Unit shall be compatible with the built form of adjacent residential units.

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### 4.3 EMPLOYMENT LANDS

With a population of 7.8 million people in 2001 and a workforce of some 3.8 million, the Greater Golden Horseshoe is one of the fastest growing regions in North America, and represents an economy of international significance.

Brampton's strategic location within Canada's largest population centre provides an excellent economic advantage for attracting business and industry. Brampton is in proximity to a large proportion of the North American market and is serviced by an extensive highway and rail network that provides easy access to local, national and international markets. Brampton's other strengths include its skilled and educated labour force, proximity to Lester B. Pearson International Airport, the presence of two intermodal terminals, available serviced land and Brampton's reputation as a great place to live, work and play.

Brampton is home to the third largest population and the third largest number of workers among the municipalities that comprise the Greater Golden Horseshoe based on daytime place-of-work data from the 2001 Census of Canada. In this respect, the City recognizes the opportunity to achieve a strong live-work ratio as a means of enhancing the quality of life of the community and contributing to sustainability.

Based on Brampton Economic Development Office's Employer Survey Data for 2003, Brampton's manufacturers play a significant role in six of the ten manufacturing clusters identified in the Greater Toronto Area. These six manufacturing clusters include Automotive, Food, Chemical, Metal Manufacturing, Production Technology, and Jewellery and Precious Metals. Brampton is therefore widely recognized as a powerhouse of economic activity and growth in Peel Region.

The goal with respect to Pillar Four of Brampton's Strategic Plan, entitled "A Dynamic and Prosperous Economy", seeks to foster the emergence of Brampton as one of Canada's dynamic and prosperous local economies by attracting and retaining targeted employment growth in strategic locations. Targeted industrial sectors include life sciences (pharmaceutical, bio-medical), advanced manufacturing and design (automotive, aerospace, consumer products), food and beverage (processing and equipment), retail trade (administration and logistics), information and technology, and financial services.

Industrial and related employment uses represent the primary activities within Brampton's economy and that are anticipated to continue during the period of this Official Plan. The objectives and policies contained in this section provide direction for the protection of the City's designated industrial land supply to facilitate the development of the non-retail service sector in accordance with the Business Corridor and Industrial designations and other relevant policies of this Plan.



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## Objectives

It is the objective of the Employment Lands policies to:

- a) Retain and enhance business, industry and employment opportunities within Brampton;
- b) Designate high quality employment areas close to major transportation and transit facilities that are compatible with natural areas and adjacent land uses;
- c) Encourage a 2:1 live-work ratio that will contribute to sustainability and enhance the quality of life of the community;
- d) Protect the supply of designated employment lands within the City in order to provide a variety of industrial space opportunities for the non-retail service sectors;
- e) Increase the proportion of the City's non-residential assessment base by facilitating and promoting increases in the current level of business and industrial activity;
- f) Provide for the continued operation and appropriate expansion of viable industrial uses within the City; ~~and,~~
- g) Provide for supporting provisions for future manufacturers and new land use opportunities for expected growth in the non-retail service sector; ~~and,~~
- h) Provide for a land use pattern to ensure that industries and sensitive land uses are appropriately designed, buffered and/or separated from each other.

### 4.3.1 Business Corridor

The Business Corridor designation recognizes, where appropriate, the existing linear commercial and industrial development that has occurred along certain sections of major roads in the City of Brampton. The Business Corridor designation permits a broad range of employment-related uses including industrial and commercial uses that require the exposure offered by such locations in order to accommodate the business and service needs of companies and employees and to accommodate, at appropriate locations, certain business activities that may also serve the general public. Public and institutional uses shall also be permitted within the Business Corridor designation.

A number of uses shall be prohibited on lands designated Business Corridor including auto-body paint and repair, automobile repair, commercial self-storage

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warehouses, and retail and industrial uses that involve outdoor storage and outdoor display of merchandise. In addition, a superior level of urban design is required to maintain the positive business image of the City's industrial areas, including restricting open storage and truck trailer parking areas away from their entrances.

Notwithstanding the foregoing, development, infilling and redevelopment for supportive housing facilities and certain noise sensitive public and institutional uses such as day care centres, schools, nursing homes and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

### Policies

4.3.1.1 The boundaries of the Business Corridor designations are to be interpreted flexibly and refined appropriately at the Secondary Plan level in accordance with studies undertaken as part of a new Secondary Plan or Secondary Plan review process.

4.3.1.2 Through the Secondary Plan process, the Business Corridor designation will be broken down as appropriate into various sub-designations (such as Prestige Industrial, Office, Mixed Commercial/Industrial, Highway Commercial, Service Commercial, Highway and Service Commercial and Business) and specific policies will be set out with respect to industrial, office, retail and service uses, restaurants, hotels and motels, and entertainment uses along with the appropriate requirements and restrictions as follows:

(i) Office Uses:

Corporate offices, ancillary offices, business-serving office uses within industrial malls, and free-standing office uses will be permitted through various sub-designations subject to criteria related to the following:

- consideration of the estimated economic/employment demand for the area;
- potential impact on the Central Area, where appropriate;
- density of the surrounding area, with a permitted maximum density of 0.5 FSI;
- location of site within the Business Corridor area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

(ii) Retail and Service Uses:



~~Large format stand-alone retail uses (not including department stores or food stores)~~ Selected retail warehousing such as ~~warehouse membership clubs, home improvement stores, large furniture and appliance stores, and major toy or sporting goods stores~~ may be permitted along the primary street frontage of an industrial area in a manner that will not negatively impact on adjacent residential areas. Such uses may be permitted through specific sub-designations in Secondary Plans, subject to the following development requirements and restrictions:

- consideration of the market demand/planned function for the area;
- potential impact on the Central Area, where appropriate;
- restrictions on the overall Gross Leasable Area/ Floor Space Index of the development to be set out in the respective Secondary Plan and/ or Zoning By-law;
- restrictions on the minimum Gross Leasable Area of individual retail and retail warehouse units to be set out in the respective Secondary Plan and/ or Zoning By-law; and,
- restrictions as to the type of goods sold to be set out in the respective Secondary Plan and/ or Zoning By-law.

(iii) Restaurant Uses:

Restaurant uses may be permitted through specific sub-designations subject to the following criteria:

- One restaurant per industrial mall, with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law;
- Free-standing restaurants to be permitted in the appropriate sub-designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions;
- Restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an evaluation of the potential impact on the Central Area, where appropriate.

(iv) Hotels and Motels:

Hotels are permitted in the proximity of a 400 Series Highway intersection. Motels, as defined in Section 5.2 of this Plan, are permitted within all sub-designations subject to appropriate locational criteria along arterial roads.

(v) Entertainment Uses:

## Employment Lands

The City may permit entertainment uses within sub-designations in accordance with Section 4.2.2.4 of this Plan and as defined in the relevant Secondary Plan and/or zoning by-law.

- 4.3.1.3 Notwithstanding the above noted restrictions on office, retail and service, restaurant, and hotel and motel uses in the Business Corridor designations, such uses, except for entertainment uses and except for more than one restaurant in an industrial mall, that are legally existing, zoned or designated in an approved Secondary Plan, as of the date of approval of this Plan, shall continue to be acknowledged as permitted uses in this Plan and shall be deemed to conform to the policies of this Business Corridor section.
- 4.3.1.4 Business Corridor designations within or at the edge of large Residential designation areas may be permitted to accommodate integrated or mixed commercial and residential uses, if determined to be appropriate and so indicated in the relevant Secondary Plan.
- 4.3.1.5 The City shall also permit Supportive Housing Facilities to be permitted within areas designated as Business Corridor that are not within the Lester B. Pearson International Airport (LBPIA) Operating Area subject to the following criteria:
- (i) the supportive housing facility shall have direct access or frontage on an arterial or collector road;
  - (ii) the supportive housing facility may occupy a single detached dwelling or any building converted or newly constructed for that purpose but in every case shall occupy the whole of such buildings; and,
  - (iii) to prevent a concentration of supportive housing facilities in any one area, the City shall adopt standards including a minimum distance separation between crisis care facilities, group homes or other residential care facilities.
- 4.3.1.6 At the development review or Secondary Plan stage, the planning of Business Corridor designations shall satisfactorily address the following matters:
- (i) a system of internal roads that will minimize direct access from commercial uses to highways or arterial roads;
  - (ii) the location of ingress and egress points to highways or arterial roads;
  - (iii) the impact of the type and volume of vehicular traffic to be generated by the particular use on roadways and at intersections, and its effects on the use and operations of adjacent properties;



- (iv) the location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties;
- (v) the impact of large surface parking areas dominating the street edge;
- (vi) the types and locations of outside storage facilities and their effects on adjacent properties;
- (vii) opportunities for transit-supportive patterns and designs;
- (viii) the siting, massing and landscaping of development that will contribute to a unified and cohesive street edge; and
- (ix) accessibility for persons with disabilities.

4.3.1.7 Notwithstanding the Business Corridor designation on Schedule "A" of this Plan, the lands fronting the west side of Airport Road between Bovaird Drive and North Park Drive shall be permitted to be developed for the range of uses prescribed by the District Retail policies of this Plan subject to it being developed comprehensively with the abutting Bovaird Drive lands. Until such time as the applicable secondary plan for the area is updated in accordance with the designation of Schedule "A2" of this Plan, the lands at the southwest corner of Airport Road and Bovaird Drive shall be recognized as a District Retail Centre.

#### 4.3.2 Industrial

The Industrial section of this Plan provides for the development of light to heavy industrial uses such as manufacturing, processing, repair and service, warehousing and distribution. Corporate head offices and high performance industrial uses such as research and development facilities are also permitted in the Industrial designation. The designation of non-industrial uses will be strictly controlled as they are intended to primarily provide a supporting role to the local employment base. Large scale retail developments shall not be permitted in areas designated Industrial in the Official Plan.

#### Policies

- 4.3.2.1 The Industrial designations identified on Schedule "A" of this Plan shall provide for the development of industrial, manufacturing, distribution, mixed industrial/commercial, commercial self-storage warehouses, data processing and related uses and limited office uses, and may also permit limited service and retail uses, open space, public and institutional use as practical and appropriate subject to the appropriate sub-designations and policies in the relevant Secondary Plan. Within the Industrial designation, areas intended for open storage and truck trailer parking shall be identified in the relevant Secondary Plan.

## Employment Lands

4.3.2.2 Notwithstanding the foregoing, development, infilling and redevelopment for certain noise sensitive community service uses such as day care centers, nursing homes, schools, and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

4.3.2.3 It is intended that, through Secondary Planning, the Industrial designation will be further refined into various sub-designations and that specific policies will be set out with respect to office, retail and service uses, and restaurant uses, along with the appropriate requirements and restrictions as follows:

(i) Sub-Designations in Secondary Plans that Permit Primarily Industrial Uses:

(a) Office Uses:

Ancillary office uses, corporate office uses in association with an industrial function, and industrial serving business uses within industrial malls;

(b) Retail Uses:

Ancillary and limited retail and business serving uses within industrial malls. The retail uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas as set out in Section 4.2.8 of this Plan;

(c) Government and Institutional Uses:

Limited government offices and institutional uses within industrial malls;

(d) Restaurant Uses:

Restaurant uses may be permitted on lands designated Industrial in Secondary Plans subject to the following criteria:

- One restaurant per industrial mall with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law.

(ii) Sub-Designations in Secondary Plans Permitting Industrial/Business or Similar Uses:

(a) Office Uses:





Ancillary office uses, corporate office uses in association with an industrial function, industrial serving business uses within industrial malls, and free-standing office uses subject to a City review on the basis of criteria including, but not necessarily limited to the following:

- consideration of the estimated economic/ employment demand for the area;
- potential impact on the Central Area, where appropriate;
- the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a permitted maximum density of 0.5 FSI;
- location of site within the Industrial area, with a preference given for sites in the proximity of major roads which are, or have the potential to be, serviced by public transit; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

(b) Retail and Service Uses:

Ancillary and limited retail and service uses, public and institutional uses, if provided for in a specific sub-designation in a Secondary Plan based on the following criteria:

- consideration of the estimated economic/ employment demand for the area;
- potential impact on the Central Area where appropriate;
- the proposed scale and density of the proposal, relative to the scale and density of the surrounding area, with a maximum GLA or FSI to be set in the Secondary Plan;
- location of site within the Industrial area, with a preference given for sites in the proximity of major roads; and,
- issues related to site design, including parking, outdoor storage and service areas, and landscaping.

Notwithstanding the above noted criteria, the retail and service uses shall be limited to those which are not engaged in the selling of food and which by their function are not accommodated within the retail hierarchy for non-industrial areas as set out in Section 4.2.8 of this Plan.

(c) Restaurant Uses:

Restaurant uses may be permitted on lands designated Industrial/ Business subject to the following criteria:

## Employment Lands

- one restaurant per industrial mall with restrictions on the maximum Gross Leasable Area of the restaurant use to be set out in the respective Secondary Plan and/ or Zoning By-law;
- free-standing restaurants to be permitted in Industrial/Business or similar designations in Secondary Plans subject to locational and maximum Gross Leasable Area restrictions; and,
- restaurant campuses (3 or more restaurants developed on the same site and/ or planned as a unit) may be permitted where specifically designated in Secondary Plans, subject to an evaluation of the potential impact on the Central Area, where appropriate.

Notwithstanding the above noted restrictions on office, retail and service uses, and restaurant uses in the Industrial designations, such uses, except for more than one restaurant in an industrial mall, that is legally existing, zoned or designated in an approved Secondary Plan, as of the date of approval of this Plan, shall continue to be acknowledged as permitted uses in this Plan and shall be deemed to conform to the policies of this Industrial section.

### Location

- 4.3.2.4 The City shall provide land use opportunities of sufficient size to ensure an adequate supply, range and choice in terms of location, size of properties and the servicing requirements of industrial sites to accommodate anticipated growth demands in the non-retail services sector during the period of this Plan.
- 4.3.2.5 The City shall promote the development of Industrial uses in locations accessible to existing and proposed transportation terminal facilities, public transit and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.

### Secondary Plans

- 4.3.2.6 The City shall adopt Secondary Plans for both existing and undeveloped areas designated Industrial in this Plan as a guide for development and to encourage the integration of new businesses and industries with natural areas and surrounding land uses.
- 4.3.2.7 The City may establish a number of more-detailed business, commercial and industrial designations in Secondary Plans for areas designated Business Corridor and Industrial on Schedule "A" of this Plan, based upon the following:
- (i) the varying requirements of commercial and industrial uses for road and rail access;



- (ii) the inter-relationship of different commercial and industrial firms;
- (iii) the need to minimize potential conflicts between different classes of land uses; and,
- (iv) the demands for regional and municipal services.

4.3.2.8 The City shall encourage the development of industrial areas of sufficient size to realize long-term economies of scale in the provision of transportation facilities, public transit, physical services and utilities.

4.3.2.9 The sub-designations in Secondary Plans that permit prestige industrial and/or commercial uses will generally indicate areas:

- (i) that accommodate significant office, retail and service uses;
- (ii) that generally accommodate prestige industrial uses;
- (iii) that will be subject to site and building design standards intended to maintain attractive high quality appearances;
- (iv) where outdoor storage will not be permitted unless it is a limited display area for visually pleasing finished products;
- (v) where relatively direct access or a high degree of visibility is an integral requirement of most of the dominant uses; and
- (vi) where natural features and/or man made buffers can be provided to screen the designation from other areas containing uses such as heavy industry, transportation terminals, recycling plants, and industry with outside storage.

4.3.2.10 The sub-designations to be used in Secondary Plans for primarily industrial uses will generally indicate areas:

- (i) that will be dominated by typical industrial uses, and that may be further divided into different categories of industrial uses related to the relative intensity of the industrial activity and potential perimeter impacts, and varying requirements for screening of outdoor storage and truck trailer parking areas and other similar provisions in the applicable zoning by-law;
- (ii) that may also accommodate limited retail, service, and office uses provided that they do not hinder the operation of the predominant industrial uses in accordance with Section 4.3.2 (ii);
- (iii) that will be subject to site and building design standards intended to achieve high quality urban design; and,

## Employment Lands

- (iv) where outdoor storage and truck trailer parking areas will be permitted.

4.3.2.11 The City may establish restrictions in secondary plans on the location and extent of warehousing and distribution uses to minimize impacts on the proper functioning of the road network and to provide for other uses that yield greater employment or assessment.

### Integration

4.3.2.114.3.2.12 The City shall, for new lands that are designated for industrial use purposes through ~~an~~ a major or minor Official Plan Review, not permit such lands to be developed for such purposes until a Secondary Plan and a Community Block Plan have been formulated for the particular new development area by means of an amendment to this Plan.

4.3.2.124.3.2.13 In the case of industrial areas designated through ~~an~~ a major or minor Official Plan Review, the City may require that development of such lands be phased for release through policies set out in a Secondary Plan, Community Block Plan or in accordance with any Council adopted phasing policy or strategy and the Financial and Phasing section of this Plan.

4.3.2.134.3.2.14 The City may, where existing residential uses are located in an area designated for employment uses, refuse to permit lands abutting and adjacent to these residential uses to be developed for industrial uses until those lands can be developed in conjunction with the residential lands for such business or industrial purposes. As a condition of Secondary Plan, zoning or subdivision approval, the City may establish policies, which encourage the assembly of residential properties.

4.3.2.144.3.2.15 The City shall, in considering development within Industrial designations abutting residential or other sensitive uses, have regard for the following criteria:

- (i) no outside storage;
- (ii) not likely to generate air pollution, odour or excessive noise; and,
- (iii) will meet a high standard of building design and landscaping.

4.3.2.154.3.2.16 Conversion of lands designated Industrial to any other use shall only be permitted based on a comprehensive review in accordance with the Provincial Policy Statement that demonstrates that the lands are not required for the uses permitted within the Industrial designation over the long term.

4.3.2.164.3.2.17 In areas containing existing heavy industrial uses or on lands in proximity to such areas, the range of permitted uses shall be limited to avoid the introduction of additional uses which are incompatible with heavy industrial



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activities. Heavy industry is defined in accordance with the Ministry of Environment's D-6 Guidelines and generally refer to those characterized by large volumes of materials and products, fugitive emissions, outside storage, truck traffic etc. The City shall deny applications for the development of residential and other sensitive land uses within and adjacent to designated industrial areas if such approval would result in these industrial uses ceasing to be in compliance with all pertinent standards or would inhibit development of designated industrial lands for the purposes permitted by the Plan.

### Design

4.3.2.17 ~~4.3.2.18~~ Through its review and approval of development applications pursuant to the *Planning Act* and in accordance with the Urban Design and Natural Areas ~~Heritage~~ and Environmental Management sections of this Plan, the City shall:

- a) require the approval of a Design Brief that reflects the directions set out in the City's Development Design Guidelines prior to zoning approval;
- b) promote an appropriate massing and conceptual design of buildings;
- c) endeavour to achieve satisfactory access for vehicles, public transit, cyclists and pedestrians including persons with disabilities ;
- d) encourage the provision of safe and attractive built environments;
- e) encourage a high quality of landscape treatment, which reflects the needs of both the site users and passers by;
- f) promote the provision of interior walkways, stairs, elevators and escalators to which members of the public including persons with disabilities have access from streets, and open spaces;
- g) protect and enhance the natural heritage features and functions ~~encourage the protection and enhancement of the natural environment and existing natural features, such as trees, wetlands and , hedgerows and woodlands identified in subwatershed and environmental studies, and maintain, where practical, trees and hedgerows, by addressing where feasible and practicable by minimizing impacts through site planning and grading design, and sustainable management practices to achieve an environmentally sustainable development;~~
- h) encourage the projection of architectural elements such as canopies, arcades and bay windows, which enliven the street frontage and promote visual diversity;
- i) encourage the majority of the site's building frontage to be located close to the street line of their frontage in order to reinforce the street

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**Employment  
Lands**

edge and promote the pedestrian scale of shopping streets and public spaces. A building requiring loading door(s) shall be well removed from arterial and collector roads;

- j) encourage increased setbacks and/or buffers where commercial areas abut low density residential zones;
- k) promote site planning which minimizes the impact of parking areas as much as possible through their configuration and the use of landscaping and grading;

- l) promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;

~~m)~~ Implement the Flower City Strategy; and,

- ~~m)~~ encourage the use of the City of Brampton Accessibility Technical Standards to promote universal design in industrial development.

~~4.3.2.18~~ 4.3.2.19 The City shall, in assessing situations which would create an interface between industrial and residential or other sensitive land uses, give due regard to the minimization of environmental, noise, pollution and visual impacts in accordance with the Urban Design and Natural ~~Areas~~ Heritage and Environmental Management sections of this Plan.

~~4.3.2.19~~ 4.3.2.20 The City shall encourage a superior built form for development in employment areas with frontage on major roads at gateway or visually prominent locations.

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#### 4.4 TRANSPORTATION

Movement of people and goods by various modes is one of the most important aspects of life in Brampton. A significant proportion of our daily lives is spent moving ourselves from our homes to our places of work, to our schools, and to our recreation and social activities.

The dominance of roads and our reliance on private automobiles as the primary way to transport ourselves means of transportation is not sustainable as it creates a major drain on our time and resources. We are simply running out of the space required to provide an ever-increasing number of lane-kilometres of additional roads within our built-up areas to accommodate the ever increasing per capita trip rates.

There has been significant growth in ~~vehicular numbers~~ the number of vehicles and trips due to population and employment growth and increased travel demands. Although, the automobile brings greater mobility, there is a greater awareness of the increased dependency on the automobile and its effects on human health and the environment – ~~This is a cause of concern due to the detrimental effects of the automobile on our quality of life and the environment in general.~~ Increasing travel times, trip lengths, parking demand, congestion, increased fuel consumption and the high costs of transportation infrastructure are all matters for serious consideration. In addition, there is an ongoing concern with vehicular emissions contributing to air pollution and the creation of greenhouse gases that are ~~triggering~~ associated with global climate changes.

In order to provide for more sustainable transportation practices in the future, Brampton must find ways and design policies to assist in reducing the number and length of automobile trips, by accommodating & encouraging increased transit ridership, by encouraging cycling and walking, by increasing car occupancy (i.e. carrying passengers, car pooling, etc.). The Plan endeavours to shift trips to transit by ensuring that transit services, routes, operating speeds, and interregional transit connections are as convenient as possible. In particular, the physical design of road and traffic signal systems needs to assign greater priority to accommodating the efficient movement of transit vehicles. However, a major shift from automobiles to transit use also requires senior government funding of transit, together with proportional reductions in the many hidden subsidies for roads that promote automobile use.

~~Similarly, the high proportion of truck based goods movement also by trucks~~ places a ~~similar~~ burden on our roads and financial resources, in addition to as well as contributing to increases in rising greenhouse gas emissions. Efforts to shift more goods movement towards rail transportation is one measure that would help reduce truck trips. Of course, we must ensure that practical cost effective methods exist to efficiently move goods into and out of our industrial areas so that our businesses remain competitive. Given this objective, we must substantially rely on the Province or Federal Government to significantly shift the balance of cost/flexibility in the direction of rail. Nevertheless, it is recognized that trucks will





continue to play a dominant role in goods movement, and this Plan and other policies of the City should provide for this by ensuring that trucks have access to an efficient network of arterial roads.

All transportation modes, using our road network, particularly trucks and automobiles, do impose impacts in terms of congestion, noise and pollution on adjacent residential, industrial, retail and other urban uses. The policies of this Plan will assist in avoiding or mitigating these negative impacts, recognizing that a high level of transportation activity is an inevitable part of a vibrant, healthy and growing community.

Overall, the City is committed to the provision and enhancement of an efficient transportation system, which is consistent with the City's 'Six Pillars' Strategic Plan to promote a "Modern Transportation System". The plan envisages the harmonious integration of all modes and elements of transportation with a long-term vision to provide a **"Balanced Transportation System"** that is accessible to all members of the Brampton community including persons with disabilities.

The Strategic Plan sets out the following goal:

"To provide a safe, convenient, economical, efficient, sustainable and energy conserving Transportation System for the movement of people and goods which supports the Official Plan land use designations and encourages the appropriate development of the City Centre, the Central Commercial Corridor and other activity centres, while protecting established neighbourhoods, and promoting orderly growth."

The transportation policies in this Plan reflect the intricate relationship between transportation, land use and physical form. The Plan adopts the balanced approach and advocates the necessary improvements to the road system and stresses the importance of establishing a greater role for public transit and encouraging transit-supportive development. The Provincial Transit-Supportive Land Use Planning Guidelines are referenced in formulating objectives and policies aimed at improving transit service. In addition to the envisioned improvements in the Road Network and Public Transit, the Plan emphasizes the need to optimize the available existing transportation facilities. The Plan also promotes a transportation system that is accessible to all, including persons with disabilities.

### Objectives

The broad objectives for developing the transportation system policies are:

- a) To develop a balanced, integrated and accessible multi-modal transportation system which provides for the safe, economic and efficient movement of people, including persons with disabilities, as well as goods and services.



- b) To ensure the provision of adequate and accessible road, transit, pedestrian and bicycle links between Brampton and adjacent municipalities.
- c) To promote the development of an efficient transportation system and land use patterns that foster strong live-work relationships and encourages an enhanced public transit modal share.
- d) To promote a high standard of environmental management and aesthetic quality in the routing, design and construction of transportation and associated structures.
- e) To work cooperatively with the neighbouring Municipalities and the Regions to develop an integrated transportation plan.

#### 4.4.1 Transportation System

The Transportation System in Brampton consists of the existing and proposed road network, transit, cycling, pedestrian, trucking, rail and air facilities. The Transportation System plays a major role in shaping the form, character and growth of the city. There is a strong interaction between the availability of adequate transportation facilities, and decisions about the direction of growth and the uses of land along with their spatial distribution and density of development.

The formulation of an effective Transportation System Plan involves various Authorities with a variety of jurisdictions. The Federal Government is responsible for Rail facilities, the ~~Provincial Government~~ Province has jurisdiction over ~~Highways~~ Provincial Highways and GO Transit, the Region of Peel is responsible for Regional Roads, Roads and the ~~City of Brampton is responsible for the~~ Local Road Network infrastructure and ~~Public Transit is the responsibility of the City of Brampton~~. The City recognizes the need for partnership, consultation, co-ordination and co-operation between various levels of Government and appropriate agencies & stakeholders to achieve the envisioned efficient transportation system.

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The Transportation System and related policies of the Plan are designed to achieve the broad objective of a balanced transportation system that is accessible to all members of the Brampton community, including persons with disabilities. The various aspects of the Transportation System are addressed in the following sections:

- (i) **Road Network** section dealing with the hierarchy & functionality of roads, right-of-way widths, road planning, traffic circulation and transportation system & demand management improvement measures in order to enhance the overall efficiency of the road network;



- (ii) **Transportation System and Demand Management (TSM/TDM) Measures** section dealing with policies focussed on enhancing the capacity of the existing transportation system by adopting TSM/TDM strategies and devising traffic circulation patterns to optimize road network efficiency;
- (iii) **Public Transit** section dealing with policies intended to support the enhanced use and accessibility of public transit by addressing supportive land use policies, a hierarchy of transit services, the rationalisation of the overall route network, transit priority schemes, interrelationships with urban form and land use, and the overall planning of local and interregional transit services;
- (iv) **Parking Management** section dealing with policies to achieve planning of the location, quantity, and cost of parking to ensure appropriate provision and accessibility of parking areas facilitating efficient functioning of the transportation system in keeping with the transit objectives of the Plan;
- (v) **Pathways System** section incorporating policies to encourage the use of cycling and walking and to develop a detailed pathway network in conjunction with the 'Pathways Master Plan', in order to accommodate work, recreational and other trips, while addressing issues of accessibility including accessibility for persons of disabilities, safety, aesthetics, community involvement and public awareness;
- (vi) **Trucking and Goods Movement** section incorporating policies proposing the development of goods movement strategies in consultation with goods movement companies and other levels of government to provide a safe and efficient multi-modal goods movement network with effective inter modal connections, while addressing the protection of residential communities from adverse impacts of the goods movement;
- (vii) **Railways** section incorporating policies respecting the need to provide adequate, accessible, and safe rail facilities, and particularly the need for the grade separation of railway mainlines from urban roads where feasible;
- (viii) **Airport** section recognizing the importance of the Lester B. Pearson International Airport as a major transportation facility and setting out policies supporting the integration of the Airport with other modes of travel and encouraging the provision of reliable, efficient and accessible transit services between the City and the Airport;
- (ix) **Implementation and Monitoring** section dealing with policies proposing to set out the comprehensive implementation strategy

to ensure that the transportation objectives of the Plan are met and the functional efficiency of the transportation system is reviewed and monitored on a regular basis.

### Policies

- 4.4.1.1 The City shall undertake to create a balanced transportation system consisting of strategic elements ~~relative to~~ for Roads, Transit, Highway Linkages, Rail, Pathways and other major transportation facilities that are accessible to all members of the Brampton community including persons with disabilities. A comprehensive set of specific initiatives and programs will be created to support each of the strategic elements to provide efficient and accessible transportation services that contribute towards economic vitality and a sustainable and healthy future for Brampton.
- 4.4.1.2 The City shall endeavour to achieve a balanced transportation system as identified on “Schedules B, B1, C & C1” by obtaining sufficient direct funding or expanded revenue sources from senior levels of government to enable the City and other transit agencies to implement the identified/designated transit system.
- 4.4.1.3 The City shall, in co-operation with other authorities and senior levels of government, undertake or participate in comprehensive transportation studies as required to determine & refine transportation facility requirements, and to designate and protect corridors and areas required for future transportation facilities.
- 4.4.1.4 The City shall, in the planning and construction of transportation facilities in Brampton, promote a high degree of intra-regional and inter-regional accessibility, particularly with respect to supporting transit facilities linking the urbanized parts of Brampton with the urbanized parts of the ~~Cities of Mississauga, Metro Toronto and, -Vaughan, the Town of Caledon and Lester B. Pearson International Airport, and the City of Vaughan.~~ Cities of Mississauga, Metro Toronto and, -Vaughan, the Town of Caledon and Lester B. Pearson International Airport, and the City of Vaughan.
- 4.4.1.5 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the Road Facilities, Local and Regional Transit Services, Commuter Rail System, Pathways System and Parking. Additionally, the City shall undertake the long term monitoring of the environmental impacts of the various elements of the transportation system to determine the need for remedial measures.
- 4.4.1.6 The City shall, where appropriate, designate certain roads or sections of roads with attractive natural or man made scenic views or vistas as Scenic Drives, and may regulate adjacent land uses, environmental treatment and management, landscaping and roadside structures in accordance with the Development & Civic Design and Natural ~~Areas~~ Heritage & Environmental Management sections of this Plan.

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- 4.4.1.7 The City shall, in the planning and construction of all elements of the transportation system, ensure consistency with the Natural ~~Areas~~ Heritage & Environmental Management and Development and Civic Design sections of this Plan as well as the City of Brampton Accessibility Technical Standards.

## 4.4.2 ROAD NETWORK

Brampton's road network consists of city roads, regional roads and provincial highways. This road network must respond to changing urban development patterns and travel demands. The role and function of each element of the road system should be clearly defined within an effective road classification system to support the provision of an efficient, safe and accessible road network with adequate capacity for both passengers and goods movement

The road network in Brampton has been planned taking into account the anticipated evolution of the network from the existing level to the Plan horizon of 2031. In order to achieve and maintain the integrity of the major road network as shown in Schedule 'B', the City has to overcome many challenges such as a limited number of Credit River crossings on the western side of the city, deficiencies in the linkages at the West Branch of the Humber and at the municipal boundary on the eastern side of the City, and constantly urging the Province to move forward with major highway initiatives to keep pace with the City's development and travel demands. Additionally, railway lines also pose obstacles to well-integrated road linkages and need to be appropriately grade separated.

### Objectives

It is the objective of the City to adopt a road network plan based on a clear functional hierarchy of roads, including freeways, arterials, collectors and local roads in a pattern that:

- a) Accommodates inter-regional vehicular traffic without causing disruption to local traffic;
- b) Facilitates safe, efficient and convenient vehicular movement within the City
- c) Protects residential neighbourhoods from high volume of vehicular traffic;
- d) Avoids, minimizes or appropriately mitigates adverse environmental impacts ~~and disruption to natural heritage ecosystem features, and functions and linkages;~~

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### Objectives cont'd

- e) Facilitates the establishment of efficient and well-integrated public transit routes that are accessible to all members of the Brampton community including persons with disabilities;
- f) Provides alternative route choices to reduce through traffic ~~through in~~ the Business Corridors;
- g) Encourages the use of alternate modes of travel including cycling and walking; and,
- h) Promotes the use of innovative technologies and transportation demand management measures to enhance mobility and optimize the functioning of the Road Network.

### Policies

4.4.2.1 The proposed road network component of the City's overall transportation system plan is based on the assumption that:

- (i) ~~Inter-Regional~~ travel demands will be accommodated on the Provincial ~~Freeway and Highway~~ system;
- (ii) ~~Freeways-Highways~~ and Interchanges within the City limits will be designed and constructed appropriately;
- (iii) ~~Freeways-Highways~~ within the City limits will be designed and constructed to provide sufficient local road crossings to allow for traffic movement across the freeways;
- (iv) Widenings of Regional ~~R~~oads will be planned, designed and constructed in accordance with the results of regular needs analyses and established road planning practices;
- (v) The extension of Provincial Highway 410 will be constructed as a 6 lane facility from Bovaird Drive and connect to Highway 10 north of Snelgrove by 2008;
- (vi) Highway 410 from Bovaird Drive to the south City limits will be widened to at least an 8-lane facility by 2011;
- (vii) The extension of Provincial Highway 427 will be planned, designed and constructed by 2011 to an interim terminus south of the ~~Green Belt - Oak Ridges Moraine~~ in the vicinity of

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1K6, 1L15,  
1R3

1K7, 1L15



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Brampton's northern boundary, ~~and subsequently will be extended to Highway 9 and beyond;~~

- (viii) Highway 407 will be widened to an 8- lane facility between Highway 427 and its junction with Highway 401 by 2011. A new Interchange at 407 will be planned and constructed in conjunction with the implementation of the Bramwest Parkway facility near the western edge of the City.
- (ix) Further network planning and corridor protection for a ~~Peel/Halton North-South Transportation Corridor in the vicinity of the Peel-Halton boundary or for alternative transportation infrastructure that will address the same needs, and for a related Bram West Parkway will proceed as soon as possible to allow this high order transportation facility to be constructed from Highway 401/ or Highway 407 to the vicinity of Bovaird Drive by 2014/2021, and subsequently to Mayfield Road by 2031, as conceptually indicated on Schedule "B".~~  
~~, with financing directly from the Provincial Government. The expanded municipal revenue sources may be used for carrying out the network and related roadway planning.~~
- (x) Support and work with the Province, Region of Peel and other GTA and Golden Horseshoe municipalities in planning and implementing the long-term higher order roadway and transit improvements identified in the Provincial Growth Plan, including the GTA West Transportation Corridor.
- (xi) Road improvements and widenings will be undertaken in accordance with the Environment Assessment Act for all those roads and links under various jurisdictions proposed to achieve the Major Road Network presented in Schedule "B".
- (xii) The transit strategy and all other key elements of the overall transportation system addressed in this section will be appropriately funded by senior governments and implemented in the time frames required.

The transportation infrastructure and timing assumptions set out above do not necessarily imply a current commitment by other jurisdictions to provide such infrastructure or to do so within the referenced timeframe, but only that the adequacy of the overall future combined transportation network serving Brampton is dependent on such infrastructure, and that the City will be urging the responsible jurisdictions to provide such infrastructure when required.

## Road Functional Plan

- 4.4.2.2 The City shall ensure that road facilities function in accordance with the following general guidelines and classifications:

- (i) Provincial Highways/Freeways/ Tollways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional road and transit traffic travelling at high speeds. ~~together with rapid transit services through High Occupancy Vehicle (HOV) or dedicated transit lanes. Opposing traffic lanes will be divided and Interchanges/intersections~~ with other roadways will be grade separated with full access control to the abutting land uses.
- (ii) Major Arterials under the jurisdiction of either the Region of Peel or the City are to be planned, designed, constructed and designated to carry medium to high volumes of medium distance intra-regional traffic at medium speeds together with transit services through High Occupancy Vehicle (HOV) lanes, dedicated transit lanes, or other transit priority measures, and to serve traffic flows between the principal areas of traffic generation, as well as traffic to or from freeways. The arterials will be designed with a high degree of access control to the abutting properties. Arterial Roads should be continuous and able to accommodate direct transit routes and transit priority measures with appropriate street furniture including sidewalks where appropriate.
- (iii) Minor Arterials are to be planned, designed, constructed and designated ~~to be a~~ continuous roadways and to that inter-connect with and augment support the major arterial road system, ~~and to carrying moderate volumes of medium distance intra-municipal traffic at medium speeds together with transit services through and may include as appropriate, HOV lanes, dedicated transit lanes, or other transit priority measures with appropriate supporting street furniture including side walks, and to serve traffic flows between more localized principal areas of traffic generation.~~ Direct vehicle access to abutting properties is to be limited where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
- (iv) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or business and employment areas, or to and from the arterial system, including transit services. Through traffic will generally be discouraged from using these roadways. Direct access from abutting residential properties will not be permitted near intersections with arterials, and will be appropriately managed elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

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- (v) Local roadways are to be planned, designed, constructed and designated to accommodate low to moderate volumes of traffic travelling at low speeds between neighbourhoods, between points of origin and the collector road system. Through traffic will be discouraged from using such local roadways. Direct vehicle access from abutting properties will be permitted. Additional differentiation between categories of local and collector roadways and in the standards pertaining to them may be specified as appropriate in Secondary Plans or in Subdivision Design Standards.

4.4.2.3 The City shall interpret the functional road classification and associated guidelines of the preceding policy with due regard to the appropriate network role of various roadways in accordance with adjacent land use designations. In order to achieve an effective road functional plan, the City shall encourage innovative road cross-section designs supporting pedestrian and transit supportive land use development.

4.4.2.4 The desired major road network, consisting of Provincial ~~Freeways~~ Highways, ~~Regional Roads~~, Major Arterials (both Regional & City), Minor Arterials and the most significant Collectors in accordance with the classifications of the preceding policy is indicated on Schedule "B". Based on the adopted road hierarchy the classification of some road links may require changes over the 20-25 year horizon. The Environmental Assessment approved alignment for the extension of Highway 410 is illustrated on Schedule "B". The proposed future Transportation Corridors for the extension of Highway 427 and potential future North-South Transportation Corridors are schematically illustrated within their respective Corridor Protection Areas on Schedule "B". The more minor collector roads and significant local roads will generally be shown in Secondary Plans. The remainder of the minor road network will be planned as part of the subdivision design process.

Accordingly, the indications of minor collector or local roads on the base maps for Schedules B and B1 are for orientation purposes only and such indications do not constitute designations of such roads in this Plan, and therefore no amendments to this Plan are required in the event that the location of any such road is changed. Similarly, the identifications of Regional Roads on Schedule B are for convenience only, and these do not constitute official plan designations in this Plan, and consequently, any addition or removal of such Regional Roads from Schedule B to reflect designation changes in the Regional Official Plan can be made to the Schedules of this Plan without an Official Plan amendment

## **Right-Of-Way**

4.4.2.5 The required minimum Right-of-Way widths for the designated major road network for the City of Brampton are shown on Schedule "B1".



Right-of-Way width requirements for the minor road network will typically be less than 30 metres depending on the specific function of a roadway pursuant to Secondary Plan policies or subdivision design standards.

- 4.4.2.6 The City shall, in conjunction with the Regional Municipality of Peel, endeavour to reserve or obtain the necessary Rights-of-Way shown on Schedule "B1" through subdivision, land severance, site plan control or agreements, or by gift, bequeathment or purchase or through expropriation where necessary and feasible.
- 4.4.2.7 The City shall interpret the required Right-of-Way widths shown on Schedule "B1" to denote only the basic requirement for the section of the road. Additional Rights-of-Way may be required at intersections to provide for exclusive turning lanes, daylight triangles and other special treatments to accommodate the optimum road/intersection geometric design. There may also be additional requirements for Rights-of-Way to provide lands for environmental considerations, the construction of bridges, overpasses, earth filled ramps, grade separations, depressed sections of roads, and transit priority measures. Any such additional Right-of-Way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 4.4.2.8 The City shall require the conveyance of property for appropriate daylighting triangles and corner rounding on existing roads at such times as the property is to be developed or redeveloped as a condition of site plan approval, consent or subdivision approval, in accordance with City standards based on the functional classifications of the intersecting roadways.
- 4.4.2.9 Development proposals shall conform to the City of Brampton's standard requirements for right-of-way design. Operational and maintenance implications and costs must be identified and mitigated as part of a comprehensive block plan process. The City may accept reduced right-of-way proposals that will be reviewed on a site-specific basis provided that it is demonstrated that the proposed design standards are desirable and in keeping with the City's overall design objectives for the relevant community and mitigates any impact resulting from the reduced right-of-way. The City will be responsible for the development of standard road cross-sections that it will review, from time to time or as necessary, to ensure responsiveness to development trends.
- 4.4.2.10 From a streetscape perspective, the City may require additional road right of-way to provide for improvements like medians, double row planted street trees and civic design considerations.
- 4.4.2.11 The City will require specific arrangements through Secondary Plans, Block Plans and Cost Share Agreements, to the City's satisfaction, to ensure that the right-of-ways and road widenings to accommodate the



construction or widening of Arterial, Collector and other essential roads will be provided when required, based on available compensation mechanisms, and at no additional cost to the City.

- 4.4.2.12 The City will require that Secondary Plans and Block Plans (and potentially Cost Share Agreements) identify and address those locations along existing Arterial or Collector Roads, including boundary roads, where cemeteries, heritage sites or buildings, or environmental features or any such physical constraints will require that a greater road widening be taken on one side of the road than the other, in order to ensure that such greater widenings are readily obtainable as a condition of development approval at no extra cost to the City.

## **Road Corridor and Arterial Network Protection Areas**

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1O1-3, 1R3,  
2J2

- 4.4.2.13 Corridor/Network Protection Areas are designated on Schedules A, B and B1 to identify those areas where determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network remains dependent on the completion of additional transportation studies, potentially including environmental assessment studies, and consequently, where specific land use planning and development approvals processing will not be completed until such transportation determinations are made to the satisfaction of City Council in consultation with other relevant road authorities.

## **Highway 427 and Arterial Network Corridor Protection Area**

2C2

- 4.4.2.14 The “Corridor Protection Area” labelled Highway 427 and Arterial Network Corridor Protection Area on Schedules A, B and B1 located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the potential accommodation of a westerly alignment of the Highway 427 extension and associated arterial road network. The optimum ultimate network requirements within this Corridor Protection Area will be primarily determined by the Highway 50/Highway 427 Area Arterial Network Study being jointly undertaken by Brampton, Caledon and Peel Region. Detailed policies regarding the planning and development process restrictions for this Area are set out in Section 4.13.2 of this Plan.

## **North-South Corridor Protection Area**

1L24, 1O1-3,  
1R3, 2J2,  
2G4

- 4.4.2.185 The “Corridor Protection Areas” labelled North-South Corridor Protection area on Schedules A, B and B1 in West Brampton indicate areas north and south of the Credit River valley (in the North West Brampton Urban Development Area and the Bram West Secondary Plan area, respectively) that are being protected for the accommodation of a

higher order transportation corridor, broadly referred to as the North-South Transportation Corridor, and related arterial road connections within these areas of West Brampton. The Corridor Protection Area south of the Credit River incorporates a narrow band centered on the identified major arterial or higher order corridor that connects to Highway 407 south of Steeles Avenue to indicate that this connection point is substantially fixed and the alignment flexibility south of Financial Drive is limited, but that the precise location and width of the required corridor, whether for a major arterial or for a component of a more major transportation facility, is still dependent on the further studies referenced below.

4.4.2.196 The specific planning and development process restrictions that apply to these corridor protection areas are set out in Section 4.13.2 of this Plan, with particular content and detail specified for both the North West Brampton and the Bram West Secondary Plan portions of the overall North-South Corridor Protection Areas.

4.4.2.2017 The optimum ultimate network requirements within these North-South Corridor Protection Areas will be substantially determined by a Halton-Peel Transportation Network Review Study that is expected to proceed in the near future, and that will confirm or vary the role and characteristics of the North-South Transportation Corridor, and that will enable a transportation corridor Environmental Assessment study to proceed to address the detailed alignment.

4.4.2.2418 Notwithstanding the overall extent of the proposed Halton-Peel Transportation Study process to determine North-South Transportation Corridor requirements and locations, the City may, in consultation with its study partners, narrow the areas subject to this protection, if and when these studies or other appropriate studies have determined that it is no longer necessary or reasonable to protect the overall area.

### Road Planning

4.4.2.43\_19 The City shall work cooperatively with the adjacent Local Municipalities, the Ministry of Transportation and the Regions of Peel, Halton and York in the monitoring and planning of roads crossing municipal boundaries, and specifically with respect to the addition of a Major North-South Transportation Corridor generally in the vicinity of Halton/Peel boundary area, the extension of the 427 & 410 Transportation Corridors, and associated interconnecting Arterial Roads. All concerned parties are urged to participate in comprehensive road network reviews and further Environmental Assessment Studies in these areas to adequately address need and justification, feasibility, environmental and other impacts, evaluation of alternatives and public input.

1H2



1G3

4.4.2.20 The City shall work collaboratively with neighbouring municipalities to accommodate suitable transitions between different right-of-way widths and cross-section designs at or near municipal boundaries.

4.4.2.14-21 The City shall, in planning and providing access to roads, endeavour to achieve a safe and quiet atmosphere in residential areas by:

- (i) Using street designs, which discourage excessive speeds such as the use of narrower local streets;
- (ii) Requiring the provision of adequate off-street private parking (i.e. private driveways, garages, etc.); and,
- (iii) Locating higher density development where access can be safely gained directly from collector streets or through consolidated driveways connecting to arterial streets.

4.4.2.15-22 The City shall design systems of local and collector streets to discourage through trips from penetrating residential neighbourhoods, thereby protecting such areas from noise & air pollution and physical danger of excessive vehicular traffic, while ensuring that the accessibility and functionality of the transit system is not impeded. In order to reduce reliance on the collector and arterial roads for most short trips and improve the coverage and accessibility of transit routes, it may be advantageous to disperse local traffic over a denser grid network of local streets as opposed to the use of cul-de-sac and crescent streets.

1N54

4.4.2.16-23 The City shall establish detailed alignments of streets and roads in Secondary Plans and Subdivisions only after consideration of adjacent land uses, protection of natural heritage features, functions and linkages, including natural hazard management of flooding, erosion and slope stability ecosystem function, environmental integrity, flood and erosion risk, natural features, existing topography, existing vegetation, traffic safety and efficiency.

1N55

4.4.2.17-24 The City shall encourage the design of roads to incorporate elements such as tree planting, landscaping, buffers, hedgerows, pedestrian facilities, transit stops, bicycle paths, median strips and boulevards and sustainable management practices where appropriate and in accordance with the Development & Civic Design and Natural Areas Heritage & Environmental Management sections of this Plan.

4.4.2.18-25 Reverse frontage shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible. Window streets are encouraged. Developers shall be required to contribute to a perpetual maintenance fund for the upkeep of the associated attenuation features.

4.4.2.49–26 The City shall ensure that all public road design and construction are consistent with the City of Brampton Accessibility Technical Standards.

### 4.4.3 TRANSPORTATION SYSTEM AND DEMAND MANAGEMENT MEASURES

The policies presented in this section are focused on enhancing the capacity and efficiency of the existing transportation system by adopting transportation system management (TSM) and transportation demand management (TDM) measures to ensure an optimal mix of both supply and demand rather than always adding capital-intensive new transportation facilities.

Transportation System Management (TSM) strategies have been recognized as an effective way to optimize the road network capacity, especially due to the increased demand for limited road capacity and the inability to keep constructing new transportation infrastructure to satisfy that demand due to right-of-way and funding constraints. These official plan policies propose various TSM strategies to optimize transportation infrastructure and manage congestion by means of additional operational improvements such as ~~signal pre-emption for transit~~ transit signal priority, HOV lanes, bus bays, turning lanes, segregation of slow moving traffic, minimizing vehicular-pedestrian conflicts and exploring other appropriate ~~innovative and technological improvements~~ applications that fall into the category of Intelligent Transportation Systems (ITS). Potentially useful ITS measures include traffic signal control systems, transit management systems, and citywide multi-modal traveller information systems. There is a general consensus that the successful implementation of TSM or ITS elements requires extensive cooperation between various jurisdictions and the concurrent deployment of an appropriate technology at various geographic locations.

Transportation Demand Management (TDM) strategies are aimed at improving the efficiency of the transportation system by influencing travel demands and trip patterns. TDM measures endeavour to alter travel mode choice, frequency of travel, and time of travel to reduce peak travel demand resulting in enhanced road network capacity. Recent trends in Brampton indicate increasing dependence on the automobile. Keeping with the fundamental objective of moving people and not vehicles, TDM techniques and policies provide opportunities to reduce the number of vehicles travelling on the road network by formulating programs to promote the use of sustainable modes like public transit, ridesharing, cycling and walking thereby providing improvements in the transportation network and the environment.



## Objectives

- a) To encourage personal mobility and travel choices that reduce overall transportation resource demands through enhancement of the Brampton Transit System, adopting Transportation System & Demand Management measures and Intelligent Transportation System Strategies.
- b) To optimize the people moving capability of the transportation network by the utilization of Reserve Bus Lanes or High Occupancy Vehicle (HOV) lanes where appropriate, and other Traffic Management strategies for the purposes of minimizing the social, financial and environmental costs of transportation, mitigating transportation related pollution and to reduce dependency on fossil fuels.

## Policies

### Improve Traffic Circulation

- 4.4.3.1 The City shall encourage the maintenance of efficient traffic flows by design improvements such as jog elimination, regulation of turning movements, one-way streets, implementation of traffic control devices, transit priority measures, parking restrictions, intersection geometric improvements, etc as warranted by the traffic volumes and site conditions and in accordance with the City's Traffic By-law.
- 4.4.3.2 The City shall, in conjunction with the Region of Peel, protect and enhance the function of the Provincial Highway, Arterial and Collector systems by:
  - (i) Discouraging intersections of local streets with Major Arterials in the design of new subdivisions;
  - (ii) Minimizing the intersections of local streets with Minor Arterials in the design of new subdivisions, subject to the achievement of a maximum spacing of 400 metres between transit access points;
  - (iii) Reducing the number of driveways along arterial streets in developed areas through the provision of common off-street parking and service areas for commercial uses where appropriate and feasible;
  - (iv) Limiting the number and controlling the design of accesses to multi-family residential sites from arterial roads; and
  - (v) Requiring an internal road access design for low-density residential uses adjacent to arterial roads.



- 4.4.3.3 The City shall support pedestrians and transit users in the design of new subdivisions by supplementing the local street intersections along minor arterials and collectors with the provision of sufficient walkway access points so as to achieve a maximum spacing of pedestrian access points along transit routes of 400 metres.

### Optimize Road Efficiency

- 4.4.3.4 The City shall strive to achieve significant increases in vehicle occupancy rates on an overall basis and particularly within the Primary Office Core, Office Node and Business Retail areas by expanding and improving local and higher order transit systems on a continuous basis.
- 4.4.3.5 The City shall pursue designation of ~~exclusive Reserve Bus Lanes (RBL)~~ ~~or~~ High-Occupancy Vehicle (HOV) lanes or Reserve Bus Lanes (RBL) on major arterials in coordination with the Region of Peel, the Ministry of Transportation and adjacent municipalities. The City, in consultation with the Region of Peel, shall establish criteria for the designation and development of such HOV or RBL ~~or HOV~~ facilities.
- 4.4.3.6 The City shall in conjunction with the Region of Peel take a proactive role in promoting and coordinating the development of HOV ~~H~~lane ~~System~~~~network~~ and other ~~T~~ransportation ~~D~~emand and ~~S~~ystem ~~M~~anagement measures.
- 4.4.3.7 The City shall endeavour to support the effective operation of HOV and RBL ~~and HOV systems networks~~ by:
- (i) Encouraging the provision of a network of strategically located park and ride lots and, where appropriate, express transit stations;
  - (ii) Scheduling transit services to support HOV and RBL ~~and HOV~~ lanes;
  - (iii) Supporting transit signal priority at intersections; and,
  - (iv) Utilizing and encouraging incentives for people to reduce the number of single occupant vehicles by the use of ridesharing strategies.
- 4.4.3.8 The City shall develop a reduced parking strategy through Secondary Plans or Zoning By-laws applicable to the Office and Retail areas to recognize the availability of and encourage the use of transit, carpools and vanpools.
- 4.4.3.9 The City shall encourage the inclusion of multi-modal transit and ridesharing facilities in new development projects and ensure accessibility to all transit users.



- 4.4.3.10 The City supports the concept of adequate right-of-way reservation in corridors identified for future high capacity transit and HOV projects.
- 4.4.3.11 The City shall establish financial strategies to cooperatively develop HOV support facilities integrated with a Region-wide HOV system.
- 4.4.3.12 The City shall consider and, where appropriate encourage, the implementation of Travel Demand Management measures to optimize use of the planned roadway system. The City shall support the creation of Travel Demand Management Associations and shall work with the Region of Peel, MTO, Transport Canada and other jurisdictions for joint TDM implementation programs.
- 4.4.3.13 The City will support an awareness and marketing campaign for major employers and residents to explain the options and benefits of using alternatives to the private car.
- 4.4.3.14 The City shall develop an Intelligent Transportation System strategy including reviewing the signal system infrastructure and implementing Transit Signal Priority measures. The City shall examine and support studies to explore technological improvements such as high order traffic control and monitoring systems. The city shall work cooperatively with the Region of Peel in the context of Regional Roads.
- 4.4.3.15 ~~The feasibility of implementation of~~ Intelligent Transportation Systems on the specific City's arterial roadways ~~would shall be established determined through by conducting appropriate technical and economic feasibility studies, which would include appropriate and shall include consideration of for~~ expanded funding sources and information technology resources.

#### **4.4.4 PUBLIC TRANSIT**

Major issue pertaining to urban traffic is the role of public transit. Given the significant level of growth and intensification projected in this Plan, it is evident that transit must play a more important role in the future transportation system of the City. Rising energy costs, environmental quality issues and congestion have brought attention to the bigger role to be played by public transit. The policies contained in this Plan are intended to support the use of public transit in conjunction with land use policies that will provide the financial support and ridership for an enhanced transit system. Having envisaged the pivotal role for Brampton Transit in the overall transportation system, the key to transit's success in managing the growth of Brampton through the plan horizon will be providing fast, reliable, convenient, accessible and affordable service to key destinations.

The City must commit to providing a real and attractive transit alternative to the automobile for trips within Brampton and to external destinations. In order to achieve these broad objectives this Plan must:



- (i) Create strategic links to adjacent municipalities;
- (ii) Establish grid-based services in Brampton corridors to provide direct and effective access within the city; and
- (iii) Enhance these grid services by local feeder routes to ensure good access.

The City's transit system will continue to grow and play a dominant role but its growth will also depend upon effective integration with GO Transit and neighbouring transit services. Enhancement of service on the Georgetown and Milton GO rail corridors is essential, and introduction of GO Rail service on the Bolton corridor would also assist in balancing the modal split in Brampton.

The responsibility for transit services within Brampton lies with the Province and the City of Brampton. The major bus transit network needs to be designed as an optimal mix of Bus Rapid Transit corridors, 'Primary & Secondary Transit Corridors' and the 'Community neighbourhood services' to cover the entire developed City.

Through its 2004 Transportation and Transit Master Plan, the City has come to realize that a key component to achieving an enhanced transit service in Brampton is to develop a strong Rapid Transit network to serve as the backbone for a comprehensive full service transit system. The cornerstone of the City's overall transit strategy is the short-term implementation of **Bus Rapid Transit** service on both Queen Street and Main Streets integrated with strong connections to compatible services at a transit terminal near Highway 427 in York Region and at a transit terminal at the junction of Hurontario Street and Highway 407 at the boundary with Mississauga.

### Objectives

- a) To provide a safe, reliable, accessible, convenient and attractive Brampton Transit ~~S~~system and ~~S~~services, which encourage Public Transit ridership, increases personal mobility and travel choices, enhances accessibility for all members of the Brampton community including persons with disabilities, conserves energy resources, preserves air quality, promotes a sustainable environment and fosters economic growth.
- b) "To support and encourage the increased use of Public Transit by targeting during the plan period an average modal share across the City of 25 percent for transit during the peak travel periods recognizing that achieving this average will require significantly higher transit mode share on various corridors".
- c) To provide attractive and accessible services to riders including those with disabilities by improving operational efficiency, including rationalizing the transit route network, matching service levels with



demands and expanding services into new developing areas, using a combination of “Corridor” and community-oriented services as appropriate.

- d) To support the continued expansion of conventional transit services to serve the needs of Brampton residents, employees, employers, and their customers.
- e) To support the initiation and continued expansion of Bus Rapid Transit in Brampton to serve as the key element of an effective transit service throughout the City with flexibility for BRT corridors to be operated as LRT corridors in the future.
- f) To support the development and initiation of transit priority measures, including (but not limited to) HOV lanes, Reserve Bus lanes (RBL), LRT corridors and transit signal priority.
- g) To develop a Rapid Transit System with flexibility to be operated as an LRT corridor to serve Brampton's needs in coordination with other initiatives in the Greater Toronto Area, and particularly to achieve convenient and appropriate transit service integration with Mississauga, Toronto, York Region and other neighbouring municipalities.
- h) To encourage the inclusion of multi-modal transit and ridesharing facilities in new developments and in conjunction with roadway improvement projects.
- i) To undertake discussions regarding funding arrangements with upper-tier governments (including provincial & federal governments) and the private Sector for additional, stable and sustained funding to ensure continued efficient operation of Brampton Transit.

## Policies

4.4.4.1 The Transit Network shown on Schedule “C” presents the long-term transit concept for this Plan based on the following components:

- (i) Commuter Rail service to and from Brampton stations that will be expanded to full day two way service in stages during the period of this Plan;
- (ii) A Highway 407/~~Steeles Avenue~~ transit-way planned initially as a Busway with the flexibility to be operated as Light Rail Transit corridor in future to be constructed in stages during the period of this Plan as schematically identified~~along Steeles Avenue;~~
- (iii) A Lester B. Pearson International Airport Rapid Transit connection as shown schematically to be along Airport Road;

1K15

## Transportation



- (iv) ~~New focal/terminal point transit node~~ at Mount Pleasant GO Station, Mississauga Road/Steeles Avenue, and ~~a nodal facility~~ at Hurontario ~~Street/Highway 407~~; and;
- (v) Coordinate and work with GO Transit, Regions of Peel & York and Town of Caledon for an introduction of new GO Rail service on the Bolton corridor.

1L17

The exact alignments of these transit facilities will be finalized after environmental assessment, functional design studies and other appropriate studies are carried out so that the necessary rights-of-way can be reserved as development proceeds.

4.4.4.2 Brampton Transit's hierarchy of transit services along various corridors will consist of the following three major transit corridor designations as shown on Schedule "C", and a fourth "Community Transit Services" category, not designated on Schedule C, as described below:

- **Bus Rapid Transit (BRT) Corridors:** high-frequency services on key north-south and east-west ~~operate along major spines of~~ designed initially as BRT corridors with flexibility to be operated as LRT corridors ~~the system~~, linking major ~~trip generation and attraction~~ destinations both within and beyond the City, ~~and externally~~. Peak headways are ~~envisaged~~ targeted at being 5 minutes or less, and transit priority is ensured via design and signal systems;
- **Primary Transit Corridors:** high frequency ~~corridor service, but at slightly higher~~ with peak headways targeted ~~of~~ at 5 to 7.5 minutes. These ~~are~~ are major grid services linking destinations primarily within the City, as well as to external destinations, ~~but also linking to Mississauga destinations~~;
- **Secondary Transit Corridors:** these are the medium frequency corridors or the medium frequency ends of the primary corridors, which require less service to satisfy lower transit demands, typically operating with peak headways of 10-15 minutes; and
- **Community Transit Services:** are not designated on Schedule C, but will be considered in conjunction with Secondary Plan and Block Plan preparation, and are envisaged to operate in neighbourhoods and act as feeder routes, delivering riders to or from the principal corridors or to specific destinations with peak headways of 15 to 30 minutes.



1L17

The designation of the various categories of Transit Corridors on Schedule C indicates an aggregation of transit services or segments of transit routes with the characteristics described above. These designations do not represent specific transit routes to imply that all transit routes using a specific corridor will operate within the referenced headway times.

In addition to the City's Transit network, the Region of Peel is responsible for operating and ~~providing para-transit service, which accommodates transportation needs for persons with disabilities. Public Transit service to persons with disabilities.~~ This is a Peel "TransHelp" door-to-door accessibility service. The City will continue to support the efforts of the Region in this regard to improve the accessibility of the Local Transit System for persons with disabilities.

4.4.4.3 The City shall promote measures including transit priority schemes, high occupancy vehicle (HOV) and /or Reserved Bus Lanes, cooperation and integration with adjacent service providers and continually increased accessibility of the Transit System including accessibility for persons with disabilities. The City shall coordinate with the Region of Peel while planning and promoting transit priority measures on Regional Roads.

4.4.4.4 The City shall support and consider alternative vehicle designs to operate its designated hierarchy of public transit services. The City shall encourage the use of specialized vehicles with advanced technology and low floor accessibility for its Bus Rapid Transit and Primary/Secondary Corridors.

4.4.4.5 The City will monitor and manage urban form standards and site plans in a way that will support transit use and facilitate pedestrian movements including that of persons with disabilities in accordance with the Development & Civic Design policies of this Plan, and the City of Brampton Accessibility Technical Standards.

4.4.4.6 The City shall monitor and manage land use designations and zoning in a way that will support transit use and reduce traffic congestions.

4.4.4.7 The City shall, in conjunction with other local and regional ~~governments~~ as required, play a leadership role in the planning and development of a rapid transit system in the 'Bus Rapid Transit Corridors' in accordance with Schedule "C". These Bus Rapid Transit Corridors would enable rapid connections between ~~activity nodes in Brampton and rapid transit corridors and activity nodes~~ major destinations in the ~~Cities~~ of Mississauga, ~~and the City of Vaughan and Toronto.~~

4.4.4.8 The City shall work with adjacent local and regional municipalities in planning future cross boundary transit services to assess the travel demand on particular corridors in an effort to provide seamless services to passengers across municipal boundaries.

1F5, 1G3

## Transportation



~~4.4.4.8~~4.4.9 The City shall protect planned Bus Rapid Transit Corridors in accordance with Schedule “C” to provide for enhanced transit services supported by signal priority and traffic management measures, improved passenger facilities and advanced passenger information systems to facilitate efficient transit connections within Brampton and to adjacent municipalities.

~~4.4.4.9~~4.4.10 The City shall protect planned Bus Rapid Transit rights-of-way and exclusive transit corridors, including railroad and utility rights-of-way, which are identified in this Plan as opportunities for the construction of rapid transit lines, dedicated bus lanes or HOV lanes.

~~4.4.4.10~~4.4.11 The City shall formulate strategies for providing Transit Priority in the Downtown by balancing the competing interests for limited rights-of-way on Main Street and Queen Street, shortages of off-street parking, and the traffic circulation needs of local business concerns.

4.4.4.12 The City shall work with the Region of Peel to provide adequate and appropriate roadway design and features on Regional Roads which support planning and implementation of high order rapid transit service.

1L17

### Improve Transit Service

~~4.4.4.11~~4.4.13 The City shall endeavour to provide a local transit stop within easy walking distance (300 to 400 metres) of all urban land uses.

~~4.4.4.12~~4.4.14 The City may consider measures such as the following to increase the efficiency and accessibility of the City transit system

- (i) Increased frequency of service where warranted;
- (ii) Exclusive and reserved ~~bus~~ transit lanes;
- (iii) Bus bays along arterial roads and/or along Primary and Secondary Transit Corridors;
- (iv) Transit signal priority and queue-jump lanes for buses;
- (v) Express and limited-stop ~~bus~~ transit services;
- (vi) Expanded services into the new developing areas; and,
- (vii) New ~~focal/terminal points~~ transit nodes where warranted



~~4.4.4.13~~4.4.15 The City shall endeavour to develop financially feasible plans for transit and pedestrian systems in major activity nodes that reduce reliance on automobiles for intra-city movement.

~~4.4.4.14~~4.4.16 The City shall optimize transit passenger convenience and accessibility including accessibility for persons with disabilities by:

- (i) Creating an information program, which acquaints transit users with routes, schedules and services available;
- (ii) Providing weather protection for transit users along major transit routes;
- (iii) Providing clear signage identifying the location of transit stops;
- (iv) Rationalizing the existing route structure and establishing new routes for enhanced transit connectivity;
- (v) Requiring that transit facilities, such as transit shelter locations are included in roadway design proposals and can be conveniently accessed by all users including persons with disabilities;
- (vi) Designing ~~bus~~-transit stops and transfer locations to minimize walking distances and to facilitate easy access by all users including persons with disabilities;
- (vii) ~~P~~Providing comfort amenities and exploring intelligent transportation systems;
- (viii) ~~m~~Minimizing transfers and transfer times between transit vehicles and transit systems;
- (ix) ~~i~~Integrating with adjacent and inter-regional transit systems including coordinating services, schedules & fares; and,
- (x) ~~p~~Providing continuous sidewalks along all the roads with transit routes that are accessible to all users including persons with disabilities.

~~4.4.4.15~~4.4.17 The public transit systems and services shall be designed and provided in accordance with the City of Brampton Accessibility Technical Standards.

## Transit and Urban Form

~~4.4.4.16~~4.4.18 The City shall encourage transit supportive forms of development along transit routes that facilitate direct access from the roadway for all pedestrians including persons with disabilities (e.g. by

constructing buildings that are oriented towards the streets and close to the street line with appropriate facilities for persons with disabilities).

~~4.4.4.17~~4.4.19 The City shall, where feasible, encourage the incorporation of transit shelters and waiting areas into the entry design of buildings that are located abutting existing or future transit stops and are accessible to all users including persons with disabilities.

### Transit and Land Use

~~4.4.4.18~~4.4.20 The City shall promote the use of public transit by encouraging the development of higher density residential and employment nodes in appropriate locations along major transit corridors.

~~4.4.4.19~~4.4.21 The City shall support development applications, which are consistent with all the relevant policies of this Plan, as well as the Province's "Transit Supportive Land Use Planning Guidelines" to ensure transit and pedestrian oriented forms of development.

~~4.4.4.20~~4.4.22 The City shall formulate a transit supportive development check list within the development applications review process to guide and encourage the location of a wide range of high density mixed uses along existing or planned rapid transit routes.

~~4.4.4.21~~4.4.23 The City shall, in the Subdivision Plan and Site Plan Control processes, ensure the provision of convenient access for all pedestrians including persons with disabilities and walking distance to transit facilities.

### Commuter Transit

~~4.4.4.22~~4.4.24 The City supports the expansion of existing GO rail services to and from Brampton, and shall actively promote the ~~new Mount Pleasant GO Station at Mount Pleasant~~ as a new terminus for all day GO rail service, and a focal point for a transit-oriented development community.  
~~focal/terminal point.~~

~~4.4.4.23~~4.4.25 The City shall, encourage the retention and enhancement of all existing GO rail stations in Brampton to provide the accessibility, capacity and passenger service facilities required to meet anticipated future commuter rail service demands.

~~4.4.4.24~~4.4.26 The City shall undertake discussions with the concerned jurisdictions and interest groups to investigate the feasibility of developing the North-South Orangeville Railway Line corridor to cater to future travel demand in that corridor.

~~4.4.4.25~~4.4.27 The City shall, in conjunction with the Ministry of Transportation and GO Transit, study the feasibility of an alternative location of and





access to the Bramalea GO station, in view of the proposed Highway 407 Transit way and the Bramalea Road South Gateway Secondary Plan.

~~4.4.4.26~~4.4.28 The City shall promote transit supportive land uses at existing and future GO stations by planning for the establishment of higher density development forms within the vicinity of the station, in accordance with the policies of the relevant Secondary Plan and this Plan, and the ability to physically integrate such uses with existing land uses and other planning considerations.

~~4.4.4.27~~4.4.29 The City shall encourage GO Transit to improve the existing commuter rail service between Brampton and downtown Toronto by use of measures such as the following:

- (i) ~~introduction~~ Introducing of all-day, two-way service for commuters travelling to and from Brampton;
- (ii) ~~provision~~ Providing of adequate off-peak service;
- (iii) Ensuring better connections with subway and other transit nodes;
- (iv) ~~expansion~~ Expanding and ~~enhancement~~ enhancing of access to all existing Commuter Rail stations; and,
- (v) ~~provision~~ Providing of adequate parking lots/spaces.
- (vi) ~~improved~~ Improving pedestrian access and ~~provision~~ providing of bicycle facilities.

~~4.4.4.28~~4.4.30 The City shall encourage efficient interconnections between the local transit system and the GO commuter bus & rail ~~s~~Services.

~~4.4.4.29~~4.4.31 The City shall encourage fare and service integration between Brampton Transit, Mississauga Transit, York Region Transit, TTC and GO Transit systems.

~~4.4.4.30~~4.4.32 \_\_\_\_\_ The City shall encourage where feasible, the use of transit by people destined to Brampton through the provision of terminals and park and ride lots at City gateways.

~~4.4.4.31~~4.4.33 The City shall ensure that the design and provision of all commuter transit facilities and services are consistent with the City of Brampton Accessibility Technical Standards.



### 4.4.5 PARKING MANAGEMENT

The City recognizes that parking facilities are major users of expensive land. The policies in this section attempt to achieve careful planning of the location, quantity, and cost of parking in conjunction with the transit objectives of this Plan.

#### Objectives

- a) To ensure the provision of parking areas and facilities related to development that encourages the efficient functioning of the transportation system.
- b) To restrict parking supply, where appropriate, to support transit, transportation demand management measures and reduce development costs.

1L18

#### Policies

- 4.4.5.1 The City shall generally encourage the phasing out of parking on arterial streets to increase their traffic carrying capacity and to provide better transit service.
- 4.4.5.2 The City shall continue to set parking standards in Zoning By-laws for all uses appropriate to their traffic generation and in that process shall recognize and anticipate reductions in parking demand in locations to be provided with enhanced transit service.
- 4.4.5.3 The City shall encourage the provision of adequate parking facilities at intercity transit terminals and at GO's commuter rail and bus stations to stimulate increased use of transit services.
- 4.4.5.4 The City shall encourage the efficient use of available parking facilities through the provision of shared parking.
- 4.4.5.5 The City shall require parking facilities to be located so as to minimize conflict with adjacent land uses and traffic movement on the adjacent streets.
- 4.4.5.6 The City shall endeavour to ensure that all public parking lots and parking garages be accessible to persons with disabilities and encourage private parking lots and garages to be designed and made accessible to persons with disabilities in accordance with the City of Brampton Accessibility Technical Standards.



1L19

- 4.4.5.7 The City shall consider limiting the parking supply within the Office Centers and Retail areas to encourage transit use and reduce single occupancy vehicle trips.
- 4.4.5.8 The City may work cooperatively with abutting private developers to build public parking facilities at major gateways in conjunction with GO's commuter rail and bus stations.
- 4.4.5.9 The City shall encourage the provision of safe and attractively designed parking spaces and facilities.
- 4.4.5.10 The City shall review parking policies for the City Centre and define the staged plan for the adjustment of rates and rate structures to encourage the use of transit and discourage long-term on-street parking.
- 4.4.5.11 The City shall formulate the Downtown parking operations strategy including the parking standards for the downtown area along with the parking requirement for new development.
- 4.4.5.12 The City shall review on-street parking policies along Main Street and Queen Street to provide unimpeded access to the Brampton Bus Rapid Transit service.

#### **4.4.6 PATHWAYS SYSTEM**

The pathways system set out in the 'Pathways Master Plan' is an important component of the overall transportation system, in addition to its use as recreational system.

The goal of the "Pathways Master Plan" is to encourage the use of cycling/walking to promote active living style, conserve energy and natural resources, alleviate pollution concerns and promote the City of Brampton as a "Pedestrian and Cycling Friendly" city. The report provides for a system of bicycle routes and pedestrian paths incorporating considerations of safety, continuity and implementation. The Pathways system is a vital component of the City's open space infrastructure and transportation system. They knit parks and valleys together and provide convenient pedestrian and cycling routes across Brampton. The existing pathways such as Etobicoke Creek Trail, Professor's Lake Trail and Chinguacousy Park Trail are attractive amenities, which need to be maintained well, while the new pathways such as those in Springdale and Fletcher's Meadow need to be well developed to provide unique character to the new neighbourhoods.

The promotion of cycling and walking has significant individual, societal, environmental and economic benefits. Cycling and walking ~~significantly can~~ contributes to the reduction of dependence on the automobile, which is a target for healthy communities. Above all, cycling is an energy efficient and environmental friendly mode of travel and contributes towards mitigating ozone depletion, the

greenhouse effect, ground-level air pollution, photochemical smog, acid rain and noise pollution.

The City is also promoting the integration of bicycle lanes into appropriate rights-of-way ~~such as Queen Street in the Central area wherever feasible.~~ The cycling policies in this Plan are concerned with increasing bicycle ridership for both recreational and journey-to-work, shopping and school purposes. The pedestrian policies of this Plan are intended to achieve a pedestrian circulation system that is accessible to all including persons with disabilities and encourages walking as a healthy and environmentally friendly mode of trip making.

~~“Brampton’s Pathways Master Plan”~~ provides the detailed pathway network, outlining the orientation and specific type of route proposed along each corridor. The proposed system builds upon the existing network, satisfying both utilitarian and recreational concerns.

### Objectives

- a) To provide a city-wide pathway system that will safely and efficiently accommodate both recreational, journey to work and cyclist/pedestrian trips;
- b) To promote the use of the bicycle for purposes other than recreation and specifically for the journey-to-work, shopping, and entertainment trips;
- c) To encourage walking as a healthy, environmentally friendly and as a preferred mode of travel for short trips;
- d) To ensure safe and convenient movement of pedestrians including those with disabilities throughout the city; and,
- e) To develop a beautiful and informative trails system that promotes the Brampton Flower City concept.

### Policies

#### General

- 4.4.6.1 The Pathways System is a vital component of the City’s Open Space infrastructure and Transportation System. The recommended citywide pathways network is shown as Schedule “C1”.
- 4.4.6.2 Through the Community Block Plan process, the City shall seek to incorporate a pathway system with the following principles:



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- (i) When not accommodated along primary streets, ~~trails~~ multi-use pathways should be designed to protect the natural heritage system features, functions and linkages ~~incorporated into the design of valleylands and open space links;~~
- (ii) In general, ~~multi-use trails~~ pathways should ~~not~~ be sited to avoid sensitive natural features including wetlands, streams, etc; ~~however if located in low-lying and flood prone areas, Where they do occur in low lying areas, bridges, culverts and swales and raised walkways should will~~ -be implemented as support systems that will address pedestrian safety and environmental protection;
- (iii) ~~Pedestrian~~ Multi-use pathway connections should be provided through and to residential areas to facilitate accessibility and promote visibility and safety; and,
- (iv) Multi-use p~~Pathways~~ should be linked to key destinations and accessible parking areas.

4.4.6.3 Through the community block plan process, the City shall seek to incorporate a pathway system with the following principles:

- (i) link the trail system with sidewalks;
- (ii) incorporate the trail system with components of the recreational open space system;
- (iii) site and link the trail system with the street network;
- (iv) incorporate signage which identifies the designated bicycle route; and points of interest,
- (v) require the construction of ~~trail~~ pathway systems in new areas as a condition of subdivision approval where appropriate.

4.4.6.4 The development of pathway systems will be provided for by:

- (i) Implementing, monitoring and updating the Pathways Master Plan on a regular basis;
- (ii) Providing approved ROW widths that facilitate pathway development for incorporation into subdivision design;
- ~~(ii)~~ (iii) Providing for the development and maintenance of Pathways facilities under the City's Capital Budget Program;
- ~~(iii)~~ (iv) Ensuring that the design of Pathways complement and connect with the City's open space infrastructure, key destinations and transit stations where feasible; and,

~~(iv)~~(v) Ensuring that all new development proposals and infrastructure undertakings include: extensions and improvements to ~~p~~Pathways as part of the early stages of construction, wherever appropriate.

4.4.6.5 Where it is not possible due to environmental sensitivity or physical constraints to construct a pathway through ~~the a valley or watercourse corridor~~, the City may require land above the top of valley bank to provide continuous safe and convenient pedestrian or bicycle movement along a valley. These lands will not generally be credited as parkland dedication collected in accordance with the Planning Act.

1N58

4.4.6.6 Where appropriate the City may require additional ROW as a condition of approval for the Plan of Subdivision to accommodate pathways system.

4.4.6.7 The City shall endeavour to design the ~~cycling trails~~pathways to be continuous, safe, attractively landscaped and accessible to all members of the community including persons with disabilities.

4.4.6.8 The City shall, in the Secondary Planning process, ensure the provision of wider curb lanes or other types of special shoulder lanes or dedicated ~~bike cycling paths~~lanes on most arterial, minor collectors and parkway roads.

4.4.6.9 The City shall provide signage that indicates the beginning and end of ~~Cycling trails~~pathways and provides directional information and warnings at all turn and intersections.

4.4.6.10 The City shall periodically monitor the implementation feasibility and update the ~~bicycle trail component of the~~ Pathways Report in conjunction with the applicable secondary plans.

4.4.6.11 The City shall coordinate the interconnections of major ~~trails~~pathways with the Region of Peel and adjacent municipalities as appropriate.

1L20

4.4.6.12 The City shall provide publicity for future cycling events within the Region and shall sponsor annual awareness programs, which promote safe and responsible cycling.

4.4.6.13 The City shall encourage developers and employers to include secure bicycle parking at transit transfer stations and employment nodes.

4.4.6.14 The City shall encourage the commercial and business communities to provide facilities that promote cycling as a transportation form.

4.4.6.15 The City shall consider the provision of multi-use ~~sidewalks~~pathways for all urban road segments to improve safety, convenience and accessibility for pedestrians including persons with disabilities.



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4.4.6.1516 The City shall, in reviewing subdivision plans, ensure that ~~pedestrian walkways~~pathways are designed in such a manner so as to reduce the walking distance from dwelling units to transit, park, ~~elementary~~ school and convenience commercial facilities; and between residential neighbourhoods, particularly when it is not feasible or appropriate to provide sufficient connections by means of local or collector roads.

4.4.6.1617 The City shall require, where appropriate and feasible, the provision of traffic control signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles or trains is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.

4.4.6.1718 The City shall ensure that all new ~~sidewalks and reconstructed sidewalks~~pathways be ramped at intersections where safe and practical.

4.4.6.1819 The City shall ensure that ~~“Brampton’s Pathways Master Plan”~~ is implemented in accordance with Schedule “C1”. The pathway connections across municipal boundaries will be implemented through consultation with appropriate concerned neighbouring municipal jurisdictions.

4.4.6.1920 The City shall work with private developers, adjacent municipalities, and other appropriate jurisdictions to develop and expand facilities for pathways.

4.4.6.2021 The City shall formulate programs for the successful implementation, monitoring and maintenance of the Pathway facilities in accordance with the Plan.

4.4.6.2122 The City shall consider opportunities for the installation of pathway features and supportive facilities as a part of residential, commercial and industrial developments.

4.4.6.2223 The City shall endeavour to minimize the risk to pedestrians, cyclists and motorists including persons with disabilities through the appropriate design of Pathways facilities, through the provision of signage and support for educational activities and programs.

4.4.6.2324 The City shall ensure that all public pedestrian and cycling trails are designed and provided in accordance with the City of Brampton Accessibility Technical Standards and encourage the application of the Standards to all other trails.

## 4.4.7 TRUCKING AND GOODS MOVEMENT

Goods movement is an important consideration in the transportation system. Safe and efficient movement of goods and services within and through the City of Brampton is essential for sustainable economic growth and is an important component of the city's economy in attracting and retaining a wide range of industries and businesses. In order for Brampton's businesses to gain a competitive edge, the City needs to ensure that goods are transported in an efficient and timely manner by utilizing integrated transportation networks.

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Goods movement is closely integrated with the structure of the municipal/regional/provincial transportation system, the City's overall urban form, and the location and distribution of industry and commerce. Trade is an engine of the City's and Region's economy and is dependent on an efficient and cost-effective freight transportation system.

The movement of trucks in Brampton is regulated by means of the Traffic By-law, which confines heavy truck movement to certain parts of the arterial street system and which regulates vehicle weights relative to the carrying capacity of roads and bridges. This By-law is reviewed regularly and amended as required. The transportation system proposed in this plan is intended to serve all demands including heavy truck movements. The existing and anticipated locations of activities that generate substantial heavy truck traffic were considered during the preparation of the Transportation Section of this Plan. For public safety, special routes for the transport of dangerous goods may be designated as stipulated in Section 4.4.10.

### Objectives

- a) To facilitate the safe and efficient movement of Goods within the City of Brampton and between neighbouring municipalities.
- b) To ~~collect~~obtain the data needed to track goods movement activity within the City of Brampton and the Region of Peel through cooperation ~~public-private initiatives~~ with the Ministry of Transportation, the Region of Peel - Ontario and industry stakeholders.
- c) To channel through movements of heavy truck traffic away from residential neighbourhoods and major commercial areas.
- d) To provide adequate direct access to all truck generating land uses.
- e) To encourage land uses that generates heavy truck movements to locate in proximity to Provincial Highway access points and Major Arterials.





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## Policies

- 4.4.7.1 The City shall work with the Region of Peel, other levels of Governments and industry stakeholders to develop and support a comprehensive, integrated and effective multi-modal goods movement system for the safe and efficient movement of goods by road, rail or air.
- 4.4.7.2 The City will work with the Region and other levels of Government to formulate a Strategic Goods Movement Network and to define a truck route network for the City.
- 4.4.7.3 The City will cooperate with the Region and other levels of Government's in their efforts to develop a program ~~participate in a program~~ to acquire ~~comprehensive~~ necessary goods movement data for strategic planning, analysis and formulation of recommendations.
- 4.4.7.4 The City shall endeavour to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas through the following measures:
- (i) Through truck movements will be prohibited on collector and local roads within residential neighbourhoods; and,
  - (ii) Activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.
- 4.4.7.5 The City shall work with the Region and the Province to improve connections between arterials, expressways and inter-modal freight facilities and to encourage the concentration of through truck traffic on those major arterial and provincial highways which are most suited to truck traffic because of their relative separation from residential areas.
- 4.4.7.6 The City shall work with the various levels government and the railway companies to encourage them to play a more significant role in the movement of goods to and from the City of Brampton.

## 4.4.8 RAILWAYS

The responsibility and regulation for railways is under the jurisdiction of the Government of Canada which are managed and operated by the various railway companies, namely ~~and their operation is under the direct control of the~~ Canadian National, ~~Canadian Pacific~~ railway companies and the Orangeville Rail Development Corporation. The ~~two~~ major railway lines in Brampton are shown on Schedule "C". In addition to the rail lines, CN handles large volumes of goods at its major Intermodal facility located north of Highway 407 and south of Queen Street, just east of Airport Road. The City of Brampton recognizes the importance of rail infrastructure, as it will continue to play a key role in the long-term economic

1Q2



growth of the city and its integration with the overall transportation system of the City.

The Environmental Management Section of this Plan addresses noise and vibration considerations relative to railways.

### Objective

- a) Provision of adequate, safe and accessible rail facilities and the grade separation of railway mainlines from urban roads where feasible.

### Policies

- 4.4.8.1 The City will continue to seek financial assistance from the Federal and Provincial Governments for grade separations at major road and rail intersections and may consider closing certain minor roads at mainline rail crossings.
- 4.4.8.2 The City will cooperate with other levels of government and the railway companies in locating, planning and designating new freight or passenger terminals and railway lines, or in expanding such facilities, to ensure that such facilities or expansions are compatible with the transportation network, the environment and other land uses.
- 4.4.8.3 Since the Canadian National Railway mainline through Brampton may ultimately accommodate 4 tracks while the Orangeville Rail Development Corporation ~~Canadian Pacific Railway~~ line may ultimately accommodate 2 tracks, applications for development or site plan approval on lands adjacent to these lines shall be sent to the appropriate Railway Company for comment prior to making a final decision on such applications.
- 4.4.8.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and provision of railway facilities and services.

### 4.4.9 AIRPORT

The City recognizes the importance of the Lester B. Pearson International Airport as a major transportation facility and as a very positive economic attribute. Accordingly, the City generally supports the sensitive expansion of runway capacity at Lester B. Pearson International Airport subject to a timely conversion to the use of quieter "Chapter 3" aircraft and subject to appropriate noise control and monitoring measures. The transportation system in this plan generally promotes



the integration of the Airport with other modes of travel, particularly with the proposed Airport rapid transit connection shown schematically on Schedule "C".

In addition to the role of Lester B. Pearson International Airport, consideration will be given to the potential for The Brampton Flying Club Airport to become of greater significance over the next 30 years.

The Noise Attenuation portion of the Environmental Management section of this Plan deals with the noise impact of aircraft using the airport over the period of this Plan, as well as the appropriate related land use regulations.

## Objectives

- a) To encourage the sensitive expansion of Lester B. Pearson International Airport subject to appropriate noise management measures.
- b) To provide adequate access between Brampton and the Airport for all modes of travel.

## Policies

- 4.4.9.1 The City will generally support measures to expand the effective capacity of Lester B. Pearson International Airport to match air traffic demands, including the construction of additional runways, provided that appropriate rates of conversion to quieter aircraft and effective noise control and monitoring measures are established or maintained to ensure that residents are not unduly impacted.
- 4.4.9.2 The City will encourage the early implementation of an express transit service to the Airport from one or more major transit terminals.
- 4.4.9.3 The City will work cooperatively with the Ministry of Transportation, Transport Canada, Greater Toronto Airports Authority (GTAA) adjacent municipalities and the Region of Peel in planning for a rapid transit link to the Airport from Brampton.
- 4.4.9.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and provision of airport facilities and services.

11.23

### 4.4.10 ADVERSE IMPACTS

#### Objectives

- a) To protect residential areas from ~~the~~ noise, glare and air pollution associated with transportation facilities.
- b) To promote transportation development which has minimal impact on ecosystem function, environmental integrity, natural features and heritage resources.
- c) To give due consideration to all transportation concepts that have the potential for positive impacts on the social, economic and natural environments.

#### Policies

- 4.4.10.1 The City will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighbourhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.
- 4.4.10.2 Provisions shall be made in all site plans and plans of subdivisions for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.
- 4.4.10.3 Grade separations and other structures related to the street system shall be designed and constructed with regard for their potential adverse audio, visual and environmental effects on adjacent lands.
- 4.4.10.4 All components of the transportation system will be planned, designed and constructed so as to satisfy the policies in the Environmental Management section of this Plan respecting noise impacts.
- 4.4.10.5 All components of the transportation system will be planned, designed and constructed so as to avoid/minimize/mitigate the adverse impact on natural heritage features, functions and linkages, including natural hazard management of flooding, erosion and slope stability, ecosystem function, the natural environment and cultural heritage resources in accordance with the Environmental Management, Heritage sections of this Plan and other established practices.

1N59



1I11, 1Q3

1I11, 1Q3

4.4.10.6 The City may designate specific routes along which dangerous goods can be transported through the community. These dangerous goods routes should be determined based on the community risk assessment to reduce the effects of an accidental release of dangerous goods by keeping the high volume/high hazard materials away from densely populated areas, special needs populations, or sensitive environments.

4.4.10.7 The City shall ensure that proposed development adjacent to railways will adhere to appropriate safety measures such as setbacks, berms and security fencing wherever feasible to the satisfaction of the City in consultation with the appropriate railway. Where applicable, the City will ensure that sightline requirements of Transport Canada and the railways are addressed."

4.4.10.8 The City shall ensure that implementation and maintenance of any required rail noise, vibration and safety impact mitigation measures, along with any required notices on title such as warning clauses will be secured through appropriate planning and legal mechanisms, to the satisfaction of the City and the appropriate railway.

#### 4.4.11 IMPLEMENTATION AND MONITORING

A comprehensive implementation strategy is needed to ensure that the transportation objectives of the Plan are met. Besides the policies and programs contained in the plan, the long-term commitment ~~and conviction~~ of the ~~City Staff and Council~~ will make the plan a reality and a success.

Schedules "B", "B1", "C" and "C1" indicate the long-term road hierarchy and rights-of-ways, transit and ~~multi-use trail~~ major pathways system.

The Works and Transportation Department Capital Budget indicates priorities for improving transportation facilities for a ten-year period. Similarly, the Brampton Transit 10-year Capital Budget indicates the priorities for improving the transit facilities. Both documents are updated annually. On a longer-term basis, the City's Transportation and Transit Master Plan (TTPM) indicates the general timing requirement for transportation improvements through the periods 2011, 2021 and 2031.

A major implication of the transportation policies in this Plan is that the City will investigate and implement as appropriate new capital and operating programs in order to increase the level of service for public transit throughout Brampton. Therefore, increased financial priority must be given to public transit system.

The plan envisages balanced transportation network and both private and public transportation are integrated systems. Though, there must be an increased financial priority for the public transit but the road system must to be adequately funded to complement the increased public transit service levels.

In addition to the funding provided by the Provincial Government for transit projects, the City should investigate other means of financing public transit improvements, such as the use of development agreements and direct funding from Federal Government.

### Objectives

- a) To implement road transit and other transportation infrastructure improvements after detailed consideration of affected communities, land use, environmental factors, standards of traffic safety and efficiency, and universal accessibility.
- b) To review and monitor, on a regular basis, the functional efficiency of the total transportation system.
- c) To ensure that the transportation network and capacity requirements to accommodate particular development areas are determined and that the necessary components thereof are implemented in advance of such development

### Policies

- 4.4.11.1 The City shall review annually the timing and priority of road and transit improvements as part of the Public Works and the Transit departmental Capital Budgets.
- 4.4.11.2 The City shall ensure that the development charges reflect the cost of an improved transit service while maintaining an acceptable overall transportation level of service.
- 4.4.11.3 The City shall consider the use of development agreements to assist in financing major public transit improvements, where appropriate.
- 4.4.11.4 The City shall conduct studies to examine the feasibility, staging and timing of providing the rapid transit facilities identified on Schedule "C" of this Plan.
- 4.4.11.5 The City shall, on a regular basis, monitor the efficiency and effectiveness of all major elements of the transportation system including the road facilities, local transit services, the commuter rail system, parking, cycling and pedestrian infrastructure.
- 4.4.11.6 The City requires that transportation impact studies for all developments that generate a significant amount of traffic be prepared according to the City of Brampton and Region of Peel Guidelines for Preparing Traffic



Impact Studies and that such studies also address transit services and impacts on any nearby portions of the Provincial Highway System.

- 4.4.11.7 The City shall make ongoing implementation of staged changes to policies and programs, to support the balancing of transit, walking, cycling and auto modes such as TDM, TSM, ITS, Rapid Transit etc.
- 4.4.11.8 The City shall ensure consistency with the City's Municipal Accessibility Plan and the Accessibility Technical Standards in the implementation of transportation projects and programs.
- 4.4.11.9 The City will ensure that the necessary transportation studies are conducted from time to time, through OP Reviews, Secondary Plan studies, Transportation and Transit Master Plan updates, and specific sub-area studies, to determine the transportation network elements required to provide sufficient capacity and connectivity in advance of development releases in various areas of the City.
- 4.4.11.10 The City will ensure, in conjunction with community block plans and the Growth Management Program, that the necessary components of the transportation network and related capacity to serve particular developments or development phases are in-place or assured before such developments or phases are allowed to proceed.
- 4.4.11.11 In the event that necessary transportation infrastructure and transportation capacity to serve particular developments are not immediately available or assured, such developments may still be allocated conditional capacity for a future year through the City's growth management program, in accordance with the City's capital infrastructure forecasts.

#### 4.5 ~~NATURAL AREAS~~ HERITAGE AND ENVIRONMENTAL MANAGEMENT

1L68, 1M10,  
1N60

The City of Brampton takes seriously its role in promoting and being a leader in natural heritage conservation and environmental management. In this regard, Brampton has adopted an ecosystem approach to planning, which recognizes the environment on a level with social and economic concerns and which promotes the principles of sustainable development. ~~recognizes how human activity will affect the ecosystem with consideration not only for the~~ The ecosystem approach responds to the dynamic, interrelationship of all elements of a biophysical community, and the long-term management and related monitoring policies that address not only individual impacts to the environment but also the cumulative environmental impacts to achieve a sustainable, healthy ecosystem. Protection, enhancement and restoration of natural heritage features is important to ecosystem health particularly in an urban environment. Providing open space linkages is important to the health of the environment and overall sustainability, and therefore ~~Providing these linkages is a priority in the City of Brampton.~~

1N32, 1N63

It is important to recognize that although sustainable development is an objective of ecosystem planning, it extends further than just environmental management. Other aspects of sustainable development have been addressed within the Recreational Open Space, Transportation, Residential and Urban Design sections of the Official Plan.

Policies aimed at conserving and protecting natural heritage features functions and as well as providing linkages between features ~~are~~ in accordance with Pillar 3.0 Protecting Our Environment, Enhancing Our Community of the City's 'Six Pillars' Strategic Plan and the Provincial Policy Statement.

To ensure that environmental considerations are evaluated equally with social and economic development concerns within the context of this Official Plan, the Natural Heritage Areas and Environmental Management section of this Plan applies to development in general and all land use designations within the Official Plan.

The City of Brampton identifies Natural Heritage Environmental Features and Areas on Schedule D. They are designated as follows:

1L69

- Valleylands/Watercourses Corridors
- Woodlands
- Wetlands (Provincially Significant Wetlands and Other Wetlands)
- Environmentally Sensitive/~~Areas~~ Significant Areas
- Areas of Natural and Scientific Interest
- Provincial Greenbelt Area
- ☐ ~~Special Policy Areas~~

**Natural  
Heritage Areas &  
Environmental  
Management**







1N15, 1N150

Mapping of the heritage features and areas on Schedule "D" is based on data obtained from the various agencies (including Toronto and Region Conservation Authority, Credit Valley Conservation Authority, Region of Peel and Ministry of Natural Resources), recent planning and environmental studies (eg. North West Brampton Environment and Open Space Study) supplemented by aerial photographs and field checks as appropriate. Refinement of the boundaries of the natural heritage features and areas may be made when subwatershed studies and other environmental studies are prepared as part of the development approval process.

1N12, 1N64

An important aspect of environmental planning and management is protecting public health and safety through eliminating or minimising the potential risks associated with natural and man made hazards. This would be achieved through a proactive and precautionary approach to land use planning, in tandem with a process of risk identification, monitoring and management implemented in accordance with the Provincial Emergency Management Act.

The City recognizes that public and private stewardship is the natural next step after the protection of natural heritage features and linkages through new development. Being good neighbours to give nature a helping hand requires the cooperation and participation of the municipality, the residents, the business community, Conservation Authorities and conservation organizations working together to achieve long term ecosystem health and biodiversity.

1L52, 1N65

## Objectives

It is the objective of the Natural ~~Heritage Areas~~ and Environmental Management policies to:

- a) Maintain the City of Brampton as a leader in environmental planning;
- b) Ensure that land use planning contributes to the protection, improvement and restoration of water resources and that all new development, including intensification, shall have a minimum impact on the established natural environment;
- c) Pursue and implement sound stormwater management practices and sustainable management practices which will ensure ~~adequate~~ protection from flooding and erosion, maintain groundwater quantity, improve water quality and provide recreational opportunities;
- d) Maintain and, where possible, improve and restore surface and ground water resources in sufficient quality and quantity to meet existing and future uses and ecological requirements on a sustainable basis;
- e) Ensure that land use decisions promote water conservation and support the efficient use of water resources;
- ~~d/f)~~ Recognize the environmental/ecosystem benefits, habitat function, microclimates, urban design and general aesthetics that the City's woodland and urban forest provides and in this regard maximize the protection, retention, restoration, enhancement and linkages between existing woodlands, trees, hedgerows to other natural heritage and other vegetative features such as valleys, watercourses, etc. within the City;
- ~~e/g)~~ Identify, protect, ~~and enhance~~ and restore fisheries and wildlife populations, habitat and corridors ~~population~~ within the City with a goal towards ensuring no net loss and achieving a net gain of such habitat;

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1L52, 1N65

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1N65

## Natural **Heritage** Areas & Environmental Management



- ~~g) Protect the community from potential natural and man-made hazards and reduce the risk of the loss of human life and property damages;~~
- ~~h) Ensure that all new development including infill is protected from unacceptable levels of environmental pollution and nuisance;~~
- ~~i) Protect the community from potential natural and man-made hazards and reduce the risk of the loss of human life and property damage;~~
- ~~j) Promote the application of practical and progressive energy, soil, water and air conservation standards to traditional engineering and urban design standards;~~
- ~~k) Undertake and/or support monitoring programs that are designed to provide background data, and review and analyze current engineering/design measures implemented to mitigate the impacts of urban development on the natural heritage system;~~
- ~~l) Work with the Province, Conservation Authorities and adjacent municipalities to address long-term health and biodiversity of the natural heritage system within the subwatersheds that traverse Brampton; and~~
- ~~m) Promote and encourage both private and public partnerships to undertake stewardship efforts of both the natural heritage and recreational open space systems.~~

1L65

1L65

1L65

1L65, 1N12

#### 4.5.1 Watershed Plans and Subwatershed Studies

To ensure that environmental planning decisions are made in accordance with an ecosystem approach, the results of Watershed Plans, including watershed strategies, and Subwatershed Studies will form the basis for development. Watershed Plans include all of the lands drained by a major river and its tributaries, ~~whereas Watershed strategies and plans are prepared to address the protection of a specific aspect of the natural heritage system such as source water protection, fisheries management, greenlands securement, terrestrial ecosystem modelling, etc.~~ Subwatershed Studies include all of the lands within one tributary of the watershed.

1N66

Watershed boundaries often cross municipal boundaries, ~~and As such, Watershed pPlans and strategies are usually initiated by Conservation Authorities with participation from the affected Regional and local municipalities, and provincial ministries and the public, as appropriate.~~ The boundaries of subwatersheds are more local and therefore are usually initiated by the local municipalities with participation from the Region and the area Conservation Authority. Planning decisions that are made based on the results of ~~wWatershed pPlans and strategies~~ and Subwatershed Studies provide a comprehensive, systems based approach to all aspects of land use planning and result in environmental decisions that consider cumulative impacts.

1N66





1N66

Subwatershed Studies examine and make recommendations on three key components, the natural heritage system~~environment~~, storm water management and an implementation and monitoring plan. Some of the key principles of Subwatershed Studies are to develop a long term vision for the environmental resources of the watercourse and tributary(ies) of an area, to ensure that long term cumulative impacts to the environment are avoided and to support an adaptive environmental management approach to development~~the environment~~.

1N66

Based on the results of Subwatershed Plans, the City of Brampton is committed to ensuring the protection, enhancement and restoration of the natural heritage features, functions and linkages to ensure long term ecosystem health. The analysis of compliance and long term monitoring information and data will assist the City and the Conservation Authorities in reviewing and defining engineering, stormwater management and sustainable management practices, and design and landscaping requirements for development to ensure that urban impacts are being appropriately mitigated.~~maintenance, enhancement and restoration of the various features and functions identified as part of that system.~~ The ecosystem approach to environmental planning has been adopted by a number of municipalities and is consistent with the Provincial Policy Statement related to planning in a coordinated, integrated and comprehensive manner.

### Policies

1L53

4.5.1.1 Watershed plans and subwatershed studies will identify surface water features, ground water features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed including the identification of sensitive and vulnerable surface and ground water features. Development and site alteration will be restricted in or near sensitive and vulnerable surface and ground water features such that these features and their related hydrologic functions will be protected, improved or restored.

1N67

4.5.1.14.5.1.2 ~~Where a Watershed Plan exists, the Subwatershed Study will generally be in conformance with the goals,~~~~and~~ objectives and recommendations of the Watershed Plan.

1L55,1N68

4.5.1.24.5.1.3 The City shall, prior to the approval of an Official Plan Amendment implementing a development concept for a new secondary plan area, require that a Subwatershed Study be undertaken for the affected subwatersheds. Such Subwatershed Studies shall be comprehensive documents subject to the participation and the approval of the appropriate agencies and include a discussion of the impact or potential impact on water quality and quantity including impacts on private well supplies from alternative development scenarios, the relationship of the study area to the watershed, and proposed mitigation measures. In this regard, an approved Subwatershed Study is a prerequisite before the approval of a Secondary Plan.

## Natural **Heritage** Areas & Environmental Management



~~4.5.1.3~~4.5.1.4 All applications for development within a subwatershed area ~~shall~~ will generally conform to the recommendations of the approved Subwatershed Study.

~~4.5.1.4~~4.5.1.5 Subwatershed Studies will make recommendations for the protection, restoration and enhancement of natural areas, features, and functions and linkages, and identify compliance and long term monitoring requirements to review and analyze the individual and cumulative impacts of development.

1N8, 1N70

~~4.5.1.5~~4.5.1.6 In the preparation of ~~new~~ Subwatershed Studies, specific sequencing requirements related to the preparation and finalization of supporting component reports (eg. transportation, land use etc.) and/or monitoring results may be imposed before the Subwatershed Study will be approved.

1N8, 1N71

4.5.1.7 In rare occasions, Subwatershed Studies and/or environmental reports are prepared well in advance of development of an area. In such instances, the City of Brampton may undertake updates to Subwatershed Studies, Environmental Implementation Reports and/or other studies that direct development be reviewed as required to include current recommendations, scientific advancements, new assessment tools and sustainable Management Practices provided in higher level approved reports, i.e. watershed plans and strategies, including monitoring, before development proceeds in an area. In cases where planning decisions are likely to have a significant immediate or cumulative impact, the need to update a subwatershed study shall be determined jointly with relevant agencies and the Region of Peel prior to further development proceeding in an area.

1L 57, 1N14,  
1N72

~~4.5.1.6~~In rare occasions, Subwatershed Studies are prepared several years in advance of development of an area. In such instances, the City of Brampton may undertake updates to Subwatershed Studies as required to include current Best Management Practices before development proceeds in an area.

1L 57, 1N14,  
1N72

~~4.5.1.7~~4.5.1.8 Adjacent municipalities will be consulted on subwatershed studies where there is likely to be potential impact on downstream watercourses. The City shall, in conjunction with Secondary Plans and related Official Plan Amendments, require that Subwatershed Studies consider all woodlands and significant vegetative features within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how such woodlands and vegetative features will be accommodated within the development process, where feasible.

1F3, 1G5

1L 58, 1N73

## 4.5.2 Environmental Implementation Reports

Environmental Implementation Reports (EIRs) or Master Environmental Servicing Plans (MESPs) are detailed environmental studies that may be required during the master planning process to ensure compliance with the relevant higher order studies (for example Watershed and Subwatershed Studies, Habitat Improvement Plans etc.). Master Environmental Servicing Plans ~~provides~~ usually require more

1M26, 2L5

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design details in terms of environmental protection, stormwater management, and functional servicing than Environmental Implementation Reports. ~~And~~ In addition, Master Environmental Servicing Plans generally require a implementation detailed implementation strategy in terms of compliance with higher order plans, restoration and/or mitigation measures, phasing, interim measures participating owners etc.

The City of Brampton requires that the development of Secondary Plans proceed through the preparation of Community Block Plans and often there are a number of Community Block Plans within a Secondary Plan Area. Environmental Implementation Reports (or Master Environmental Servicing Plans) are often completed at the Community Block Plan scale. There are numerous component studies completed to support an Environmental Implementation Report (or Master Environmental Servicing Plans) including Environmental Impact Studies and Storm Water Management Reports. In order to receive approval of a Community Block Plan, an Environmental Implementation Report (or Master Environmental Servicing Plans as appropriate) must be prepared to the satisfaction of the City of Brampton in consultation with the area Conservation Authority and the Region of Peel.

## Policies

1L59

4.5.2.1 Environmental Implementation Reports (EIRs) (or Master Environmental Servicing Plans (MESPs) as appropriate) shall be required to address the impacts of development on the natural environment and to implement the recommendations of subwatershed studies. EIRs shall be completed to the satisfaction of the City of Brampton in consultation with the relevant agencies prior to approval of a community block plan.

1L60,1M27,  
1N8,  
1N74,

4.5.2.14.5.2.2 Environmental Implementation Reports (or Master Environmental Servicing Plans as appropriate) will include but are not limited to:

- (i) Inventories and analysis of the natural heritage features, functions and linkages including vegetation, fish and wildlife habitat, topography, soils, groundwater and surface water hydrology, fluvial geomorphic processes, and natural hazards including flooding, erosion and meander belt width, slope stability etc. environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
- (ii) An analysis of the individual and cumulative environmental effects that are expected to occur as a result of the proposed development and future uses;
- (iii) The consideration and evaluation of alternatives including land use, engineering, subdivision design and infrastructure, and mitigation, enhancement and restoration measures ~~possibilities;~~ and

1N74

1N74

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- (iv) A commitment to ~~implementing~~ establishing Adaptive Environmental Monitoring (AEM) including measures for compliance and long term monitoring and the ongoing management of measures for the protection, evaluation, maintenance, and enhancement and the ongoing management of natural features, and functions and linkages to achieve long term comprising the ecosystem health.

1N74

~~4.5.2.24.5.2.3~~ Environmental Implementation Reports (or Master Environmental Servicing Plans (MESPs) as appropriate) will be prepared to the satisfaction of the City of Brampton in consultation with the local area Conservation Authority and the Region of Peel. Adjacent municipalities will be consulted if there is likely to be potential impact on downstream watercourses.

1F3, 1G5

~~4.5.2.34.5.2.4~~ In some instances, the City in consultation with the area Conservation Authority may determine that a scoped Environmental Implementation Report is appropriate.

~~4.5.2.44.5.2.5~~ The Environmental Implementation Report (or Master Environmental Servicing Plan as appropriate) shall be evaluated based upon the perceived risk of compromising the integrity of the natural heritage features, functions and linkages area by if approving the proposed development is approved and, despite the application of mitigation measures or other controls and regulations; which normally comprise the Development Agreement.

1L61, 1N75

~~4.5.2.54.5.2.6~~ An Environmental Implementation Reports (or Master Environmental Servicing Plan as appropriate) shall identify and consider the features and functions of lands adjacent to identified natural heritage features to determine whether protection and/or management of the adjacent lands is appropriate. an area adjacent to sensitive areas and shall consider such additional related or linked features and areas as are appropriate in the circumstances.

1N76, 2L5-6

~~4.5.2.64.5.2.7~~ An Environmental Implementation Report (or Master Environmental Servicing Plan as appropriate) may be required for any development, which in the opinion of Council, may have an impact on a natural area, even though the proposed development is neither within nor adjacent to the subject natural area.

~~4.5.2.74.5.2.8~~ Should the proponent of a development be unable or unwilling to provide an Environmental Implementation Report (or Master Environmental Servicing Plan as appropriate) and therefore inadequate protection of the environmental feature in the opinion of Council, the application for development may be refused.

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1G5

1N77

1G5, 1N79

2L8

1N80

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4.5.2.84.5.2.9 The policies of this section shall not affect an undertaking authorized pursuant to the provisions of the *Environmental Assessment Act*.

### 4.5.3 Storm Water Management

To ensure the health of the watersheds and subwatersheds within Brampton and in downstream municipalities, storm water management is required for in all new development areas and infill and redevelopment projects to control both the quality and quantity of storm water run off. There are significant benefits in implementing effective storm water management techniques such as reducing erosion of Valleylands and watercourses, avoiding downstream flash flooding, reducing siltation and sediment loading, ensuring that there is no destruction of aquatic, plant and animal populations, and minimizing costs related to maintenance and restoration.

#### Policies

4.5.3.1 The City of Brampton is responsible for the installation and maintenance of storm sewers, ~~and~~ stormwater management facilities and related infrastructure. The City will prepare a Stormwater Management Master Plan to set objectives and to provide an overall plan for the design, installation and maintenance of the stormwater management system in the City.

4.5.3.2 Storm water management facilities will be provided in accordance with the requirements of approved studies (ie Subwatershed Studies, Environmental Implementation Reports, Master Environmental Servicing Plans, Functional Servicing Reports, stormwater management master plan etc.). The City will assess alternatives for stormwater quantity and quality control and Sustainable Management Practices with regards to the following:

- (i) location of storm water management facilities with a preference for at source controls, low impact development concepts where feasible and compatible with planning and engineering objectives;
- (ii) impact of maintenance and jurisdictional costs for wet and/or dry ponds and other storm water management facilities to the City; and,
- (iii) minimise the number of ponds in any subwatershed area, without compromising the benefits of stormwater management.

4.5.3.3 The City shall, prior to the approval of any site specific development proposal, require the approval of a functional servicing report and a storm water management plan which implements a management concepts endorsed by a subwatershed or other environmental study (EIR, MESP) as applicable.





4.5.3.4 Where practical and possible, stormwater management ponds should be situated adjacent to the valley and watercourse corridors, and open space areas rather than in separate, single purpose blocks.

1N81

4.5.3.5 Storm water management facilities (i.e. quantity, quality, infiltration, etc.) should be oriented, designed and constructed to contribute to and complement the adjacent natural heritage features, functions and linkages. These facilities shall be naturalized to complement the adjacent natural features and area.

1N81

~~4.5.3.24.5.3.6~~ The City shall ensure that storm sewers are economically and technically designed to operate on a gravity system and have a positive outlet to utilizing e natural drainage watercourses features, where appropriate available. Drainage diversions may only be considered if assessed and found to be acceptable in subwatershed and environmental studies, and supported by area Conservation Authorities.~~in instances where appropriate supporting evidence is provided that it can be accommodated with minimal disturbance to the corridor.~~

1N82

4.5.3.7 Storm water management facilities shall be designed as major landscaped features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the Open Space System. Similarly, the street pattern shall ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community.

1N83

~~4.5.3.34.5.3.8~~ The City shall promote the use of Best Management Practices (BMP's) to achieve a "best fit" of design and technology to promote environmental objectives. To this end and the extent practicable, naturalized methods to mitigate the effects of storm water run-off within valley systems will be preferred over "hard" engineering solutions.

1N84, 2L7

~~4.5.3.4~~The City shall require the use of storm water management facilities. These and other related measures would enable the City to control both the quantity and quality of surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition. Whenever possible, these storm water management facilities shall be designed as major landscaped features based on the City of Brampton's Storm Water Management Planting Guidelines and as integral components of the Open Space System. Similarly, the street pattern shall ensure significant frontages of the storm water management facilities on adjacent streets to promote views and reinforce their focal nature within the community.

1N78 and 85

~~4.5.3.54.5.3.9~~ The City shall endeavour to ensure that all construction sites utilize the most up to date practices to minimise the introduction of silt and debris into natural watercourses including siltation fences and traps, sediment ponds, and the application of fast growing grass or related seed to earth mounds or bare-earth areas. In authorizing the grading or pre-



1N78

servicing of construction sites, the City shall require agreements to ensure proper construction practices including limited exposure of top and/or subsoils.

~~4.5.3.6~~ 4.5.3.10 In implementing Sustainable Best-Management Practices, the City will promote ~~the~~ consideration of the concepts of low impact development, and sustainable and green technology, and current standards of the City, relevant CA and MOE to address both the quantity and quality of storm water run-off being released to any natural heritage feature, including a valley corridor system or watercourse, and endeavour to improve the quality of the storm water system. In addressing storm water quality, the necessity of such measures as stormwater management ponds, infiltration trenches and oil grit separators will be evaluated.

1N79

~~4.5.3.7~~ The City shall, as part of the preparation of Subwatershed Studies and the review of ~~Environmental Implementation Reports and Master Environmental Servicing Plans~~, assess ~~Best Management Practice alternatives for stormwater quantity and quality enhancement with regard to the following:~~

- ~~(i) location of storm water management facilities with a preference for source controls where feasible;~~
- ~~(ii) impact of maintenance and jurisdictional costs for wet and/or dry ponds and other storm water management facilities to the City; and;~~
- ~~(iii)~~ (iv) minimise the number of ponds in any subwatershed area.

1N80

~~4.5.3.8~~ The City shall, prior to the approval of any site specific development proposal, require the approval of a functional servicing report and a storm water management plan which implements a management concepts endorsed by a subwatershed management plan, if applicable.

~~4.5.3.9~~ The City shall ensure that the development of storm water management quantity/quality facilities is undertaken so that minimal impact is exerted on the features and functions of valleylands and the completed facility shall be naturalized to complement the area.

~~4.5.3.10~~ Where practical and possible, stormwater management ponds should be situated adjacent to the valleyland and tableland open space network rather than in separate, single purpose blocks.

1N85

~~4.5.3.11~~ Storm water management facilities will be provided in accordance with the requirements of approved studies (ie Subwatershed Studies, Environmental Implementation Reports, Master Environmental Servicing Plans, Functional Servicing Reports, etc.)

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~~4.5.3.12~~ 4.5.3.11 The City shall consult and co-operate with the Department of Fisheries and Oceans Canada, Ministries of Natural Resources, Environment and Transportation, the Conservation Authorities or any other agency as necessary in determining the required measures to implement an environmentally conscious storm water management network.

4.5.3.12 The developer shall be required to contribute to a perpetual maintenance fund for the upkeep of stormwater management ponds.

#### **4.5.4 — Water Supply and Conservation**

~~It is the responsibility of the Region of Peel to supply and distribute water throughout the Region. In the southern urban areas of Peel, water is being supplied through agreements with the Province of Ontario (South Peel Servicing Scheme). This is accomplished through a system of trunk feedermains, storage reservoirs and pumping stations. Conservation is another important component of the water resource and the City of Brampton recognizes that all area municipalities have responsibility in developing and implementing water conservation strategies.~~

1L62,  
1N86

#### **Policies**

~~4.5.4.1~~ To continue to provide a potable water supply, it is the responsibility of the Region of Peel to adopt the following policies:

- ~~(i) That water purification supply facilities and distribution works be installed and maintained in accordance with Provincial requirements to adequately service the City's developed and developing areas.~~
- ~~(ii) That the design of water supply and distribution facilities be based on ultimate development within the South Peel Servicing Scheme area.~~
- ~~(iii) That new development be encouraged to obtain water via the South Peel Servicing System; however, development serviced by private well(s) or which is dependant upon a significant level of water taking may be subject to the approval of a hydrogeological investigation/study. These studies must demonstrate that there are adequate groundwater resources to accommodate the development without a negative impact on the quantity or quality of such resources, private wells in the immediate area, water related resources/habitat, or the natural environment.~~
- ~~(iv) That as a condition of development approval, a proponent may be required to guarantee to rectify any adverse impacts on a private well by providing a new water source for the affected party.~~



1N88

~~4.5.4.2 To educate the public on methods of water conservation, the City shall encourage education initiatives and support the Region of Peel in any programs related to water conservation.~~

~~4.5.4.3 To ensure the long term protection of groundwater resources, the City shall encourage the development of a program(s) to ensure the long term protection of groundwater resources such as a well head protection program, including recharge areas and wetlands.~~

~~4.5.4.4 To ensure the protection of groundwater resources, the City shall consult and co-operate with the Ministries of Natural Resources and Environment, the Conservation Authorities and the Region of Peel.~~

## 4.5.54 Groundwater Resources ~~charge/Discharge~~

Groundwater resources are critical components of the water related ecosystem by contributing critical baseflows to watercourses, streams, lakes and wetlands and associated fish habitat, and ~~not only~~ providing an important service to land uses dependent on private wells, ~~but also to the water flows and levels in streams and lakes.~~ Recognizing the interconnected nature of the land and water related ecosystem, it is the responsibility of the Region and the local municipality to maintain and protect the quality and quantity of groundwater in accordance with the Provincial Policy Statement.

Watershed Plans and Subwatershed Studies will assess groundwater resources and it is critical that development only proceed in accordance with the approved plans to ensure there is minimal impact on both the quality and quantity of groundwater resources.

## Policies

1L66

~~4.5.5.1 Where new development is to be serviced by private wells(s) and septic tank systems, a hydrogeological investigation/study will be prepared to demonstrate that there will be no negative impact on the quantity or quality of groundwater resources. This study will be prepared to the satisfaction of the City and the Region.~~

2L11

~~4.5.5.2 Watershed Plans, Subwatershed or area specific stormwater management or master drainage studies will identify significant surface water features, groundwater features, hydrologic functions and natural heritage features and areas which are necessary for the ecological and hydrological integrity of the watershed.~~

1N8

~~4.5.5.3~~ 4.5.4.1 The City of Brampton will actively participate in any studies conducted by Conservation Authorities or other agencies to monitor the quantity and quality of groundwater resources within Brampton's watersheds.

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~~4.5.5.44.5.4.2~~ By implementing development based on approved Watershed Plans and Subwatershed Studies, the City shall ensure development proceeds in a manner that is sensitive to known significant groundwater recharge areas.

~~4.5.5.54.5.4.3~~ To protect and maximize groundwater ~~discharge and~~ recharge, the City will implement stormwater management and Sustainable Best Management Practices to achieve pre-development water budgets in storm water management and promote the use of infiltration devices where appropriate.

~~4.5.5.64.5.4.4~~ The City shall discourage land uses or agricultural practices, which exert impacts on groundwater resources that are not sustainable.

~~4.5.5.74.5.4.5~~ To ensure the protection of groundwater resources, the City shall consult and co-operate with ~~the Ministries of Natural Resources and Environment,~~ the Conservation Authorities, ~~and~~ the Region of Peel, ~~and other public agencies as necessary.~~

~~4.5.4.6~~ The City shall encourage the development of programs to ensure the long term protection of groundwater resources such as a well-head protection, recharge and discharge areas and wetlands.

1N90

1L64, 2L10

1L64, 1N87

### 4.5.56 Soils Conservation

~~Soil c~~Conservation of topsoil is not only important from the perspective of conserving topsoil as a the resource, but to prevent also because topsoil that is depleted from wind and water related soil erosion can have serious effects onfrom impacting the water ecosystem, including if it enters into watercourses and fish habitat. Ecosystem impacts to water quality and aquatic populations. This matter can be compounded if the soils from construction sites or cultivated farm fields are contaminated, contain high contamination content because the water quality and aquatic populations and habitats can be negatively impacted.

1N91

### Policies

~~4.5.6.14.5.5.1~~ The City may enact and enforce Topsoil and Fill By-laws to assist in controlling erosion and siltation.

~~4.5.6.24.5.5.2~~ Prior to initiating any grading on a subdivision construction site, the proponent is required to obtain a topsoil removal permit and to enter into a pre-servicing and grading agreement with the City. This agreement will identify any requirements related to the timing and extent of top-soil stripping and stockpiling.

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1N92

1N93

1L68, 1L70,  
1L72, 1N94,  
1N194,  
1N195

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~~4.5.6.34.5.5.3~~ Prior to initiating any grading or servicing of a site not subject to a current development application, the City may require that the proponent obtain site plan approval which will include a grading plan and a sediment/erosion control plan. These plans will meet the requirements of the City, the Conservation Authority with jurisdiction and any other appropriate agency and will set out the measures to be taken with respect to the prevention of soil erosion through all phases of the construction and development process.

~~4.5.6.44.5.5.4~~ The City requires storm water management, Sustainable ~~By implementing Best Management Practices and sediment and erosion control measures be implemented that detain and treat sediment laden storm water and promote infiltration of clean water. in storm water management, the City shall encourage practices, which promote the infiltration and treatment (i.e. detention) of stormwater.~~

~~4.5.6.54.5.5.5~~ To minimize the length of time that soil and topsoils piles are exposed to the elements, the City ~~will may~~ encourage stabilization measures practices to be implemented during the construction ~~phase process~~.

~~4.5.6.64.5.5.6~~ Agricultural practices, which are conscious of soil conservation methods, and result in the maintenance and enhancement of surface and ground water quality, will be encouraged.

~~4.5.6.74.5.5.7~~ The City shall consult and co-operate with the appropriate Provincial Ministries and other agencies as necessary with respect to issues pertaining to soil resources.

### **4.5.76 Natural Heritage System Features and Functions**

~~Land Use Planning in the City of Brampton needs to consider not only natural features, but the functions they provide. A natural heritage system is made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. Land use planning in the City of Brampton needs to consider not only natural heritage features, but the functions and linkages they provide, including those of adjacent lands. This policy is intended to promote a systems approach to identify, protect, enhance and restore the natural heritage system in the City.~~

~~Schedule "D" of the Official Plan illustrates The Environmental Features and areas that make up the natural heritage system within the City of Brampton are:~~

- Valleylands and Watercourse Corridors
- Woodlands
- Wetlands (Provincially Significant and Other Wetlands)
- Environmentally Sensitive/Significant Areas
- Areas of natural and Scientific Interest (ANSI)



- Fish and Wildlife Habitat
- Greenbelt Plan Natural System

Some of these features and areas are mapped on Schedule "D" as appropriate. Identification and refinement of these natural heritage features and areas will be made as and when watershed plans, subwatershed studies, natural heritage system studies and other environmental studies are prepared. As well, the City is committed to ensuring the conservation of these natural features, functions and linkages through the application of environmental buffers, setbacks and linkages.

Specific policies are established for each of these natural heritage features and areas (See Section 4.5.7 to 4.5.13), but there are also a number of general policies that are applicable to all natural features/areas as set out in this section.

## Policies

4.5.7.14.5.6.1 The precise boundaries and alignments of natural heritage features and areas as indicated on Schedule "D" will be determined site specifically on the basis of the policies of this Plan and in consultation with the appropriate Conservation Authority.

1L73

4.5.7.24.5.6.2 The extent of the City's natural heritage features and areas will be evaluated and identified through a watershed plan, subwatershed studies (See Section 4.5.1) and Environmental Implementation Reports /Studies (See Section 4.5.2) and natural heritage system studies will be prepared through the City's development approval process and in consultation with the relevant agencies. A review of the adjacent land should also be undertaken as part of these studies. The results of these studies may refine modify the extent of natural heritage features designated on Schedule "D". If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan), refinement of boundaries of natural features and concerns for the adjacent lands may be determined on a site by site basis through an Environmental Impact Report or Environmental Impact Study subject to the approval of the City, the appropriate Conservation Authority and the Ministry of Natural Resources where required under the Provincial Policy Statement.

1L73, 1M28,  
1M50,  
1N95-96

2L12

4.5.6.3 For the purposes of this policy, adjacent lands are those lands contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature or area. The extent of the adjacent lands shall be determined in consultation with the Conservation Authorities having regard for standards recommended by the Province.

1L73, 1M50



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1L73

1L73, 1M50,  
1N195

1L73, 1M28,  
1M50, 1N95-  
96, 1N195,  
2L11

1L73

1L73

1L73, 1M49

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1L73, 1M49  
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4.5.6.4 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources, Ministry of Environment, or any other agency as necessary with respect to issues or concerns relating to natural features.

4.5.6.5 In accordance with the Provincial Policy Statement, development and site alteration shall not be permitted in:

- Significant habitat of endangered species and threatened species; and
- Provincially Significant Wetlands.

4.5.6.6 Development and site alteration shall not be permitted on lands adjacent to other significant natural heritage features including significant valleys, woodlands or other wildlife habitats unless an Environmental Implementation Report and/or Environmental Impact Study has demonstrated that there will be no negative impacts on the ecological function of the system or its ecological features.

4.5.7.3 An Environmental Impact Report will be required when urban development is proposed within or adjacent to natural features as designated on Schedule "D", subject to the approval of the City, the appropriate Conservation Authority and the Ministry of Natural Resources

~~4.5.7.4 The City shall consult and co operate with the Ministries of Natural Resources and Environment, the Conservation Authorities or any other agency as necessary with respect to issues or concerns relating to natural features.~~

4.5.6.7 Existing agricultural uses are permitted to continue within the City's natural heritage system.

~~4.5.7.5~~ 4.5.6.8 If any natural feature designated on Schedule "D" is damaged or removed without support from an approved Environmental Impact Study, there will be no adjustment to the boundary of the feature and restoration will be required as a condition of development approval. On lands subject to a development application where any natural feature or area designated on Schedule "D" is damaged, destroyed or removed, there will be no adjustment to the boundary or re-designation of these features or areas in the Official Plan. The applicant will be required, as a condition of development approval, to prepare a site restoration plan for the damaged or destroyed feature and undertake the restoration prescribed in the plan, to the satisfaction of the City.

4.5.6.9 Restoration Areas are lands and waters that have the potential to be enhanced, improved or restored to a natural state, contributing to the enhancement of the City's natural heritage system. It is the policy of this Plan that Restoration Areas will be added to the natural heritage system over time in accordance with the guidance provided in watershed plans, subwatershed studies, natural heritage system studies and site specific studies where such lands and waters will be shown or described





conceptually until appropriate restoration or enhancement opportunities are identified.

4.5.6.10 Restoration and enhancement opportunities will be identified through the conservation, restoration and land securement programs of public agencies and through private land stewardship.

4.5.6.11 Where restoration opportunities are identified through the development approvals process in accordance with studies (determining that natural heritage system restoration or enhancement is appropriate), these lands and waters will be added to the natural heritage system and placed in a protective zone category through block plan, subdivision and site plan approvals.

1L73, 1M49

4.5.6.12 Once identified for protection, Restoration Areas will be protected from development and managed so as to establish natural conditions and self sustaining natural vegetation. When such lands and waters have been restored, they may be designated on Schedule "D" in accordance with a specific natural heritage policy of the Plan.

1L73, 1M49

4.5.6.13 Development and site alteration within Restoration Areas may be permitted provided that it is demonstrated that there will be no negative impacts on the natural heritage system features and areas or their ecological functions.

1L73, 1M49

~~4.5.7.64.5.6.14~~ The City shall strive to achieve no net loss and if possible, a net gain, in natural heritage features and areas. In some instances the compensation may be provided at another location to maximize the benefits to the ecosystem. ~~where studies demonstrate that development and site alteration will have no negative impact on a natural heritage feature and/or area, the compensation for the feature and/or area that is no longer retained as part of the natural heritage system may be requested and subject to approval, compensation may be provided at another appropriate location to maximize the benefits to the natural heritage system.~~

1L73, 1M28,  
1M 51-52,  
1N98

4.5.6.15 Removal of natural heritage features and areas from the City's natural heritage system shall be avoided and must be justified by an Environmental Impact Report or Environmental Impact Study in consultation with the Conservation Authorities and other relevant agencies. These studies will demonstrate to the satisfaction of the City in consultation with the Conservation Authorities that there will be no net loss, and if possible a net gain, in natural heritage system values and ecological functions.

1L73, 1M51

4.5.6.16 The added lands will at least equal the removed lands in area and quality.

1L73, 1M51

4.5.6.17 The added lands should abut other portions of the City's natural heritage system, and preferably should be within the subject lands or within other

1L73, 1M51





1N100

1N99

1L73, 1M32,  
1N100

1N100

1M15, 1N45

suitable lands identified to the satisfaction of the City and other relevant agencies.

4.5.6.18 The City will promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity, community aesthetics and community objectives.

4.5.7.74.5.6.19 Prior to the approval of a development application, ownership of natural features must be determined to the satisfaction of the City. The City will discourage the fragmentation of ownership of natural features, including setbacks and conservation buffers.

4.5.6.20 To encourage the conservation of the natural heritage system, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

4.5.6.21 The City will work in partnership with the Region of Peel, Conservation Authorities, and developers and private landowners to ensure that natural heritage features are acquired and/or secured in public ownership, to the extent practical. The City will promote and encourage public and private partnerships to undertake stewardship efforts to maintain the long term health and biodiversity of the natural heritage system.

4.5.6.22 The City will consider the following planning principles to ensure protection and enhancement of natural heritage in the design of all development:

- (i) maintenance of the landforms and physical features of the site in their natural state to the greatest extent practicable, ensuring that the natural rather than man-made character of the site predominates;
- (ii) protection, enhancement and restoration of any stream, pond, marsh, valleyland and woodland habitat for both fish and wildlife;
- (iii) maintenance, enhancement and restoration of the features and functions of watercourses and drainage features consistent with natural geomorphic, hydrologic and fish habitat processes;
- (iv) protection of the quantity and quality of groundwater and surface waters and their quality from contamination by domestic effluent and by activities associated with the development;
- (v) protection, maintenance and restoration of remaining trees and woodlots;



- (vi) the need for careful siting of dwellings and additional landscaping pursuant to the provisions of zoning by-laws and development agreements;
- (vii) that watercourse and valley corridors and an adequate buffer and/or setback shall be gratuitously conveyed to the City or the Conservation Authority. These lands shall be conserved in perpetuity from development, to protect their ecological features, functions and linkages including natural hazard management (eg. flood control, slope stability, erosion); and ecosystem biodiversity (corridor integrity, fish and wildlife habitat, etc.) to maximize the ecological and aesthetic quality of the natural features; and,
- (viii) that the general public have access to significant scenic vistas and physical landforms by means of public open space holdings, as appropriate.

#### 4.5.78 Valleylands and Watercourses Corridors

Within the City of Brampton, valleylands and watercourses corridors form an integral part of the land and water related ecosystem and creates a spine for the City's overall open space network. There are five significant valley and watercourse corridors systems flowing through traversing the City- the Credit River, Fletcher 's Creek, Etobicoke Creek, Mimico Creek and Humber River, providing a transition between the less defined headwaters of the tributaries in the northern portions of the City to the well-defined valley corridors in the southern portions of the City.

1L74, 1N101

It is the responsibility of the City, in accordance consultation with the Region of Peel and the area Conservation Authorities to ensure that the natural heritage features, functions, linkages and hazards associated with the valleylands and watercourses Corridors are respected. In addition to the policies included in their Brampton Official Plan, both Credit Valley Conservation and Toronto and Region Conservation Authorities iesy have policies with respect to valleyland and watercourse protection and management.

Public ownership of the valley and watercourse corridors will permit the long term protection of these important components of the natural heritage system to ensure environmental, economic and social values that will improve the quality of life in the City. In addition to the potential acquisition of land through the development process, the City of Brampton supports the Conservation Authorities' Greenland securement strategies. These strategies provide information to guide the planning, securement and/or acquisition of valley and watercourse corridors, at the provincial, regional and local level, as well as encouraging private stewardship.

1N100

Lands designated as Valleylands/Watercourses- Corridors on Schedule "D" of the Official Plan are intended primarily for the preservation and conservation of the natural features, and functions and linkages. Although development is generally

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1L75

prohibited within valleylands and watercourse corridors, there are some existing uses and some permitted uses that must be recognized. Existing uses within these corridors include recreational uses such as parks and sports fields (for example Eldorado Park, Chris Gibson Park, Creditview City Wide Park) as well as private recreational uses including Castlemore Golf Course, and Lionhead Golf Course. Permitted uses may include agriculture, conservation, multi use trails and related facilities, horticultural nurseries, forestry, wildlife refuge, public or private parks, stormwater management facilities and golf courses. Development of these permitted uses may will be subject to an approval process as well as the recommendations and requirements of relevant watershed, subwatershed and environmental studies. an assessment of any potential environmental impacts. At the minimum, development, if permitted, shall be required to be flood-proof in order to reduce the risk of loss of life or property damage.

1N100

Early in the planning process, and in accordance with the Development Design Guidelines, views and vistas should be established along valley and watercourse corridors, to reinforce land use patterns and in particular, window streets, the location of parks, community facilities, institutions and open space linkages. Such views and vista blocks shall be gratuitously conveyed with the valley and watercourse corridors to the City. The strategic location of these view corridors along the open space corridors, contributes to the creation of a balanced land use pattern as they provide points of orientation within the plan and act as transitions between land uses. They also play an important role in the development of neighbourhoods and establishing community identity.

## Policies

4.5.7.1 Although development is generally prohibited within a valleyland or watercourse corridor, when considering an application, the following shall be taken into account:

- (i) No new development shall occur within the identified slope stability, 100 year erosion limit and/or meander belt width hazard;
- (ii) Existing development shall be reviewed in consideration of the identified slope stability, 100-year erosion limit and/or meander belt width hazard with regard to City policies and standards/policies of the relevant Conservation Authority;
- (iii) Opportunities to mitigate, enhance or restore natural features, functions and linkages, including natural hazards, as defined in watershed, subwatershed or environmental studies ;
- (iv) The proposed measures to mitigate current and/or past impacts must be undertaken in an environmentally sound manner consistent with accepted engineering techniques and environmental management practices;

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- (v) The impact of the development proposal on both the biotic and abiotic systems of the valleyland and watercourse habitats;
- (vi) The impact of the development proposal to the scenic quality and visual and physical continuity of the natural heritage-open space system, including public access where appropriate and feasible;
- (vii) The costs and benefits in ecological, monetary, social and biological terms of any engineering works or environmental management practices needed to mitigate these impacts;
- (viii) The risk of the loss of life or property damage; and,
- (ix) The comments and approval of the appropriate Conservation Authority and Provincial Ministry (where required).

4.5.7.2 The City shall, where development or site alteration is proposed within a floodplain, apply the One Zone Concept, which prohibits development within a floodplain. Notwithstanding, the City recognizes that there are existing lots of record and historic development within the One Zone Floodplain. Construction and/or redevelopment of these lands may be considered as supported by detailed studies such as floodproofing or flood protection measures, subject to the approval of the City and the policies of the relevant Conservation Authority.

1L77, 1N104

For those floodplain areas where Two Zone or Special Policy Area status has been approved, site specific policies related to development and redevelopment will be detailed in the relevant Secondary Plan.

Access for development adjacent or within the floodplain will be subject to the policies of the City and the access/floodproofing standards and policies of the relevant Conservation Authority.

4.5.7.3 The City shall zone valleylands and watercourse corridors, including associated setbacks and conservation buffers, as a separate classification in implementing Restricted Area By-laws(s), and existing uses will be recognized as legal non-conforming, where appropriate, despite the characteristics of such areas.

1L78, 1N106

~~4.5.8.14.5.7.4~~ Through the development approval process, valleylands/ and watercourses ~~corridors, including associated environmental hazards and defined conservation~~ and associated buffers will be ~~gratuitously conveyed~~ to the City of Brampton. ~~Municipal acquisition conveyance of these corridors and valleylands/watercourses and associated~~ buffers will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*.

1L79, 1N102

4.5.7.5 All valleylands and watercourse Corridors conveyed to the City of Brampton, including associated environmental hazards and defined

1L80, 1N103

**N** &  
**H** Environmental  
Management



1L81

conservation buffers, shall be in a condition satisfactory to the municipality. If any such lands are contaminated, the transferor will, prior to conveyance, restore the lands to a condition free from adverse effects and suitable for enhancement, submit a Record of Site Condition to the City, and satisfy any other requirements of the City regarding contaminated sites.

~~4.5.8.2 All watercourses and valleylands conveyed to the City of Brampton, including any required buffers, shall be in a condition satisfactory to the municipality.~~

~~4.5.8.34.5.7.6~~ Where any land designated valleyland or watercourse is under private ownership, this Plan does not intend that these lands will remain under private ownership indefinitely, or that the municipality or any other public agency will purchase the land.

~~The City shall, where development or site alteration is proposed within a floodplain, apply the One Zone Concept, which prohibits development within a floodplain.~~

~~4.5.8.5 Although development is generally prohibited within a valleyland or watercourse, when considering an application, the following shall be taken into account:~~

- ~~(i) The existing environmental and physical conditions and hazards, including consideration of the 100-year erosion limit in accordance with Provincial policy;~~
- ~~(ii) Hazards and the natural ecosystem, or opportunities for enhancement or restoration of natural features and functions;~~
- ~~(iii) The proposed methods by which these impacts may be mitigated in an environmentally sound manner consistent with accepted engineering techniques and resource management practices;~~
- ~~(v) The impact of the proposal on valleyland and biotic/abiotic habitats and systems, and The costs and benefits in monetary, social and biological terms of any engineering works or resource management practices needed to mitigate these impacts;~~
- ~~(vi) the risk of the loss of life or property damage; and,~~
- ~~(vii)(x) The comments and approval of the appropriate Conservation Authority and Provincial Ministry (where required).~~

~~4.5.8.6 The City shall zone valleylands and watercourses in a separate classification in implementing Restricted Area By-laws(s), and existing uses will be recognized as legal non-conforming, where appropriate, despite the characteristics of such areas.~~

~~4.5.8.74.5.7.7~~ Through the formulation of community block plans, the City in consultation with the relevant Conservation Authority shall require An Environmental Implementation Report including Stormwater Management



1N107

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Report and/or a Functional Servicing Study must be provided to the satisfaction of the City in consultation with the relevant Conservation Authority, through the formulation of community block plans. The extent of valleylands and watercourse corridors will be defined by these studies. If a particular area is not subject to a broad level planning exercise (for example a Secondary Plan or Block Plan), refinement of boundaries of natural features may be determined on a site by site basis through an Environmental Impact Study, subject to the approval of the City, the appropriate Conservation Authority and the Ministry of Natural Resources.

4.5.8.84.5.7.8 In order to maintain the open character and linkage functions of valleylands, ~~the City shall require, to the extent practicable, that structures crossing a valley and/or watercourse system shall provide for a suitable open span to accommodate~~ the natural movement and functions of the feature as well as through movements of wildlife and pedestrians as appropriate.

1M31, 1N108

4.5.8.94.5.7.9 Vista blocks and window streets shall be strategically located to provide strategic views onto the valley and watercourse corridors ~~natural environment~~ providing a focus for neighbourhoods and access to valley lands. These blocks shall be planned to promote continuity, enhance accessibility, and visibility of the open space system and to provide opportunities for passive recreation. Parkland credit will not be granted for vista blocks, however, the City will be judicious in their use, which will be reviewed on a plan by plan basis.

1N109

4.5.8.104.5.7.10 Should further study refine the width of a valleyland or watercourse corridor feature, the portion of land no longer associated with the natural features or its function indicate that a watercourse designation is not functioning as part of a valley or stream corridor, then the watercourse will revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan. The refinement of valleyland and/or watercourse corridor features shall be determined in consultation with the Conservation Authorities and relevant agencies.

1L82- 83

4.5.7.11 In cases where further approved studies, conducted in consultation with the Conservation Authorities and relevant agencies, have evaluated a valleyland and/or watercourse feature, to be not significant to the natural heritage system, the water course feature may revert to the relevant adjacent land use designation(s) without the need for an amendment to this Plan.

1L84, 1N110

4.5.7.12 To encourage the conservation of the valleylands and watercourse corridors, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

1M32

1L85, 1N111

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1N111 1N112

## 4.5.98 Woodlands and The Urban Forest

In a ~~rapidly~~ developing municipality like the City of Brampton, the protection of natural woodlands and the conservation of urban forest communities is very important because of their environmental features, functions and linkages as well as the aesthetic qualities and visual relief this ~~type of~~ vegetation provides. The natural woodlands and urban forests include all trees on public and private lands. In evaluating the significance of Some vegetation within the urban forest, their individual values as well as ~~may not be significant on its own, but when evaluating the significance of these features, their contributions that the feature makes within~~ the entire ecosystem, as a whole must be considered.

Schedule "D" to this Plan identifies ~~w~~Woodlands within the City of Brampton. This inventory is based on the most up to date information provided by the Region of Peel, the Ministry of Natural Resources and the area Conservation Authorities. All aspects of the woodlands and the urban forest will be evaluated through the development review process.

### Policies

1L86, 1N113

~~4.5.9.14.5.8.1~~ Prior to development, Watershed Plans, Subwatershed Studies, ~~or~~ Environmental Implementation Reports, natural heritage system studies or vegetative assessments will be required to evaluate and make recommendations for the protection of all of the woodlands identified on Schedule "D". and how they can be maintained, restored and Based on the results of those studies, the City will require that those woodlands that are recommended for preservation be preserved or enhanced through sensitive subdivision and site design. The proponent is required to ensure that the protection measures that are identified and deemed appropriate by the City are implemented.

~~4.5.9.2~~ To address significant vegetation outside of a designated woodland, a detailed assessment of all existing vegetation on the subject lands will need to be provided as part of the submission of a development application. The proponent is then required to demonstrate that appropriate tree protection measures have been taken to implement any such requirements prior to, during and after site construction or alteration.

1L87, 1N114

4.5.8.2 Development will be in accordance with the City's Woodlot Development Guidelines as updated from time to time.

Where a proposed development is within or adjacent to a woodland, the City will require the proponent to submit a Woodland ~~Mitigation~~ Management Plan for approval prior to the issuance of a grading or building permit. The Management Mitigation Plan must ~~may~~ identify preservation and specific management measures, including conservation/ or buffers zones and state specific management measures that will be observed to protect the woodland and mitigate potential impacts. The



Management Plan will also provide a detailed assessment of significant vegetation adjacent to the designated woodland and identify appropriate tree protection measures to be implemented prior to, during and after site construction or alteration.

4.5.9.3

~~4.5.9.4 Development will be in accordance with the City's Woodlot Development Guidelines as updated from time to time.~~

~~4.5.9.5~~ 4.5.8.3 Pursuant to By-Law 402-2005 (A By-law ~~To~~ to conserve and protect woodlots from the impacts of development in all areas within the City of Brampton) and prior to removal of any trees in a woodland, the applicant must submit a silvicultural prescription to apply for a permit pursuant to the *Municipal Act*.

4.5.8.4

~~4.5.9.6~~ The City will ~~To~~ promote a naturalistic approach to restoration, enhancement and landscaping through native species selection (i.e. trees, shrubs and herbaceous vegetation), and planting densities and layouts to ensure long term biodiversity, community aesthetics and community objectives. ~~the City shall promote and employ the maintenance of ecological diversity.~~

1N115

4.5.8.5 In addition to preserving existing vegetation where practicable, proponents of new developments will be required to re-forest their development areas through the planting of trees on boulevards, buffers and stormwater management ponds.

~~4.5.9.7 Standards may be set by the City for tree species selection and planting which pursue long term ecological and community objectives.~~

~~4.5.9.8~~ 4.5.8.6 As a condition of Secondary Plan or development approval, the City may require the identification, retention or transport and re-use of local biomass materials such as seedbanks, topsoil or mulches ~~for the subject lands, or~~ in the promotion of naturalized and locally compatible vegetative environments.

1N116

~~4.5.9.9 The City may, as a component of Secondary or Draft Plan approvals, require the identification and documentation of potential seedbank, topsoil and/or mulch sources and set out guidelines for the re-use of such materials.~~

~~4.5.9.10~~ 4.5.8.7 To generate ~~an~~ appreciation, protection and enhancement of the woodland and urban forest communities, the City shall encourage public education and involvement.

1N117



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1N118

1M32

4.5.9.144.5.8.8 The City may consider and implement planting programs of desired and compatible species on public lands or private lands in conjunction with landowners.

4.5.9.124.5.8.9 The City shall encourage other public and private bodies and agencies to pursue the preservation and enhancement of the City's woodland and urban forest communities on private lands.

4.5.9.134.5.8.10 To encourage the conservation of woodlands, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers from woodland areas to other lands owned by affected property owners in accordance with Section 5.12 of the Official Plan.

4.5.8.11 Development proponents may be credited through the development charges for planting in new parks and valleylands that are associated with their development.

4.5.9.144.5.8.12 Where possible, street trees shall be located between the curb and the sidewalk.

## **4.5.940 Wetlands**

Wetlands are a very important component of the natural heritage system with respect ecosystem related to both land and water related ecosystems including water quality and quantity, flood management, habitat for terrestrial and aquatic plants, fish and wildlife, and animal species, food chain support and social and economic benefits. Recognizing the importance of wetlands in Ontario, the Provincial Policy Statement includes policies which state that development and site alteration shall are not be permitted within Provincially Significant Wetlands (PSWs). Furthermore, unless it can must be demonstrated that there will be no negative impacts to wetlands features and/or functions from development and/or site alteration of lands adjacent to a PSW, on the natural features or their ecological functions.

Within the City of Brampton, there are a number of wetlands ranging from Provincially Significant, locally significant and unevaluated wetlands. To address these different types of wetlands, they These are have been classified designated on Schedule "D" as Provincially Significant and Other Wetlands.

1N119,  
1L89, 1L90

1N119



## Policies

4.5.9.1 Development and site alteration are not permitted within Provincially Significant Wetlands in accordance with the Provincial Policy Statement.

1L91,  
1N121, 2L14

4.5.9.2 Development and site alteration shall not be permitted on land adjacent to Provincially Significant Wetlands, unless the ecological function of the adjacent lands has been evaluated and it can be demonstrated that there will be no adverse impact on the natural features or on their ecological functions. Where no broad scale environmental studies have been prepared, an Environmental Impact Report or Environmental Impact Study will be required to be provided to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, for development adjacent to Provincially Significant Wetlands, in accordance with the requirements of the Provincial Policy Statement.

1L91, 1N120,  
1M33

~~4.5.10.1 An Environmental Impact Report, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially Significant Wetlands, in accordance with the requirements of the Provincial Policy Statement.~~

~~4.5.10.2 4.5.9.2 Development and site alteration are not permitted within Provincially Significant Wetlands, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the Provincial Policy Statement.~~

~~4.5.10.3 4.5.9.3 Based on the recommendations of the Watershed Plans, Subwatershed Studies, and Environmental studies and natural heritage system studies, the City will require that those wetlands that are recommended for protection be maintained, restored and/or enhanced through sensitive subdivision and site design, including appropriate stormwater management and sustainable management practices. Furthermore, the City will encourage wetland creation to mitigate the loss of locally significant and unevaluated wetlands. Implementation Reports will consider all wetlands within the study area in the context of the terrestrial and aquatic ecosystems, their functions and how significant wetlands will be accommodated within the development process.~~

1L92, 1N122

~~4.5.10.4 4.5.9.4 The City shall not permit the fill, removal or loss of wetlands identified for protection deemed to be significant by the studies identified in Policy 4.5.402.3 (on tablelands or within valleylands and/or watercourse corridors subject to flooding).~~

1N123

~~4.5.10.5 4.5.9.5 The uses permitted on lands within or adjacent to wetlands identified for protection will be subject to the sensitivity of the wetland and functions of the adjacent lands, as determined by the studies identified in Policy 4.5.402.3.~~

1N124

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1N125

~~4.5.10.64.5.9.6~~ Agricultural activities and drains shall be discouraged in wetland areas.

1M32

~~4.5.10.74.5.9.7~~ The City ~~shall~~ will locate new public buildings and structures facilities outside of Provincially Significant and locally significant the wetlands, ~~wherever possible.~~ The City will endeavour to locate ~~if new~~ public such facilities such as trails, roads etc ~~are situated within~~ outside locally significant and unevaluated wetlands. ~~If such facilities are situated within local wetlands, -mitigative measures to eliminate or minimise alternative methods of minimizing impacts on wetland features and functions will be implemented.~~ considered and evaluated.

1L 94,  
1N126

~~4.5.10.84.5.9.8~~ To encourage the conservation of wetlands, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers from wetland areas to other lands owned by affected property owners.

1L 94, 1M28,  
1M 35

#### ~~4.5.410~~ Environmentally Sensitive / Significant Areas ~~and Areas of Natural and Scientific Interest~~

Environmentally Sensitive/Significant Areas ~~and Areas of Natural and Scientific Interest~~ are designated on Schedule "D". Environmentally Sensitive/Significant Areas are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection or preservation in the long-term interests of the environment and the community.

1N126

~~Environmentally Sensitive Areas are identified by~~The Conservation Authorities have developed terrestrial and natural heritage strategies and models (including Toronto and Region Conservation Authority's Terrestrial and Natural Heritage System Strategy (TNHSS) and Credit Valley Conservation Authority's Terrestrial Ecosystem Enhancement Model) that will identify significant natural areas to be protected as well as areas required for re-naturalization to ensure a self-sustaining natural heritage system. The City will encourage and support the Conservation Authorities in implementing these strategies and models through watershed, subwatershed and environmental studies and development applications, as ~~appropriate according to set criteria that have been established.~~

~~Areas of Natural and Scientific Interest are areas of land and water containing natural landscapes or features of Provincial significance related to protection, scientific study, or education. Areas of Natural and Scientific Interest are categorized as life science or earth science. Within the City of Brampton, there are two Provincially Significant Areas of Natural and Scientific Interest, where development or site alteration is prohibited based on the policies in the Provincial Policy Statement, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions.~~

### Policies

~~4.5.11.14.5.10.1~~ Where all or part of an Environmentally Sensitive Area is within private ownership, this Plan does not imply that such land is free and open to the general public or will necessarily be purchased by the City of Brampton or any other public agency.

~~4.5.10.2~~ Based on the recommendations of watershed, subwatershed and/or environmental studies, the City will require that Environmentally Significant Areas that are recommended for protection, be maintained, restores and/or enhanced through sensitive development and site design, including appropriate stormwater management and sustainable management practices.

~~4.5.11.24.5.10.3~~ Grading, buildings and other works are not will be discouraged permitted in within an Environmentally Sensitive Areas.

~~4.5.11.34.5.10.4~~ Where no broad scale environmental study has been prepared, When applications for site plan approval, amendment to a Zoning By-law or subdivision approval are proposed within or adjacent to Environmentally Sensitive/Significant Areas not deemed to be of Provincial significance or adjacent to the outer limits of any Environmentally Sensitive Area, the City and the Conservation Authority will require an Environmental Impact Study or a Scoped Environmental Impact Study be prepared to the satisfaction of the City and the Conservation Authority. The extentiveness of the study will be determined on a site specific basis.

~~4.5.11.44.5.10.5~~ Should the proponent of a development be unable or unwilling to provide adequate protection for land adjacent to an Environmentally Sensitive Area in the opinion of Council, the application for development will may be refused.

~~4.5.11.54.5.10.6~~ Where new development is proposed on a site, part of which is identified as an Environmentally Sensitive Area, the City shall endeavour to obtain such areas in public ownership by appropriate means. These lands will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*. All sensitive areas conveyed to the municipality, including any required buffers, shall be in a condition satisfactory to the municipality.

~~4.5.11.6~~ The policies of this section shall not affect an undertaking authorized pursuant to the provisions of the *Environmental Assessment Act*.

~~4.5.11.7~~ An Environmental Impact Report, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development adjacent to Provincially significant Areas of Natural and

1N127

1L94, 1N128

1N129

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1L94, 1L95

1L95, 1N132

1N131

1L94, 1L95

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Scientific Interest, in accordance with the requirements of the Provincial Policy Statement.

~~4.5.11.8 Development and site alteration are not permitted within Provincially Significant Areas of Natural and Scientific Interest, unless it can be demonstrated that there will be no negative impacts on the natural features or their ecological functions, in accordance with the Provincial Policy Statement.~~

4.5.10.7 To encourage the conservation of Environmental Sensitive /Significant Areas, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

### **4.5.11 Areas of Natural and Scientific Interest**

Areas of Natural and Scientific Interest (ANSIs) are areas of land and water containing natural landscapes or features of Provincial significance related to protection, scientific study, or education. Areas of Natural and Scientific Interest are categorized as life science or earth science. Within the City of Brampton, there are three areas of Natural and Scientific Interest i.e., the Brampton Esker Regional Earth Science ANSI, the Heart Lake Forest and Bog Regional Life Science ANSI and the Huttonville Valley Regional Life Science ANSI.

4.5.11.1 Development and site alteration are not permitted within Provincially Significant ANSIs and the Regional Earth and Life Science ANSIs, unless it can be demonstrated that in the case of Regional Life Science ANSIs, there will be no negative impacts on the natural features and their ecological functions, and in the case of Regional Earth Science ANSIs, there will be no negative impacts on the scientific value of the feature. An Environmental Impact Study, prepared to the satisfaction of the City, relevant Conservation Authority and Ministry of Natural Resources, will be required for development within or adjacent to these areas, in accordance with the requirements of the Provincial Policy Statement.

4.5.11.2 Based on the recommendations of the Watershed Plans, Subwatershed Studies, Environmental studies and natural heritage system studies, the City will require that those ANSIs that are recommended for protection be maintained, restored and/or enhanced through sensitive subdivision and site design, including appropriate stormwater management and sustainable management practices.

4.5.11.3 Where no broad scale environmental study has been prepared, applications for site plan approval, amendment to a Zoning By-law or subdivision approval are proposed within or adjacent to a Provincial Earth Science ANSI, or adjacent to a Provincial Life Science ANSI, the City and the Conservation Authority will require an Environmental Impact Report or Environmental Impact Study or a scoped Environmental Impact Study be prepared to the satisfaction of the City



and the Conservation Authority. The extent of the study will be determined on a site specific basis.

4.5.11.4 To encourage the conservation of Areas of Natural and Scientific Interest, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

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### 4.5.12 Fish Habitat Fisheries and Wildlife Habitat

The presence of fish and wildlife habitat within an urban setting is an important significant component of a healthy, diverse and self-sustaining ecosystem and Fish and wildlife habitat also can have other secondary recreational or quality of life benefits (i.e. nature viewing, bird watching and sport fishing). When planning to protect fisheries and wildlife, it is important to realize that the habitat within Brampton is linked to and forms part of the larger regional and provincial habitat system.

1L97, 1N133

1L98, 1N134

There is considerable Federal and Provincial legislation intended to protect fish habitat as components of a natural heritage system. related to fisheries and wildlife in place at both the Provincial and Federal levels of government. The Federal Fisheries Act prohibits the harmful alteration of fish habitat and advocates a principle of no net loss of the productive capacity of fish habitat. The Provincial Policy Statement does not permit development and site alteration in fish habitat except in accordance with Provincial and Federal requirements. These federal and provincial statutes, regulations etc provide a significant level of protection and therefore Municipal policies need to focus on evaluating, identifying, protecting and restoring regionally and locally significant habitat features and areas, their functions and their linkages to natural heritage systems. the need for an impact assessment when development is proposed that could impact fisheries and wildlife.

1L98

The Official Plan policies recognize that the local fish and wildlife habitat within Brampton s linked to and form part of the larger regional and Provincial natural heritage system. The City recognizes the need for both impact assessments and long term monitoring to ensure that urban development can protect, maintain, enhance and restore biodiversity to achieve a self sustaining natural heritage system.

### Policies

1L99, 1N135

4.5.12.1 Development and site alteration in significant habitat of vulnerable, threatened or endangered species is not permitted in accordance with the Provincial Policy Statement.

1L100, 1N135

4.5.12.2 Development and site alteration within significant wildlife habitat is not permitted, unless it has been demonstrated through an environmental

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1L101, 1N136

1L102, 1N136

1L103, 1N137

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1L104, 1N138

1L105, 1N139

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study that there will be no negative impacts on the natural features or their ecological functions on those areas.

4.5.12.3 Harmful alteration of fish habitat without authorization is prohibited and a principal of no net loss of productive capacity of fish habitat is advocated in accordance with the *Federal Fisheries Act* . Development and site alteration in fish habitat shall not be permitted except in accordance with the Provincial and federal requirements.

4.5.12.4 The City shall reference the Fisheries Management Plan prepared by the relevant Conservation Authorities to define fish habitat and their management requirements.

~~4.5.12.14.5.12.5~~ As part of a development application affecting fish and/or wildlife habitat, an ~~An~~ Environmental Impact Report or Environmental Impact Study will be required, in consultation with the relevant agencies, to determine any negative impacts on the feature and its ecological function, through the development approvals process. ~~if it is determined that development may impact fisheries or wildlife habitat. This assessment should address the impact of the proposed development through all stages of the development process.~~ Such impact assessment shall include an inventory of existing species, populations and habitat; ~~the and~~ consideration of relocation, redesign and mitigation measures to address ~~in assessing the~~ potential impacts on habitat. Long term management practices necessary to maintain ~~restore or and~~ enhance such populations and habitat will also be addressed. As well, consideration will also be given to measures that are compatible with other community planning objectives for the maintenance and enhancement of the habitat.

4.5.12.6 Based on the recommendations of the Watershed Plans, Subwatershed Studies, Environmental studies and/or natural heritage system studies, the City will require that fish and wildlife populations and habitat recommended for protection be maintained, restored and/or enhanced through sensitive subdivision and site design, including appropriate stormwater management and sustainable management practices.

~~4.5.12.2~~In new development areas requiring Secondary Plan approval, the prerequisite Subwatershed Studies shall address fisheries and wildlife populations and habitat, and the measures necessary for their maintenance and enhancement.

~~4.5.12.34.5.12.7~~The City shall consult and co-operate with the Department of Fisheries and Oceans, Environment Canada, Ministry of Natural Resources, the Conservation Authority with jurisdiction and any other appropriate agency with respect to issues relating to the conservation and enhancement of habitat resources within the City of Brampton.

4.5.12.8 To encourage the conservation of fish and wildlife habitats, the City may consider such implementation procedures as a landowner cost share





agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

#### 4.5.13 Environmental Buffers, Setbacks and Linkages Policies

The City of Brampton is committed to the health of the environment and the safety of residents and properties. The City recognizes the need to establish conservation buffers and setbacks to protect natural heritage features including hazardous lands or to separate incompatible land uses, respectively. In this regard, the City of Brampton will require ~~has implemented~~ a minimum 10 ~~meter~~metre buffer from natural features, including hazardous lands to the limit of development ~~in the City~~, unless the results of environmental studies indicate that a buffer in excess of 10 ~~meter~~metres is required. Any such study would take into account the policies of all levels of government as well as the Credit Valley and Toronto and Region Conservation Authorities.

1N140

In the context of natural heritage protection, the term 'buffer' is generally used in environmental management and refers to the distance between a natural heritage feature(s) or hazard land(s), and the adjacent land uses. Buffers are considered to be an integral component of the natural heritage system, and typically remain within the open space block containing the feature(s) and are dedicated as such. The term 'setback' is a term generally used in zoning which refers to the distance between a structure and another regulated areas such as a lot line or a zoning boundary. Setbacks are considered to be part of a development lot or block and remain in private ownership.

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The City will also ensure that incompatible land uses and/or potential land use conflicts are separated by appropriate setback (i.e. spatial) distances.

4.5.13.1 The City shall endeavour to identify potential land use conflicts caused by new development, and require proponents to submit a comprehensive study report ~~report~~ containing a statement and assessment of land use compatibility before and after buffer/setback techniques have been employed.

1N141

4.5.13.2 When assessing land use compatibility, the City shall review the following: noise; vibration; odour; air particulate; separation distances; and/ or other conditions applicable to a specific development application as well as the policies and guidelines of other agencies and ministries.

4.5.13.3 Where land uses are considered incompatible, the City will ~~look at~~ require alternative building and site design, landscaping, and spatial separation requirements to ensure land use compatibility.

4.5.13.4 The City will require that watershed, subwatershed and/or environmental studies including Tree Protection Plans recommend

1N143

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1N142

buffers for development including infrastructure to protect natural heritage features, functions and linkages.

~~4.5.13.4~~

~~4.5.13.4~~ 4.5.13.5 The City shall require that naturalized buffers ~~or setbacks~~ be imposed from the edge of natural features commensurate with the hazardous nature, ecological function or sensitivity of such features. Such buffers/~~setbacks~~ may be imposed in Secondary Plan documents (Official Plan Amendments), plan of subdivision approvals, zoning by-law amendments, consent approvals, or site plan approvals.

~~4.5.13.5~~ The City will ~~require that all detailed environmental studies (for instance Subwatershed Studies, Master Drainage Plan, Stormwater Management Report, Environmental Impact Study, and Tree Protection Plan) required during the development process examine in appropriate detail the need for buffers and/or setbacks from the natural features of interest.~~

1M38, 1N144

4.5.13.6 The City shall encourage the retention, enhancement and development of natural and man-made linkages between elements of the natural heritage system~~feature framework or ecosystem~~. This objective may be achieved through a combination of the following: valley and watercourse corridors; woodlands, hedgerows, recreational open space; valley corridors; pedestrian and cyclist trail systems; utility corridors; hedgerows; woodlands; stormwater management facilities and tableland linkages. In addition, the fragmentation of ownership of natural heritage features and systems shall be discouraged.

1M37, 1N145

4.5.13.7 A minimum 10 metre\* buffer to the limit of development will be required from all natural features to be protected as follows:

- (i) From the predicted crest of slope (combination of the 100 year erosion and/or meander belt width hazard and stable slope) of top of bank for valleylands and watercourse corridors;
- (ii) From the drip line of ~~a significant~~ woodlands, urban forest features or other significant vegetation;
- (iii) From a ~~significant~~ wetland
- (iv) From an Environmentally Sensitive/Significant Area or Area of Natural and Scientific Area
- (v) From the ~~maximum flood line defined by the #Regulatory Floodplain, in combination with storm~~ ensuring a minimum 0.3 metre freeboard between the floodplain elevation and the elevation of the future lot/block property line..

4.5.13.8 A buffer in excess of 10 ~~metre~~metres may be required based on the results of environmental studies that are prepared which take into account the policies of all levels of government and the Credit Valley and Toronto and Region Conservation Authority.



4.5.13.9 ~~In determining b~~Buffers and setbacks from urban river valleys from beyond the boundaries of the Greenbelt Plan Area, the relevant policies of the Greenbelt Plan will be consulted, River Valley Corridors within the Province of Ontario's designated Greenbelt Area will be as, in particular Section 3.2.5 (External Connections), follows:

~~(i) 60 metres from both sides of a stream where no defined valley exists;~~

~~(ii) the entire valley where a well defined valley exists, plus an additional 60 metre setback from top of the valley wall; and;~~

~~(iii) natural features such as woodland or wetland, within these setbacks plus an appropriate setback from the feature.~~

4.5.13.10 Any buffer areas, setbacks or linkages required to ensure the protection of an environmental feature will not be considered as contributing towards the parkland dedication requirements under the *Planning Act*. Dedication of buffers to the City is required through the development approvals process.

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4.5.13.11 All buffers conveyed to the City of Brampton shall be in a condition satisfactory to the municipality.

4.5.13.12 Reverse frontage lots shall be discouraged and used on a limited basis when no other mitigation measures are deemed to be feasible.

4.5.13.13 To encourage the conservation of land as conservation buffers, the City may consider such implementation procedures as a landowner cost share agreement, density bonusing or density transfers in accordance with Section 5.12 of the Official Plan.

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#### 4.5.14 ~~Greenbelt~~**REENBELT**

In February 2005, the Province of Ontario introduced a Greenbelt Plan for the Greater Golden Horseshoe. This plan identifies lands that should be protected for current and future generations. Within the City of Brampton, about 500 acres (202 hectares) of land adjacent to the Credit River Valley in North West Brampton are designated as Protected Countryside. According to the Greenbelt Plan, Protected Countryside lands are intended to provide connections ~~from lands included within~~ from the Niagara Escarpment Plan and Oak Ridges Moraine Conservation Plan to the surrounding major lake system.



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## Policies

- 4.5.14.1 For lands designated Provincial Greenbelt as indicated on Schedule “A” and “D”, ~~refer to~~ applicable policies including Key Natural Heritage Features and Key Hydrologic Features, and External Connections (Sections 3.2.4 and 3.2.5 respectively) in the Greenbelt Plan prepared by the Ministry of Municipal Affairs and Housing dated February 28, 2005 shall apply.

## 4.5.15 — SPECIAL POLICY AREAS

~~Special Policy Areas as designated on Schedule “D” are defined in the Provincial Policy Statement as an area within a community that has historically existed in the flood plain with site-specific policies, approved by both the Ministry of Natural Resources and the Ministry of Municipal Affairs and Housing. Within the City of Brampton, there are five Special Policy Areas.~~

## Policies

- 4.5.15.1 ~~Within a Special Policy Area, the placing or dumping of fill of any kind or the alteration of any watercourse shall not be permitted without the approval of the local area Conservation Authority.~~
- 4.5.15.2 ~~The erection of any new buildings or structures, including new additions, shall not be susceptible to flooding under regional storm conditions, as defined by the area Conservation Authority. Prior to issuance of a building permit, the City will cooperate with the area Conservation Authority to determine appropriate floodproofing specifications.~~
- 4.5.15.3 ~~Where it is technically impractical to floodproof a building or structure, any new construction, including new additions, shall only be permitted, if they do not have a risk of flooding in excess of 25 percent over an assumed life of 100 years (approximately the 1:350 year flood).~~
- 4.5.15.4 ~~No new buildings or structures including additions shall be permitted within a Special Policy Area if they would be subject to flows which, due to their velocity and/or depth would be a hazard to life, or where the buildings would be susceptible to major structural damage as a result of a flood less than the Regulatory Flood, as defined by the Conservation Authority.~~
- 4.5.15.5 ~~To support development within a Special Policy Area, an engineering study will be required to address flood frequency, velocity and depth of storm flows, proposed flood damage reduction measures and storm water management.~~
- 4.5.15.6 ~~Any new zoning by-laws within a Special Policy Area shall contain flood proofing provisions where appropriate, relating to minimum building~~

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~~setbacks, maximum lot coverage, minimum height of any opening and such other matters as may be determined by the City in consultation with the area Conservation Authority.~~

~~4.5.15.74.5.15.1 In the case of Downtown Brampton, the City of Brampton shall work together with the TRCA and the Province to establish the appropriate policy framework to permit redevelopment of the Special Policy Area to occur.~~

## 4.5.165 Protecting Public Health and Safety

There are a number of potential natural and man made hazards that may have potential adverse impact on public health and safety, and cause damage to properties. The City strives to take a proactive and precautionary approach to planning to avoid or reduce the chance of the occurrence of such nuisances or hazards. Through watershed planning and the systems approach promoted by the ~~Natural Features~~ polices in the foregoing sections, the risk associated with natural hazards including flooding and erosion would be reduced. Similarly, proactive land use planning will be key to prevent the occurrence of man made hazards and nuisances including noise, vibration, hazardous materials and contaminated sites.

## ~~4.5.16.14.5.15.1~~ Noise and Vibration

The City of Brampton strives to minimize disturbances of normal activities within residential areas and other noise sensitive land uses due to noise generated from air, road and rail traffic. Despite best efforts for noise abatement, sometimes it is necessary to inform the public that noise from air, road and rail sources could affect normal use and enjoyment of property.

~~4.5.16.14.5.15.1.1~~ New development shall have regard for all current policies and guidelines of the Ministry of the Environment, Ministry of Municipal Affairs and Housing, the Region of Peel, ~~and~~ the City of Brampton and railway operators relating to noise or vibration.

~~4.5.16.14.5.15.1.2~~ Where the City of Brampton or any other agency has identified the need for a detailed assessment of potential noise impacts or railway vibration on a proposed development, the City will require the proponent to submit a noise or vibration impact analysis prepared by a qualified acoustical consultant for the approval of the City, the Region of Peel and the Ministry of the Environment as appropriate. These analyses shall be based on assumptions of ultimate traffic conditions or other noise generators as specified by the City or as measured in the field by the consultant and shall follow the current prediction methods prescribed by the Ministry of the Environment. If needed, the City will also consult the appropriate railway regarding the requirements for and approval of detailed assessments concerning rail noise and vibrations.

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~~4.5.16.1.34.5.15.1.3~~ Noise impact assessment reports will contain a statement and assessment of sound levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both daytime, evening and night time hours. Where unacceptable sound levels are predicted, the report shall review the merits of various abatement measures such as distance set-back, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

~~4.5.16.1.44.5.15.1.4~~ The development proponent will implement all of the measures as recommended in the approved noise impact or railway vibration analysis and any additional related measures, which may be deemed appropriate. The development proponent shall be required to contribute to a perpetual maintenance fund for the long term maintenance of these attenuation features.

~~4.5.16.1.54.5.15.1.5~~ In the event that noise or vibration levels in excess of the relevant current guidelines and policies are predicted to exist within part of the study area despite the inclusion of the recommended noise and vibration control features, the City will require that the development proponent advise purchasers or tenants that noise or vibration may occasionally interfere with some activities of the dwelling occupants.

~~4.5.16.1.64.5.15.1.6~~ The City shall discourage the use of reverse frontage lots with berms and acoustic fences when other preferred measures alternatives, such as ~~the use of~~ window streets, door handles etc, exist.

## **Aircraft Noise Policies**

~~4.5.16.1.74.5.15.1.7~~ The Noise Exposure Forecast, the Noise Exposure Projection systems and the Lester B. Pearson International Airport (LBPIA) Operating Area, ~~and~~ Composite Noise Contour map and Airport Zoning Regulations shall be used as a basis for land use planning and development control.

~~4.5.16.1.84.5.15.1.8~~ All future residential development and other highly noise sensitive land uses ~~of lands~~ will only be permitted exposed or in areas where the existing or projected to be exposed to an N.E.F./N.E.P. level is of 30 or less. All other land uses shall comply with the provisions of the N.E.F. Land Use Compatibility Table, which may be revised from time to time and which is extracted from the former Ontario Ministry of Housing publication entitled Land Use Policy Near Airports.

~~4.5.16.1.94.5.15.1.9~~ Prior to the approval of development applications within lands exposed to levels of between 25 and 30 N.E.F., the City will require the development proponent to submit a Noise Impact Analysis as prescribed in the preceding general policies.

~~4.5.16.1.104~~ 4.5.15.1.10 \_\_\_\_\_ New residential development, redevelopment and infill of residential and noise sensitive land uses such as hospitals, nursing homes, day care centers and schools will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area outlined on Schedule A to this Plan.

~~4.5.16.1.114~~ 4.5.15.1.11 \_\_\_\_\_ Certain noise sensitive land uses such as day care centers, schools, residential units and nursing or retirement homes accessory to a permitted use are prohibited within the Lester B. Pearson International Airport (LBPIA) Operating Area as outlined on Schedule A to this Plan.

~~4.5.16.1.124~~ 4.5.15.1.12 \_\_\_\_\_ Despite Section 4.5.16~~5~~.1.11 of this Plan, the existing sensitive land uses located at 25 Corporation Drive, 8525 Tobram Road, 9893 Torbram Road and 2021 Williams Parkway are acknowledged as permitted uses and shall be permitted to expand on the existing site without the need for an amendment to this Plan provided that airport noise issues are addressed in accordance with Provincial government guidelines and to the satisfaction of the City of Brampton prior to final approval.

~~4.5.16.1.134~~ 4.5.15.1.13 \_\_\_\_\_ Notwithstanding Sections 4.5.16~~5~~.1.10 and 4.5.16~~5~~.1.11 above, the existing sensitive land use located at 253 Summerlea Drive:

- (i) shall not have its temporary use permission for a private school renewed past its expiration date once the existing tenancy of the Al Iman School ceases; and,
- (ii) shall not be permitted to physically expand on the site during its tenancy.

~~4.5.16.1.144~~ 4.5.15.1.14 \_\_\_\_\_ For development applications in and outside the Lester B. Pearson International Airport (LBPIA) Operating Area affected by an NEP/NEF of 25 or greater for residences, day care centers, schools, places of religious assembly, hospitals or nursing homes and if otherwise permitted by this Plan; an NEP/NEF of 30 or greater for hotels, motels, service commercial or office uses; and an NEP/NEF of 35 or greater for industrial or warehousing uses, a noise impact study shall be undertaken by a qualified acoustic consultant in accordance with Provincial government guidelines and to the satisfaction of the City prior to development approval to determine the appropriate acoustical design criteria.

~~4.5.16.1.154~~ 4.5.15.1.15 \_\_\_\_\_ For the purposes of this Section, redevelopment means an application for approval under the *Planning Act* for:





- the creation of one or more lots;
- the creation of one or more dwelling units;
- a change in land use; or,
- the construction of buildings or structures;

and where the subject lands have or previously had one or more buildings erected thereon.

~~4.5.16.1.164.5.15.1.16~~ For the purposes of this Section, infill means an application for approval under the *Planning Act* for:

- the creation of one or more lots;
- the creation of one or more dwelling units;
- a change in land use; or,
- the construction of buildings or structures;

and where the subject lands comprise less than 2 hectares and the lands have no buildings erected thereon, and are located in an area having existing uses of the same or similar character as the use proposed.

~~4.5.16.1.174.5.15.1.17~~ The Lester B. Pearson International Airport (LBPIA) Operating Area and the foregoing policies will be reviewed whenever the Airport Operating Area Policy within the Region of Peel Official Plan is amended and/or in conjunction with the periodic review of this Plan.

## Rail Noise Policies

~~4.5.16.1.184.5.15.1.18~~ Noise sensitive areas will be considered as those areas of land lying within 300 metres of rail lines having a development component that includes outdoor passive recreation areas or a residential component such as dwellings, bedrooms, sleeping quarters, living rooms or reading rooms. Lands within 75 metres of railway rights-of-way shall be considered as vibration sensitive.

~~4.5.16.1.194.5.15.1.19~~ Prior to the approval of development applications within ~~the~~ noise and vibration sensitive areas, the City may require that the proponent engages the services of the consultant to undertake an analysis of noise and vibration and to recommend noise and vibration abatement features as prescribed in the preceding general policies and subject to direct input from, and, consultation with the appropriate rail company.

4.5.15.1.20 New residential development will not be permitted within 300 metres of a rail yard.

4.5.15.1.21 All residential development or other sensitive land uses located between 300 metres and 1000 metres of a rail yard will be required to

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undertake noise studies, to the satisfaction of the City and the appropriate railway, to support its feasibility of development and, if feasible, the development proponent shall undertake appropriate measures to mitigate any adverse effects from noise that were identified.

### Road Noise Policies

~~4.5.16.1.204~~ 4.5.15.1.22 Development of noise sensitive land uses will only not be permitted which includes outdoor, passive, recreation areas (i.e. private and shared outdoor areas accessory to residential dwellings, group homes, hospitals, nursing homes and schools) in locations where satisfactory the attenuated outdoor sound levels can be achieved in accordance with are forecasted to exceed the limits specified in the Ontario Ministry of the Environment Publication NPCLU-131 Guidelines for Noise Control in Land Use Planning.

~~4.5.16.1.214~~ 4.5.15.1.23 Proponents of development within any area which is likely to be adversely affected by excessive roadway noise levels will be required to complete a Noise Impact Analysis as prescribed in the preceding general policies.

~~4.5.16.1.224~~ 4.5.15.1.24 In considering plans of subdivision, the City may require the development proponent to submit the Noise Impact Analysis as stated in 4.5.15.1.21. The Noise Impact Analysis shall be completed in two stages commencing with a preliminary feasibility study prior to draft plan approval and concluding with a detailed analysis prior to registration of the plan.

~~4.5.16.1.234~~ 4.5.15.1.25 Where appropriate, consideration will be given to the provincial guidelines on "Noise and New Residential Development Adjacent to Freeways".

### Stationary Source Noise Policies

~~4.5.16.1.244~~ 4.5.15.1.26 To the greatest extent practical, design and construction of industrial, utility and commercial developments shall be undertaken in a manner so that the noise generated by it does not exceed the existing combined sound level resulting from industrial activity and road traffic at a point on any residential or other sensitive land use area except as provided for in the detailed guidelines of the Ontario Ministry of the Environment Publication NPC-133.





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Statutory  
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4.5.16.1.254.5.15.1.27 In considering residential development proposed for a site, which is in proximity to existing stationary sources of noise, regard shall be had for the effect of the noise and development shall only be permitted if the attenuated sound levels would continue to be in compliance with the standards specified in the preceding policy.

#### **4.15.5.2 Air Quality and Energy**

Air quality is important to public health as well as the long-term sustainability of the ecosystem. A key contributor to air quality is energy use for travelling, especially by private automobiles. Land use planning and settlement patterns play an important role in minimising the need for and length of travel, hence energy consumption and the potential environmental impact that may be caused.

4.15.5.2.1 The City will endeavour to protect and enhance air quality and contribute to energy conservation through implementing a sustainable planning framework which promotes:

- A compact sustainable city structure by consolidating growth around major nodes and corridors, and existing and planned infrastructure;
- An ecosystem approach to land use planning;
- Integrated land use and transportation planning that
  - o provides a balanced transportation system giving priority to public transit and pedestrians; and
  - o creates complete communities;
- A robust commercial and employment land use strategy that provides live-work opportunities within the City thus reducing or shortening work trips; and,
- Green urban and building design standards, and the use of alternative or renewable energy.

4.15.5.2.2 Development applications which have the potential to generate dust, odour and other emissions to air must be evaluated in accordance with the Ministry of Environment's D-6 Guidelines.

#### **4.5.165.23 Hazardous Facilities**

Certain industrial and commercial facilities and activities that involve manufacturing, use, handling, storage, transporting or disposing of hazardous materials present some risks to the general public and hazards to the environment. Hazard avoidance and reduction shall be achieved through land use planning in tandem with a process of risk identification, monitoring and management in accordance with the Provincial Emergency Management Act.





### Policies

~~4.5.16.2.14~~ 4.5.15.3.1 All sensitive development shall be directed away from potential man made hazards.

~~4.5.16.2.24~~ 4.5.15.3.2 Hazardous facilities shall be separated from incompatible land uses and buffer zones shall be designated around these facilities. The designation shall include separation distance and other requirements specific to the identified hazard materials.

~~4.5.16.2.34~~ 4.5.15.3.3 In planning development near a hazardous facility, consideration shall be given to the following factors:

- The size of the new development in terms of number of users at any one time;
- Type and quantity of hazardous materials onsite;
- Vulnerability of individual using the development;
- The proportion of time spent by individuals in adjacent land uses (eg. homes, shops, hotels);
- Physical features of the development (eg. height of buildings, type of construction); and,
- Ease of evacuation or other measures in the event of an emergency in an adjacent area.

The City's Fire and Emergency Services and Emergency Measures Office shall be consulted ~~for their advice~~ on these development plans.

### ~~4.5.16.5.34~~ Contaminated Sites and Waste Disposal Sites

Rehabilitation and revitalisation of contaminated lands is important to help ensure a clean and healthy environment. As well, redeveloping brownfield sites makes efficient use of land, resources and existing infrastructure, thus contributing to sustainable development. Development on, abutting or adjacent to a contaminated or potentially contaminated site must be assessed and remediated in accordance with the *Environmental Protection Act*, in particular Section XV.1 pertaining to brownfield assessment and clean up.

Under Part XV.1 of the EPA, the project proponent is required to file a Record of Site Condition (RSC) on the Ontario's Environmental Site Registry if the applicable standards are met for soil, ground water and sediment. An environmental site assessment (ESA) is required in order file a RSC. The ESA must be undertaken in accordance with the provision of Part XV.1 of the EPA and may be required in two phases. An initial assessment, known as Phase I ESA is required to determine the likelihood that one or more contaminants have affected all or part of the property. If Phase I ESA indicates that there may be contaminant(s) on site, a





more detailed assessment i.e., Phase II ESA may be required to determine the location and concentration of one or more contaminants affecting all or part of the property. As well, a Phase II ESA is mandatory if residential development is proposed on a property that is previously used for industrial or certain commercial purposes as specified in the EPA.

Upon completion of the ESA and certification by the Ministry of Environment that the property meets the site condition standards or the property-specific standards, including remedial work if required, a RSC will be issued.

## Policies

~~4.5.16.3.14~~ 4.5.15.4.1 Where development is proposed on a contaminated or potentially contaminated site, the project proponent shall submit environmental site assessment and/or a Record of Site Condition (RSC), prepared by a qualified person and in accordance with Part XV.1 of the EPA, to the City prior to development.

~~4.5.16.3.24~~ 4.5.15.4.2 Where development is proposed on or within 500 ~~metres~~ metres of a known or suspected former waste disposal site ~~including but not limited to those identified in Schedule "I" of this Plan~~, the following requirements shall be completed to the satisfaction of the City and the appropriate approval authority before approval is granted:

- (i) submission of technical studies (such as engineering study of residues, gas, leachate and hydrogeology) by a qualified engineer; and,
- (ii) implementation of mitigation or remedial measures, including ~~phasing if necessary, recommended by the technical studies described in (i).~~

~~4.5.16.3.3~~ 4.5.15.4.3 Notwithstanding policies ~~4.65.165.34.1~~ and ~~4.5.165.34.26~~ above, the land use designations on Schedule "A" of this Plan may be subject to review and the full range of uses may be restricted subsequent to site clean-up.

4.5.15.4.4 A Record of Site Condition is also required where property is changing use from a non-sensitive use, such as industrial or commercial, to a more sensitive use such as residential, institutional or parkland.

4.5.15.4.5 The Region of Peel will not accept dedication of lands which are contaminated or if there is the potential for contamination without a Record of Site Condition undertaken in accordance with the Provincial Policy Statement.

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## 4.6 RECREATIONAL OPEN SPACE

The City of Brampton is known for its extensive system of parks, pathways and open spaces. Not only is the recreational open space system important for the health of our City, but it also provides numerous benefits to residents and visitors of Brampton such as opportunities to participate in a variety of recreational activities, a contrast from the built environment as well as neighbourhood and inter-neighbourhood pathway connections. The recreational open space system is an integral component of the established communities in Brampton and will continue to be a key component as new communities are developing.

The City's Open Space System consists of both ~~environmental~~ natural heritage as well as recreational open space features. The policies related to environmental open space are included in the Natural Areas and Environmental Management Section of the Official Plan (Section 4.5). The recreational open space network is made up of Public Parkland, Conservation Areas and Private Commercial Recreation.

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While recreational open space is an integral component of sustainable development, policies aimed at achieving sustainable development have been included in various sections of the Official Plan including Environmental Management, Transportation, Residential and Development and Civic Design.

Policies aimed at promoting healthy, active communities through the safe, equitable and accessible planning of public spaces as well as the provision of opportunities for pedestrian and non motorized movement are in accordance with Pillar 3.0 Protecting Our Environment, Enhancing Our Community and Pillar 5.0 Community Lifestyle of the City's 'Six Pillars' Strategic Plan and the Provincial Policy Statement.

In addition to the Official Plan, there are a number of other documents that provide further policy guidance on recreational open space such as the Pathways Master Plan, which strategies for the long-term development of a citywide pathways system, and the Development Design Guidelines, which provide design-based criteria under which open space shall be provided and developed. The multi use trail system in Brampton has both a recreational and a utilitarian component. Due to the importance of these multi-use trails in providing alternative modes of transportation, the multi-use trail policies have been included within the Transportation section of the Official Plan (Section 4.4.6). In addition, the City is guided in its ability to provide open space by Provincial legislation such as the *Planning Act* which affects taking of land or cash for parks purposes and the *Development Charges Act* which among other things, prescribes rules around the development of open space.

Council is committed to preparing a Parks, Culture & Recreation Master Plan, which will provide further detail on recreational open space policies in the future. Recognizing the importance of an integrated open space system, the City is committed to the completion and ongoing monitoring and updating of the Pathways Master Plan and the Parks, Culture & Recreation Master Plan.



## Recreational Open Space

Strikeout Version – September 26, 2006



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## Recreational Open Space

Strikeout Version – September 26, 2006

### Objectives

It is the objective of the recreational open space policies to:

- a) Conceptually identify Brampton's recreational open space lands;
- b) Establish a system of parks and recreation facilities that accommodates a wide array of recreation, leisure, cultural and environmentally-focussed opportunities catering to persons of varying physical abilities and cultural backgrounds;
- c) To provide opportunities for a choice of recreational activities including: indoor and outdoor experiences, observation and appreciation of nature, athletic pursuits, social interaction and relaxation;
- d) Establish a hierarchy for municipal parks that responds to the public need and can adapt to changes in those needs and preferences in the future;
- e) Ensure that new recreational open space lands are adequately provided for through the planning process having regard for their compatibility with adjacent land uses;
- f) Provide a recreational open space system that supports the development of a City-wide, multi-use, recreational pathways network, having regard for the City of Brampton Pathways Master Plan and the Development Design Guidelines;
- g) Encourage the conservation and incorporation of significant natural ~~heritage features topographic, geological and botanical features through their incorporation~~ into the recreational open space system, where appropriate, having regard for long term sustainability of these areas;
- h) Locate and design active open space areas such that they enhance the character and safety of neighbourhoods; and,
- i) To encourage the private sector to provide recreational facilities.

### 4.6.1 General Recreational Open Space Policies

#### Policies

4.6.1.1 Recreational open space includes City, and Community and Neighbourhood Parks, conservation areas ~~lands owned by Conservation Authorities,~~ Cemeteries and Private Commercial Recreation facilities. These uses are generally depicted on Schedule "E" Major Recreational Open Space of this Plan. Natural heritage features and areas are shown for context purposes.

4.6.1.2 The Open Space designation on Schedule "A" indicates major open space features. These features include public and private open space, valleylands/watercourse corridors, wetlands and woodlands ~~and lands containing environmental features.~~ Many of these environmental features ~~which~~ have been recognized as having city-wide, regional or provincial significance.



- 4.6.1.3 In addition to the features shown on Schedule A and E of this Plan, there are additional recreation open space lands such as Neighbourhood Parks that are identified as part of Secondary and Block Planning.
- 4.6.1.4 Development is generally prohibited within recreational open space areas with the exception of recreational and cultural facilities, conservation projects, cemeteries, public transit and essential public works and utilities.
- 4.6.1.5 The City will develop a Parks, Culture & Recreation Master Plan which will be updated periodically and will provide more detailed policies related to the provision of recreational facilities and service levels. The Parks, Culture & Recreation Master Plan will be formulated on the basis of the policies contained in this Plan and will be adopted by Council.
- 4.6.1.6 The provision of recreational facilities within public parkland will be responsive to the needs as determined by the Parks, Culture & Recreation Master Plan.
- 4.6.1.7 Relevant documents from all City Departments, Credit Valley Conservation Authority and the Toronto and Region Conservation Authority will be reviewed regularly to determine if amendments are required to the recreational open space policies of the Official Plan.
- 4.6.1.8 Where lands identified on Schedule "E" of the Official Plan are under private ownership, it shall not be construed that such areas are free and open to the general public or are to be acquired by the municipality or any other public agency to facilitate the development of the open space system. However, consideration will be given to public acquisition of these lands through the development approval process.
- 4.6.1.9 In accordance with the Development Design Guidelines, the City shall encourage the creation of vistas blocks (to be conveyed to the City gratuitously) to provide strategic views and vistas onto dedicated open space (valley lands, storm water management ponds, and woodlands) to reinforce land use patterns and to enhance their visibility of such open space blocks. In addition, parks and community facilities are encouraged to locate at the termination of primary streets and areas that can be seen from multiple directions to enhance visual character and strengthen community elements.
- 4.6.1.10 In certain circumstances and in consultation with the appropriate Conservation Authority, the City may consider the use of lands identified on Schedule "E" of this Plan, which are also identified as Valleylands/Watercourses on Schedule "D" for predominantly passive recreational purposes.
- 4.6.1.11 The design of the recreational open space system will be enhanced through interconnections of the City's pathways and multi-purpose trail systems as detailed in the Pathways Master Plan.



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4.6.1.12 All parks and recreation facilities will be designed and developed to accommodate a wide range of passive and active activities in accordance with assessed need.

4.6.1.13 In instances where recreational open space (as designated on Schedule E) abuts natural heritage ~~environmental~~ features (as designated on Schedule D), the exact boundaries of each designation will be determined based on watershed, subwatershed or environmental studies, if available, on a site-specific basis, based on site visits and input from the City and the appropriate Conservation Authority.

4.6.1.14 Significant treed areas within the City will be, wherever possible, incorporated into the open space network. Active recreational activities will generally not be promoted in such areas.

4.6.1.15 Stormwater management facilities will be utilized for passive recreation opportunities, where appropriate.

4.6.1.16 Recognizing that school sites contribute to the overall provision of recreational open space in a neighbourhood, the City of Brampton shall:

- (i) Cooperate with the school boards in determining the locations, acquisitions, development, maintenance and activity programming of sites;
- (ii) Continue to arrange with the school boards for the shared use of buildings, sports fields and parking facilities where feasible; and,
- (iii) Monitor the open space opportunities provided on school lands and if significant shifts are evident, amendments may be required to the recreational open space policies in the Official Plan.

4.6.1.17 The City may lease undeveloped private or public land within any land use designation and may contribute to site improvements for recreation facilities to address public demand for such facilities.

4.6.1.18 Development and maintenance of recreational open space shall incorporate the principles and objectives of Brampton's Flower City Strategy where feasible including the provision of all types of gardens including community gardens where appropriate.

4.6.1.19 Crime Prevention Through Environmental Design (CPTED) principles shall be ~~adopted~~ applied in the design and location of open spaces to minimise the fear and incidence of crime.

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### 4.6.2 Public Parkland

Public parkland will be acquired through the development process to provide the means to support both active and passive recreational pursuits. The classifications of parkland express distinct parkland functions, which occur at different scales and levels of accessibility.

Service levels for Public Parkland is, in part, established through historical inventories acquired in developed areas of the City and strived for in new, developing communities. These service levels have regard for the capabilities of the City to assemble parkland with the tools available – principally the parkland dedication provisions of the *Planning Act*.

#### Policies

4.6.2.1 The City shall develop a system of parks and recreation facilities that provide a wide selection of leisure opportunities for residents of all ages, ability levels and socio-economic backgrounds by:

- (i) Utilizing the tools available to maximize the service level for public parkland. Service level targets will be established in the Parks, Culture & Recreation Master Plan;
- (ii) Requiring that as a condition of development or redevelopment, the dedication of parkland or cash in lieu of parkland dedication be provided in accordance with the Planning Act and City policy;
- (iii) Ensuring that lands dedicated to the City for public parkland purposes are in a location and condition satisfactory to the City (tableland for which a building permit can be obtained, fully serviceable on soils that satisfy Ministry of the Environment guidelines); and,
- (iv) Designing and locating parks and associated recreation facilities with regard to ~~both~~ the City's Development Design Guidelines, ~~and~~ Crime Prevention Through Environmental Design criteria, and the City's Accessibility Technical Standards.

4.6.2.2 Public parkland will be provided in a manner that respects the objective of sound management of public expenditures.

4.6.2.3 Utility easements will not be permitted on tableland parkland unless the City is satisfied they do not negatively impact the programmed use of the park. Parkland dedication credit shall not be given for these easements.

4.6.2.4 The City shall, where feasible, utilize valleys, watercourses and other linear natural features as open space connections between parks.





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- 4.6.2.5 The City will require developers of multiple residential developments (i.e. block townhouses and apartments) to provide on-site recreational facilities to supplement the public parkland system.
- 4.6.2.6 To meet the projected demand for parkland the City may accept a parkland dedication on lands other than those contained in the particular subdivision or development plan.
- 4.6.2.7 Where permitted by legislation, the City shall collect charges in conjunction with all development and redevelopment to fairly apportion the cost of undertaking remedial, restoration and enhancement measures including required erosion control and landscaping in valleys and watercourse corridors, or on hazard lands from upstream development, in recognition of the need to maintain and ensure the ecological integrity, functions and biodiversity of these important role of valleylands and other hazard lands in the total open space system.
- 4.6.2.8 The City shall give consideration to locating and developing facilities for high noise and light generating recreational activities in areas adjacent to compatible land uses.

### 4.6.3 Parks Hierarchy

A parkland hierarchy has been established that is characteristic of the distribution and demand needs of the community, which includes City, Community and Neighbourhood Parks. Neighbourhood parks form an integral part of the recreational open space system, however they are not identified on Schedules "A" and "E" of this Plan. The precise distribution of such parks will be determined in Secondary Plans, Community Block Plans or other planning programs in accordance with the policies of this Plan.

The service radii included within the parks hierarchy is currently under review and may be revised upon completion of the Parks, Culture & Recreation Master Plan.

#### 4.6.3.1 City Parks

##### Policies

City parks serve the entire population of Brampton.

##### 4.6.3.1.1 City Parks, where feasible shall:

- (i) Serve as destinations for active recreation and become focal points for the City of Brampton;
- (ii) Be located along arterial roads, preferably at the intersection of major streets to act as gateway features to communities and the City and serviced by transit;

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- (iii) Provide a range of opportunities for both outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, multiple sports fields, lighting, seating areas, walkways, open active area, landscaping, floral displays, and buffer areas.
- (iv) Contain natural or cultural heritage features;
- (v) Contain "attraction" types of facilities (such as formal gardens, display greenhouses, animal farms, splash pad, skating rink etc.);
- (vi) Provide opportunities catering to the local neighbourhood and or community;
- (vii) Be specialized parks, to provide a specific purpose (i.e. sports park);
- (viii) Contain recreation facilities that have specialized location requirements (such as senior citizen recreation centres);
- (ix) Contain other facilities or features that could be considered to be specialized in a city-wide context for any other specific reasons; and,
- (x) Contain facilities that are primarily intended to serve residents from the whole City or a major sector thereof.

4.6.3.1.2 The size of City Parks shall depend on the shape and constraints of the property, and the specific programs for the park.

4.6.3.1.3 In the event that a new City Park is established in accordance with the requirements of the Parks, Culture & Recreation Master Plan, it shall be considered to be a permitted use within all other designations shown on Schedule "A" to this Plan and may also be specifically recognized on Schedules "A" and "E" without the necessity of an amendment to this Plan.

#### 4.6.3.2 Community Parks

Community parks shall be located throughout the City, to provide active, indoor and outdoor recreational-oriented parkland and facilities.

#### Policies

4.6.3.2.1 Community Parks, where feasible shall:

- (i) Be planned as focal points for the community, generally located at the intersection of arterial roads or major thoroughfares, the street pattern shall ensure significant frontage of the park on adjacent streets to promote views and reinforce their focal nature





and parking shall be accommodated on-site with minimum exposure to the street.

- (ii) Be in locations serviced by transit.
- (iii) Provide a range of opportunities for outdoor active and passive recreation which may include but is not limited to the following: a large playground, shade structure, multi-purpose court, splash pad, multiple sports fields and associated flood lighting, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.
- (iv) Incorporate natural or cultural heritage features.
- (v) Contain a recreation centre complex which may contain but is not limited to the following amenities, or combination of amenities: one or more arenas, one or more indoor soccer fields, indoor courts, swimming pool, fitness facilities, snack bar, and community space.
- (vi) Generally be in the range of 10 to 12 hectares (25 to 30 acres) of tableland.
- (vii) Generally be located to serve 15,000 to 20,000 persons within a 3.0 kilometre (1.86 mile) radius.

4.6.3.2.2 The size of a community park in a specific location will depend on the shape and constraints of the property, the specific program for the park based on recreational needs and other criteria outlined in the Parks, Culture & Recreation Master Plan and more detailed evaluations undertaken in an Open Space Study.

4.6.3.2.3 Where practical, Community Parks should be located adjacent to senior elementary or secondary school sites to allow for the shared use of buildings, sports fields and parking facilities.

### 4.6.3.3 Neighbourhood Parks

Neighbourhood Parks generally represent the smallest park type, servicing the needs of the immediate or local neighbourhood.

#### Policies

4.6.3.3.1 Neighbourhood Parks where feasible shall:

- (i) Provide a range of opportunities and experiences for active and passive recreation which may include but is not limited to the following: a playground, shade structure, multi-purpose court, seating areas, walkways, lighting, open active area, landscaping, floral displays, and buffer areas.
- (ii) Incorporate natural or cultural heritage features as appropriate.

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- (iii) Be preferably located at the corner of two streets and when a Neighbourhood Park is associated with a school, the school block and school building should dominate the intersection of the two streets.
- (iv) Be planned and designed to be focal points for neighbourhoods generally with at least two street frontages, and have residential development fronting on to the Neighbourhood Park where practical to create visually attractive edges with no dwellings backing onto these facilities.
- (v) Generally be in the range of 0.8 to 1.2 hectares (2 to 3 acres).
- (vi) Generally serve 4,000 to 5,000 people within a 0.4 kilometre (1/4 mile) radius.
- (vii) Be provided within a shorter service radius if a major barrier (such as a highway, major or minor arterial road, natural features and other areas that do not allow safe crossing) results in an area that is not serviced.

4.6.3.3.2 In addition to the Neighbourhood Parks described above, there may be other Neighbourhood Parks that would be located during the Community Block Planning Process. They may not meet all of the criteria described in Policy 4.6.3.3.1 above. This flexibility enables the City to monitor the characteristics of the development and ensure that all areas are serviced with recreational open space.

4.6.3.3.3 Neighbourhood Park blocks less than 0.5 ha (1.2 ac.) will only be permitted in exceptional cases and in special situations including neighbourhood inconvenience, absence of activity opportunities or where there is a distinct shortage of open space alternatives or requirement for meeting certain urban design or community building objectives. In these circumstances the City may seek to provide alternative provision models provided that all other provision standards can be achieved (e.g. adequate buffering to limit nuisance, safety, etc.)

#### 4.6.4 Natural Heritage Features

##### Policies

4.6.4.1 Where recreational open space lands include or abut natural heritage ~~environmental~~ features such as woodlands, wetlands, valleylands and watercourses corridors, the relevant policies in Section 4.5 must be applied to ensure the protection of these features and the environmental functions and linkages they perform.

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4.6.4.2 When considering the location of parks, the City shall examine the potential for the integration of natural features such as woodlands, hedgerows, significant natural features, undulating topography and areas performing an important ecosystem function. The above should be considered while having regard for the tolerance of these features to the type of recreational usage expected in a particular park.

4.6.4.3 In instances where a park site is located on relatively flat topography, it may be appropriate to re-grade certain areas of the site to create topographical relief, provided that site drainage can be addressed.

4.6.4.4 When developing and maintaining parks, every effort should be made to not disturb any natural features that are integrated within or abutting the site.

#### **4.6.5 Conservation Areas**

##### **Policies**

4.6.5.1 Conservation Areas designated on Schedule “E” of this Plan include lands owned by either Credit Valley Conservation or Toronto and Region Conservation Authority. In some instances the lands are owned by the Conservation Authority but operated and maintained by the City of Brampton through separate agreements.

4.6.5.2 Conservation Areas identify lands to be used for land and resource management, water management, flood control or related conservation purposes, or for public indoor/outdoor recreation and related facilities, which serve a population base extending beyond the City of Brampton.

4.6.5.3 Public use of Conservation Areas should be encouraged to the greatest extent practical while considering any site-specific environmental sensitivity.

4.6.5.4 In planning, developing or programming Conservation Areas, the City and Conservation Authorities shall work together to ensure coordination and have regard for opportunities to develop local, regional and inter-regional linkages as a component of the total open space system.

#### **4.6.6 Private Commercial Recreation**

##### **Policies**

4.6.6.1 Private Commercial Recreation as designated on Schedule “E” shall include major outdoor private commercial recreation uses such as golf courses, driving ranges, swimming pools, sports courts and other similar uses and structures that are not publicly owned.

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- 4.6.6.2 When new private commercial recreation facilities are developed, they will be designated as Private Commercial Recreation on Schedules "A" and "E".
- 4.6.6.3 The City shall ensure that permitted uses and structures are appropriately designed and screened to minimize the potential impact on adjacent uses, in accordance with the Urban Form section of this Plan.

#### 4.6.7 Secondary Plan Considerations

##### Policies

- 4.6.7.1 The Secondary Plan process shall adequately addresses the appropriate factors to support the selection and designation of more detailed elements of the open space system that are not identified on Schedule "A" or "E" of this Plan.
- 4.6.7.2 Secondary Plan studies shall include appropriate analysis and evaluation to support designations and policies prescribing the detailed role and locations of open space elements that are on Schedules "A" and "E" of the Plan.
- 4.6.7.3 During the Secondary Planning process, specific existing or potential use of lands designated Major Recreational Open Space on Schedule "E" of this Plan will be identified.
- 4.6.7.4 A financial analysis study may be required at the Secondary Plan stage to phase open space acquisition and development, to ensure that such phasing matches forecasts of overall development rates and of the associated open space related revenue flows.
- 4.6.7.5 For each Secondary Plan, an Open Space study will be completed which will:
  - (i) determine the amount, type and proposed location of recreational open space required to serve the population of the new Secondary Plan based on the policies in the Parks, Culture & Recreation Master Plan;
  - (ii) determine the appropriate use of all the open space lands which shall be consistent with the concurrent results and findings of the subwatershed management study and the evolving overall land use concept for the Secondary Plan and the recreational needs identified in the Parks, Culture & Recreation Master Plan;
  - (iii) integrate unique attributes of the Secondary Plan into the planning of the open space system for the Secondary Plan;
  - (iv) identify possible connections between open spaces (such as natural features, valleylands, school sites and parks), both within



the Secondary Plan area and to open space elements in adjacent Secondary Plans;

- (v) identify City Wide and Community pathways based on their location as identified in the Pathways Master Plan; and,
- (vi) develop design and landscaping guidelines to ensure that an acceptable theme or design is carried throughout the overall Secondary Plan open space system.

4.6.7.6 The following recreational open space elements of a Secondary Plan are to be acquired or received for public use by the City in accordance with parkland dedication and acquisition policies of the Official Plan:

- City Parks, Community Parks, and Neighbourhood Parks;
- Some utility corridors (TransCanada Pipeline right-of-way, electric transmission facilities or easements as applicable); and,
- Tableland linkages and tableland portions of pathways.

4.6.7.7 Some public open space or other public use land may be required in conjunction with development or subdivision plan approval, notwithstanding the fact that such land areas are not identified on Secondary Plans. These may include lands required to achieve the protection of significant tree specimens, walkways, buffers or minor drainage facilities including detention ponds.

4.6.7.8 When locating all parks in the hierarchy, providing adequate recreational open space within the designated service radii is the first priority. Where appropriate, the City will locate recreational open space where there are opportunities to preserve the following:

- (i) Specimen trees and hedgerows that can tolerate the type of recreational usage expected in a particular park;
- (ii) Cultural landscapes;
- (iii) Significant natural features and undulating topography; and,
- (iv) Areas performing an important ecosystem function.

4.6.7.9 Some forms of Neighbourhood Parks may not be designated in new Secondary Plans. The location of additional Neighbourhood Parks will be determined during the Community Block Planning process and where there is no Block Plan, they may be identified as part of the draft plan of subdivision process. This enables the City to monitor the characteristics of the development and ensure that all areas are serviced with recreational open space.

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## 4.6.8 Community Block Plan Considerations

### Policies

- 4.6.8.1 Recreational open space requirements to be addressed at the Community Block Plan Stage include the following:
- (i) Determine the site-specific locations of all parks within the Parks Hierarchy outlined in Section 4.6.3;
  - (ii) Refine connectivity/linkage between all types of open space;
  - (iii) Build on the City-wide and Community pathways identified in the Secondary Plan to create neighbourhood pathway connections to school sites, recreation centers, libraries, parks, commercial sites and other destinations within the boundaries of the Community Block Plan area; and,
  - (iv) Identify opportunities for open space components to also provide a design element within the Community Block Plan area.

## 4.6.9 Open Space Linkages

In addition to the open space linkages identified below, the City of Brampton is committed to establishing a system of multi-use trails in accordance with Schedule “C1” of this Plan and the Brampton Pathways Master Plan. The policies related to the multi-use trails are included in Section 4.4.6 (Transportation) of this Plan.

### Policies

- 4.6.9.1 To achieve a linked system of open space by considering the following:
- (i) The use of pedestrian underpasses where safe and practical;
  - (ii) Acquisition, maintenance and enhancement of valleys and watercourse corridors, realigned drainage features and, swales, hedgerows and other linear natural features and conservation buffers, as appropriate;
  - (iii) Utility rights-of-way, easements across private lands and similar means as feasible;
  - (iv) Buffer areas to storm water management ponds; and,
  - (v) Tableland connections where natural heritage feature system ~~valleyland~~ connections are not available and/or not considered to be feasible, due to private land ownership.

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## 4.6.10 Specific Needs of Residents

### Policies

- 4.6.10.1 Public participation will be a key component in the preparation and periodic update of the Parks, Culture & Recreation Master Plan. The Master Plan will assess the needs in the City of Brampton with a corresponding strategy for implementation.
- 4.6.10.2 Resident participation may be involved in the design, redesign and programming of Community Parks, City Parks and recreation facilities. Such means as public meetings, surveys and workshop sessions may be used to foster the involvement of residents.
- 4.6.10.3 The City shall, where feasible, ensure that indoor and outdoor recreation facilities are designed or improved in a manner that is accessible in accordance with the City's ~~Municipal Accessibility Plan~~ Accessibility Technical Standards.
- 4.6.10.4 Based upon the needs identified in the Parks, Culture & Recreation Master Plan and through public consultation programs, the City shall consider the establishment of recreation programs for residents with disabilities.
- 4.6.10.5 The City shall, where appropriate, initiate and encourage integration of residents with disabilities in programs offered to the general population.



## 4.7 INFRASTRUCTURE AND UTILITIES

The City of Brampton is well served by a comprehensive network of infrastructure and utilities. In accordance with “Pillar Two: Managing Growth” of the City’s Six Pillars Strategic Plan and the objectives of its Growth Management Program, infrastructure and related services are to be provided in a coordinated, timely fashion and maintained at a level that is financially sustainable and meets the needs of the existing community as well as the future growth. As well, the City will ensure that these provisions are consistent with the ecosystem planning approach and are environmentally sustainable.

For the purpose of this Plan, Utilities include Sanitary Sewerage, Water Supply, Gas and Oil Transmission Pipelines, Hydro-Electric Power, ~~Telephone~~ Telecommunications and Other Cabled Services, and Waste Management. These are provided by various government agencies, public bodies and the private sector.

Schedule "F" identifies the location of the existing and anticipated major infrastructure and utility installations including trunk sanitary sewer lines and water lines, major hydro transmission lines, the TransCanada Gas Pipeline and former waste disposal sites. The information on Schedule “F” is general in nature and is only intended to convey general information that was available at the time of adoption. If future servicing corridors differ from those shown on Schedule “F”, it shall not be construed as a matter that requires an amendment to this Official Plan.

### Objectives

It is the objective of the Infrastructure and Utilities policies to:

- a) Work with utility providers to ensure that the networks are established and phased as appropriate to serve new development in a timely and efficient manner.
- ~~a)b)~~ Provide full municipal sanitary sewer facilities which adequately serve the City of Brampton, except for lands designated Estate Residential in the Official Plan;
- ~~b)c)~~ Ensure that municipal water services are available to all development within the City of Brampton;
- ~~c)d)~~ Ensure the safe and efficient provision of gas and oil transmission pipelines and related facilities, in an environmentally acceptable manner and of attractive design;
- ~~d)e)~~ Ensure the efficient provision, by appropriate authorities, of hydro electric power and modern cabled services observing desired streetscape aesthetics and environmental conservation principles;

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## Infrastructure & Utilities



## Objectives cont'd

- e)f) Ensure efficient and economic local waste management that safeguards the physical, environmental and social health of the community; and
- f)g) Minimize the impact of solid waste disposal on the environment by optimizing the amount of resource recovery and recycling from solid waste.

### 4.7.1 Sanitary Sewerage

Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City of Mississauga near Lake Ontario that treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga, Brampton and part of the Town of Caledon. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues. Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water pollution control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will require upgrading correspondingly.

#### Policies

4.7.1.1 Brampton expects that the Region of Peel ~~and the Provincial Government~~ will provide appropriate and timely sanitary sewerage facilities to serve the City's development subject to the following principles:

- (i) appropriate protection conservation and mitigation and preservation of the natural heritage system features, functions and linkages ~~environmental characteristics and ecosystem function of the landscapes~~ in which sewers are to be installed;
- (ii) operate sewer systems on a gravity flow basis to avoid the need for pumping stations to the extent practicable and feasible;
- (iii) sanitary sewer collection systems designed on the basis of long term development patterns as provided for in this Plan or for the total development of the drainage area tributary; and,

4.7.1.2 The City shall not consider proposals for interim servicing of lands unless evaluated in the context of its Growth Management Program.

### 4.7.2 Water Supply

~~Water supply and conservation is addressed as part of Section 4.5 Natural Areas and Environmental Management of this Plan.~~ Schedule "F" provides a basic level of mapped information about the location of existing and anticipated major components of the piped water supply and distribution system. The Region of Peel is responsible for the supply and distribution of water throughout the Region

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including Brampton. For the urban areas in the southern part of Peel Region including Brampton, water is supplied ~~through agreements with the Province of Ontario~~ under the South Peel Servicing Scheme. This is accomplished through a system of trunk feeder mains, storage reservoirs and pumping stations.

Conservation is another important component of the water resource and the City of Brampton recognizes that all area municipalities have a responsibility in developing and implementing water conservation strategies.

### **Policies**

4.7.2.1 To continue to provide a potable water supply, the following policies apply:

- (i) That water purification supply facilities and distribution works be installed and maintained in accordance with Provincial requirements to adequately service the built-up and new developing areas of the City.
- (ii) That the design of water supply and distribution facilities be based on ultimate development within the South Peel Servicing Scheme area.
- (iii) That new development obtains water via the South Peel Servicing System. Development which is dependent upon a significant level of water-taking may be subject to the approval of a hydrogeological investigation/study. These studies must demonstrate that there are adequate groundwater resources to accommodate the development without a negative impact on the quantity or quality of such resources, private wells in the immediate area, and natural heritage features, functions and linkages dependent on the groundwater ecosystem, particularly fish habitat and wetlands.
- (iv) That as a condition of development approval, a proponent may be required to guarantee to rectify any adverse impacts on a private well by providing a new water source for the affected party.

4.7.2.2 To educate the public on methods of water conservation, the City shall encourage education initiatives and support the Region of Peel in any programs related to water conservation.

4.7.2.3 Only limited new development is allowed to be serviced by private wells within the City's estate residential designation. Where new development is to be serviced by private wells(s) and septic tank systems, a hydrogeological investigation/study will be prepared to demonstrate that there will be no negative impact on the quantity or quality of

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groundwater resources. This study will be prepared to the satisfaction of the City, the Region and the local Conservation Authority.

4.7.2.4 In order to address potential cumulative impacts to existing private well supplies in urbanizing areas, the City shall require private well monitoring, protection or mitigation strategies as part of the development approval process.

### 4.7.3 Gas & Oil Transmission Pipelines

TransCanada Pipelines Limited operates one high pressure natural gas pipelines within its rights-of-way as identified on Schedule "F".

#### Policies

4.7.3.1 The City shall request the appropriate authorities to ensure that the location, design and construction standards used for any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects and the ultimate urbanization pattern near or adjacent to that pipeline.

4.7.3.2 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no structures or excavations be permitted within a certain setback from the limits of the right-of-way, as set out by TransCanada Pipelines in accordance with the advice of the National Energy Board and the Ontario Fuel Safety Branch.

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4.7.3.3 Crossings of the gas pipeline right-of-way by roads, services, utilities, drainage features or construction vehicles must be first authorized by TransCanada Pipelines. Such authorization must be obtained prior to the commencement of any crossing work and may require the proponent to enter into a crossing agreement with TransCanada.

4.7.3.4 Any excavation within 30 metres (98 feet) of the gas pipeline right-of-way involving power equipment or explosives is subject to authorization by the National Energy Board and advance notice to TransCanada Pipelines. A minimum setback of 10 ~~metres~~ metres shall be maintained from the limits of the pipeline right-of-way for all permanent structures and excavations. A reduced setback will be subject to the necessary municipal approval and demonstration that the safety and integrity of the pipeline will not be compromised.

4.7.3.5 Gas regulator facilities may be permitted on the lands in the Plan except lands designated Open Space, Special Study Area or Parkway Belt West subject to the following:

## Infrastructure & Utilities

- (i) gas regulator facilities may be permitted as-of-right on lands zoned primarily for commercial, industrial, large institutional and agricultural purposes;
- (ii) a site-specific zoning by-law amendment will be required to permit the establishment of a gas regulator facility in an area zoned primarily for residential purposes;
- (iii) gas regulator facilities on lands zoned primarily for commercial purposes or on lands abutting a residential zone shall be screened by means of opaque fencing and other means to minimize the visual effects of such facilities; and,
- (iv) where a gas regulator facility is established on lands zoned primarily for agricultural purposes but designated for urban development in this plan, the location and siting of such a facility shall take into account the type and pattern of the future urban development.

4.7.3.6 The City shall encourage the development of TransCanada's right-of-way for passive parkland or open space purposes subject to TransCanada's easement rights and the other provisions of this Plan.

#### 4.7.4 **Hydro-Electric Power, Telecommunications ~~Telephone~~ and Other Cabled Services**

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##### **Policies**

4.7.4.1 The City shall endeavour to have local service power lines, ~~telephone~~telecommunications, and other cabled services located underground, where feasible. Above ground installations shall be visually screened by the use of "unique" utility box designs, street furniture, light standards and other streetscape elements in accordance with the Urban Design policies of this Plan and the City's Development Design Guidelines.

4.7.4.2 The City shall endeavour to ensure that utility installations for electric power and ~~telephone~~telecommunications services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.

4.7.4.3 The City shall endeavour to integrate utilities in future subdivision designs, by ensuring that services shall be located in road rights-of-way, wherever feasible.

4.7.4.4 The City shall endeavour to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall have minimal detrimental effect on the use of land and enjoyment of property.

## **Infrastructure & Utilities**



1P3

4.7.4.5 Electric power ~~generation and~~ supply facilities, including all works as defined in the *Power Corporation Act* (such as transmission lines, transformer stations and distributing stations), shall be permitted in any land use designation without an amendment to this Plan, provided that the planning of all such facilities has regard to the policies of this Plan and that such development satisfies the provisions of the *Environmental Assessment Act*, including regulations made under the Act, and any other relevant statutes. Furthermore, Hydro One shall consult with the City on the location of all new electric power facilities and submit for site plan approval and implement associated conditions of approval.

4.7.4.6 Electric power facilities including buildings not used directly for the generation and supply of power, shall comply with the other provisions of this Plan and the implementing Zoning By-law.

4.7.4.7 All utility providers should confirm that serving requirements can be met as part of the block planning process, including locations for large utility equipment and utility cluster sites.

4.7.4.8 The City shall set criteria for the development of power generating plants including but not limited to:

- land use compatibility;
- urban design;
- traffic;
- environmental;
- supply of employment lands; and,
- financial.

## 4.7.5 Waste Management

In accordance with the ecosystem planning approach and sustainable development principles of this Plan, the City will continue to promote more efficient use of materials and resources, and the reduction of unnecessary waste generation. As well, every endeavour will be made by the City to ensure that waste disposal and treatment facilities and processes will have no adverse impact on the environment. Recycling and reuse of waste will continue to be promoted as an integral component of the City's sustainable waste management strategy.

1L41

The Region of Peel is responsible for the collection, processing, transfer and safe disposal of solid waste generated by the area municipalities, while the latter are responsible for collecting and transporting non-residential waste to waste disposal sites operated by the Region.

1G2

The City has identified on Schedule "F" the ~~existing or~~ former waste disposal sites /including public sanitary landfill sites and contaminated sites that are known to the Ministry of Environment and the Region of Peel. All the public landfill sites in Brampton have ceased operation and are closed. The ~~Britannia and Caledon Sanitary Landfill sites~~ are the only active public landfill sites in the Region of Peel.

Infrastructure &  
Utilities

For the closed landfill and ~~other former waste disposal sites which are identified or potentially contaminated sites~~, rehabilitation and remediation is required to help ensure a clean and healthy environment. Re-use and redevelopment of these sites are also promoted as they represent more efficient use of land, resources and existing infrastructure, thus contributing to sustainability. Prior to development, land with known or suspected hazards must be rehabilitated and/or remediated in accordance with the *Environmental Protection Act*, and the Natural ~~Heritage Areas~~ and Environmental Management policies of this Plan.

### Policies

- 4.7.5.1 The City shall undertake a comprehensive study to recommend land use policies and strategies respecting waste management. The study entitled “Incineration, and Waste Processing, Transfer and Disposal Study”, will evaluate the appropriateness of land use designations; applicable land use policies including such matters as scale, scope, buffering, distance separation, design and compatibility; and recommend an implementation policy that includes zoning by-law and secondary plan/Official Plan amendments as required.

### Solid Waste

- 4.7.5.2 Collection and direct haul of residential waste to waste disposal sites, as well as the coordination of the overall waste management system, is the responsibility of the Region of Peel.
- 4.7.5.3 The City recognizes that the Region will endeavour to establish disposal and transfer facilities within the region to equitably serve the citizens of the Region in the most economical and environmentally acceptable manner available.
- 4.7.5.4 The City shall continue to encourage the Region of Peel to initiate resource recovery programs and provide resource recovery facilities, consistent with the financial means of the Region and available markets for recovered resources.
- 4.7.5.5 The City shall encourage households and businesses to recycle solid waste materials, and the City may undertake such activity when practicable and compatible with the overall waste management system of the Region.
- 4.7.5.6 The City shall also encourage any cost effective and practical programs to reduce the quantities of solid waste generated at source.

### Transfer Stations, Incinerators and Waste Processing Plants

- 4.7.5.7 Transfer Stations, Incinerators and Waste Processing Plants shall, subject to the regulations of the *Environmental Protection Act*, be permitted uses on

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lands designated Industrial on Schedule "A" provided that such lands are also designated for general industrial purposes in the relevant Secondary Plan.

- 4.7.5.8 Planning and locational criteria for transfer stations and waste processing plants shall be established for the City of Brampton in accordance with the recommendations of the "Incineration and Waste Processing, Transfer and Disposal Study".

### **Liquid Waste**

- 4.7.5.9 No Hauled Sewage, Hauled Liquid Industrial Waste or Hazardous Waste shall be disposed of or handled at Sanitary Landfill Sites, Transfer Stations or Waste Processing Plants in Brampton unless approved by the Region and the City, in conformity with the relevant Acts and Regulations of the Provincial and Federal Governments.



## 4.8 INSTITUTIONAL AND PUBLIC USES

Brampton's rapid population growth has resulted in increased ~~in the~~ demand for public services and ~~related~~ infrastructure. Institutional and Public Uses include a full range of social, recreational, educational and public safety, security and protection services that are provided for the benefit of the entire community. Services within lands designated ~~as~~ Institutional and Public Uses are provided for the use and enjoyment of all residents without exclusion and irrespective of their social, economic ~~and on~~ physical status. While physical ~~or hard~~ infrastructure like roads facilitates the movement of people and goods, services within the Institutional and Public Uses designated ~~on areas~~ provides the social ~~or soft~~ infrastructure ~~which~~ enhances the health, social well-being and the quality of life of ~~its~~ the City's residents.

Services within Institutional and Public Uses designation are generally provided by various levels of government. The City of Brampton works with the Regional, Provincial and Federal governments and various external agencies to identify needs in the community and ensure efficiency in the delivery of public services and infrastructure ~~for residents~~.

Polices in the Institutional and Public Use section are consistent with and intended to achieve the goals of ~~Pillar Five of the~~ City of Brampton's Strategic Plan that forms the underlying foundation of the Official Plan.

### Objectives

It is the objective of the Institutional and Public Uses policies to:

- a) ensure the equitable allocation and integration of Institutional and Public Uses throughout the City;
- b) encourage and support a partnership with all the providers of services in Institutional and Public Uses designation, including both public and non-profit agencies;
- c) identify needs and location of institutional and public services and promote public awareness; and,
- d) provide linkages between all major Institutional and Public Uses and other municipal services to ensure that these services are accessible to all residents of the community, including persons with disabilities.

### 4.8.1 General Policies

- 4.8.1.1 The City shall interpret the Major Institutional Uses designation as shown on Schedule "A" to include hospitals, correctional institutions and



associated facilities, colleges, universities, and public, major places of worship and related uses, military and cultural buildings, community recreation facilities, libraries and fire and police stations. Smaller scale institutional and public uses such as service clubs, day care centres, residential care facilities for more than 10 persons, and long term care ~~centres~~ ~~homes~~ shall be permitted as complementary uses within all relevant designations provided that such uses are specifically designated in the appropriate Secondary Plan.

Notwithstanding the foregoing, development, infilling and redevelopment for certain noise sensitive Institutional and Public Uses such as nursing homes and other types of residential care facilities, day care centers, schools and hospitals will not be permitted within the Lester B. Pearson International Airport (LBPIA) Operating Area.

- 4.8.1.2 The City may permit secondary uses in areas designated for Institutional and Public Uses so long as they do not detract from the development of the area for the main permitted use. These may include residential and convenience commercial uses which directly serve or are complementary to the primary institutional and public use.
- 4.8.1.3 The City shall, through Secondary ~~and on~~ Block Planning, identify the specific type of Institutional and Public Uses designated on Schedule "A" of this Plan, and shall also identify those specific Institutional and Public Uses to be permitted within other designations of the Secondary Plan, such as libraries, day care centres and schools, together with certain use restrictions related thereto.
- 4.8.1.4 The City shall generally require that undeveloped small scale Institutional and Public Use designation in Secondary Plans be deemed to have an alternative use for Low Density Residential for the purpose of land value determination.
- 4.8.1.5 The City shall permit Residential Care Facilities for more than 10 persons within the Institutional and Public Uses designation indicated on Schedule "A" in accordance with the general policies of this Plan and also within the Residential and Commercial designations of this Plan provided that such use has been designated in the relevant Secondary Plan.
- 4.8.1.6 Development proposed within Institutional and Public Uses designation shall be subject to Site Plan Approval in accordance with the Province of Ontario *Planning Act*.
- 4.8.1.7 The City shall, in considering appropriate locations for Institutional and Public Uses during the preparation of Secondary and/or Block Plans and in reviewing development applications, have regard for the following principles:

- (i) convenient access to at least one arterial or collector road;



## Institutional & Public Uses

- (ii) access to public transit;
- (iii) integration with the host neighbourhood;
- (iv) access to municipal water and sewage disposal;
- (v) impact on ecosystem function and natural environmental features;
- (vi) central location within defined catchment or service area; and,
- (vii) accessibility for persons with disabilities.

## 4.8.2 Design

Buildings and structures in areas designated as Institutional and Public Uses have the potential to act as landmarks and focal points within the area of the community where they are located. Major Institutional Uses ~~designations~~ should be ~~identified~~ designated on Schedule “A” of this Plan and in Secondary and Block Plans so as to reinforce the significance of future development such as schools, libraries, community centres, and fire stations that will function as focal points within the community.

### Policies

4.8.2.1 Development proposals in Institutional and Public Uses designations shall be in accordance with the City’s Development Design Guidelines.

4.8.2.2 Development in Institutional and Public Uses designations should promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development;

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| <u>1G4, 1M9,</u><br><u>1N35</u> |
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## 4.8.3 Accessibility

Barrier free access to services and amenities is essential to achieving a truly vibrant City. The City has established the Accessibility Advisory Committee, and implemented the Accessibility Technical Standards to ensure that all residents of Brampton can live in a barrier free environment, including full access to all City ~~institutional and public~~ buildings. With the public sector taking the lead, the City shall promote barrier free access to private sector buildings and facilities as well as enforce the Ontario Building Code related to the provision of barrier free access.

### Policies

4.8.3.1 The City shall ensure that all new public buildings are accessible to persons with disabilities and ensure that existing public and private buildings are



adapted to be accessible, in accordance with the Ontario Building Code and the City of Brampton Accessibility Technical Standards.

- 4.8.3.2 The City shall encourage the use of the International Symbol of Access ~~effor~~ all institutional and public buildings and structures to identify them as buildings that are accessible to persons with disabilities.

#### 4.8.4 Long Term Care Centres ~~Homes~~

The demand for special needs housing including long term care centres ~~homes~~ and retirement homes is growing as the population of Brampton matures. In opting for these types of housing, there is a strong tendency for Brampton residents to remain in the community closer to areas and places that are familiar to them. The provision of ~~these~~ special housing in appropriate locations throughout the City is essential to improving access to these facilities and enhancing the range of choice of location available to older residents ~~and people with these~~ special housing needs. ~~For policies on retirement housing, please see Section 4.1.7.~~

#### Policies

- 4.8.4.1 The City shall permit Long Term Care Centres ~~Homes~~ in Institutional and Public Uses, Residential and Commercial designations in the Official Plan, subject to the following provisions:

- (i) the long term care home centre shall comply with all zoning requirements set out in the City's Zoning By-law;
- (ii) in determining the suitability of a site for use as a long term care home centre, due regard shall be given to:
  - (a) the accessibility of the site to public transportation, shopping facilities, churches, libraries, public parks and other community service facilities;
  - (b) adequate vehicular ingress/egress and on-site parking;
  - (c) adequate on-site landscaped open space suitable for passive recreational use by the residents of the home;
  - (d) siting and landscaping to minimize any adverse impact on adjacent uses;
  - (e) impact of the development on the ecosystem and natural environmental features;
  - (f) appropriate integration of the proposed use with adjacent uses and the host neighbourhood;
  - (g) access to municipal water and sanitary waste; and,
  - (h) accessibility for persons with disabilities.

## Institutional & Public Uses



- 4.8.4.2 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of Long Term Care Homes.

#### **4.8.5 Health Care Facilities**

Health care facilities such as hospitals are the responsibility of the Province of Ontario. The City of Brampton works in collaboration with senior levels of government to identify needs and ensure the provision of high quality health care facilities and related services to residents the community. Health care facilities are to be located in proximity to major roads for ease of access by public and private all forms of transportation. Alternative access routes to Health Care Facilities are to be planned to provide options in times of emergencyies.

The Brampton Hospital campus of the William Osler Health Centre, located at the north east quadrant of Bramalea Road and Bovaird Drive, is planned to be the main health care facility in the City before the end of 2007. With the development of the Brampton Hospital campus, the City will promote the Peel Memorial Hospital in the Central Area to continue providing medical related services to the general public.

#### **Policies**

- 4.8.5.1 The City shall, in conjunction with the Region of Peel, continue to pursue provincial funding for the development and improvement of Health Care Facilities in Brampton.
- 4.8.5.2 The City shall encourage and support the establishment of facilities that provide a comprehensive range of health care services within existing and new communities in locations accessible by public transportation.
- 4.8.5.3 The City shall support, in association with the Region of Peel, the establishment and expansion of private and public ambulatory care centres in Brampton.
- 4.8.5.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of health care facilities.

#### **4.8.6 Educational Facilities**

Educational facilities are to be located throughout the City based on identified needs and to provide opportunities for learning for all members of the community, including opportunities for life long learning. The City shall work in cooperation with the school boards and other educational services providers to ensure that educational facilities are located in close proximity to the population they are



~~designed~~ intended to serve to minimize ~~dependency on~~ automobile dependency and to maximize pedestrian access.

## Policies

### Schools

4.8.6.1 The City shall permit school sites and ancillary uses within Residential, Institutional and Public Uses, Retail and Industrial designations of this Plan, provided that they are specifically designated for the purpose in the appropriate Secondary ~~and/or~~ Block Plans.

4.8.6.2 The City shall, in the case of a proposed shift in the location of ~~such~~ Secondary Plan a designated school sites at the subdivision ~~design~~ approval stage, ensure that such changes be of a minor nature or that such a shift is designed to improve the centrality of the school site relative to its intended service area or to improve its overall functionality ~~in some~~ other respect.

4.8.6.3 The City shall, during Secondary Planning, ensure that school sites are designated for a specific School Board and for a specific grade category to establish a priority claim and use for each site. Notwithstanding the preceding, a school site designation may be used for a different category of school or by the other School Board, rather than the designated board, if the latter should declare its intention not to use the site.

4.8.6.4 The City shall, in reviewing subdivision plans, ensure that each Secondary Plan designated school site is identified with a shape, size and frontage that conforms ~~with~~ to the standards of the appropriate School Board.

4.8.6.5 The City in consultation with the school boards shall, in the Secondary Plan process, consider the designation of school sites abutting appropriate scale active parkland designations to allow for effective shared use of these related land uses including uses for parking purposes.

4.8.6.6 The City reserves the right to acquire all or a portion of any such designated school sites that are not required by either Board prior to their release for residential purposes so that such lands can be used to maintain an identified open space network or provide some of the recreation facilities that would otherwise have been provided on these designated school sites.

4.8.6.7 The City shall, as appropriate, prior to draft approval of any related subdivision plans, ensure that either a conventional Master School Agreement or a Special School Levy, or other mechanism satisfactory to the School Boards is in place to guarantee that the school sites designated in a Secondary Plan will be provided in the general locations indicated.

## Institutional & Public Uses



- 4.8.6.8 The minimum street classification for school frontage shall be a designated local roads with a minimum 23 metre road right-of-way width or a collector roads as defined in the applicable Secondary Plan.

#### **Satellite University/College Campus**

- 4.8.6.9 The City shall encourage the development of a university or other institution of higher learning or a satellite campus of an existing institution in the City in Institutional and Public Uses designation to provide learning opportunities for residents of Brampton and to encourage residents to remain close to home while furthering their education.
- 4.8.6.10 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of educational facilities.

#### **4.8.7 Public Recreation Facilities**

- 4.8.7.1 The City shall provide indoor and outdoor recreational facilities and programs to meet the needs of all residents to ensure physical, creative, social and intellectual opportunities in accordance with the Parks, Culture and Recreation Master Plan.
- 4.8.7.2 ~~The City shall encourage the use of the~~ The City of Brampton Accessibility Technical Standards shall be applied in the design and improvement of all Public Recreation facilities owned and operated by the City.

#### **4.8.8 Places of Worship**

Increasingly, Places of Worship are providing social and community related services that were once the function of the various levels of government or social service agencies. The City of Brampton shall encourage the location of Places of Worship sites throughout the City in accordance with identified needs as a means of strengthening the spiritual and social fabric of the community.

Places of worship sites shall be compatible with and complement existing and abutting ~~permitted~~ land uses, be a good fit in residential areas and ~~located be~~ designated in areas where they can derive mutual benefits from ~~other compatible~~ land uses. Notwithstanding the above, other location factors and programs could warrant their location in other land use designations ~~of~~ this Plan.





### Policies

- 4.8.8.1 The City shall designate and maintain an inventory of existing and proposed Places of Worship with the assistance and advise of the relevant coordination religious organizations and individual denominations to assist in the planning the distribution of Place of Worship sites and the designation Place of Worship Reserve sites in Secondary ~~and or~~ Block Plans.
- 4.8.8.2 The City shall, during Secondary and Block Planning, encourage developers, individual religious groups and organizations to collaborate and negotiate with each other at the earliest possible stage to provide suitable ~~location and appropriate land areas for~~ site for Places of Worship.
- 4.8.8.3 The City shall, in the Secondary and Block Plan processes, ensure the designation of an appropriate number of Place of Worship reserve sites in consultation with religious groups and organizations serving the Brampton community.
- 4.8.8.4 The City shall, in the Secondary and Block Plan processes, ensure the equitable distribution of Place of Worship Reserve sites to the extent practicable.
- 4.8.8.5 The City shall, in the Secondary Plan processes, encourage the assignment of reasonable first rights of refusal to the denomination that first establishes a preference for a Place of Worship Reserve site through the co-ordinating efforts of the relevant religious organizations.
- 4.8.8.6 The City shall require that Worship Reserve sites be included in the appropriate subdivision plans and shall be retained for acquisition and use as Places of Worship for a period of three (3) years after the subdivision plan is registered. If such Worship Reserve sites are not acquired within the stated three (3) year period, they may be used in the alternative for Low Density Residential without the necessity of an amendment to this Plan or the applicable Secondary Plan.
- 4.8.8.7 The City shall not process development applications that propose to redesignate a place of worship site prior to the expiry of the 3-year period.
- 4.8.8.8 The City shall, in the review of subdivision plans, require developers to indicate, at the time of draft plan approval, how the arrangement of the road system and lotting in the vicinity of a Place of Worship Reserve site can be efficiently extended or modified (in conformity with all City standards and guidelines) to ~~efficiently develop~~ use the Place of Worship Reserve site for the stated alternative ~~Low Density Residential uses~~ land use designated in the applicable Secondary Plan.

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- 4.8.8.9 The City shall, in the review of subdivision plans, require developers to post a suitable sign on the Place of Worship Reserve sites indicating that the particular site is designated for a Place of Worship or alternately, for ~~Low Density Residential~~ an alternative land use.
- 4.8.8.10 The design of Places of Worship shall reinforce their social function and to act as focal points for the community.
- 4.8.8.11 The City shall encourage the ~~use~~ applications of the City of Brampton Accessibility Technical Standards in the design and improvement of Places of Worship.

#### **4.8.9 Libraries**

Libraries provide a collection of resources for information, knowledge and learning. Libraries also continue to serve as venues for community functions and events. Libraries shall be accessible to all residents regardless of social, economic or physical status.

The Brampton Library Board in consultation with City Council determines locations of library facilities based on ~~projected~~ population forecast. The Brampton Library Board provides services and operates through a central resource library and several district or community libraries to bring its services closer to ~~City residents and businesses~~, encourage pedestrian traffic and ~~minimize~~ reduce the reliance on the use of using the automobile.

#### **Policies**

- 4.8.9.1 The City shall encourage Library uses to be incorporated into multi-functional building complexes such as retail plazas or community recreation centres, or to be located in proximity to other compatible Institutional or Public Uses so as to optimize municipal investments, to share parking, to conserve energy, to provide convenience.
- 4.8.9.2 The design of Libraries shall reinforce their social function and their function as focal points for the community.
- 4.8.9.3 Institutional and Public Uses or other designations that incorporate a library as a permitted use in the Secondary Plan shall be sized at the block plan or subdivision approval stage to determine the land and building area to be occupied by the library so that land or rental cost to the Library Board can be based on the value of the displaced Low Density Residential uses.
- 4.8.9.3 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the design and improvement of libraries.



## 4.8.10 Police, Fire and Emergency Services~~Police Stations~~

The safety and security of residents and properties is key to maintaining social cohesion and citizen involvement in civic affairs. Therefore, fire and police protections shall be available to the Brampton residents at all times. ~~The Peel Regional Police and Brampton Fire and Emergency Services will work in collaboration to identify needs and determine appropriate locations of fire, police and other emergency services to ensure the a prompt response in the delivery of efficient and effective services to all Brampton residents, including the new development areas of the City.~~

### **Policies**

4.8.10.1 To ensure fire safety and rapid deployment of fire and emergency services, due regard shall be given to fire safety and emergency services considerations in the planning and development of all land uses, roads and infrastructure.

4.8.10.2 The City may restrict development where satisfactory fire and emergency services are not available to serve the area.

4.8.10.2 ~~4.8.10.1~~ —————The City shall, in the Secondary and Block Plan processes, have regard for the following site development and location guidelines for Fire or Police Stations:

- (i) convenient access to arterial roads;
- (ii) relationship to intended service area; and,
- (iii) design and site plan integration with the host neighbourhood, including the use of appropriate landscaping, and
- (iv) adequate screening from residential buildings.

4.8.10.3 ~~4.8.10.2~~ —————The location of Fire stations shall be determined based on the advice of the Brampton Fire and Emergency Services and other external experts on fire protection services. A System-wide fire station location study ~~ies~~ shall be conducted as appropriate.

4.8.10.4 ~~4.8.10.3~~ —————The City shall, during Secondary ~~and~~ or Block Planning, identify appropriate locations for Police Stations based on the needs and requirements of ~~the Peel Regional Police.~~

4.8.10.5 ~~4.8.10.4~~ —————The City shall ~~encourage the use of~~ the City of Brampton Accessibility Technical Standards in the design and improvement of all City fire and police stations and encourage the use of the same for all police stations.

## Institutional & Public Uses



## **4.8.11 Day Care Centres**

The development of social skills is essential for the younger members and future residents of Brampton. Day Care Centres ~~shall~~ provide parents with secured places away from home and provide children with safe environment to play. The City, in collaboration with the Region of Peel and appropriate provincial agencies, shall plan for and establish Day Care Centres at appropriate and convenient locations throughout the City that are not within the limits of the Lester B. Pearson International Airport Operating Areas boundary.

### **Policies**

- 4.8.11.1 The City shall encourage the location of Day Care Centres on new elementary school sites with the consent of the School Boards to encourage share use and concentration of related land uses.
- 4.8.11.2 The City shall permit Day Care Centres within a Place of Worship or other place of public assembly, a place of employment, a community centre, an apartment building or a multiple housing project, subject to provincial licensing policies.
- 4.8.11.3 Day Care Centres shall be designed to provide appropriate facilities for parking, pick-up and drop-off areas.
- 4.8.11.4 The City shall encourage the use of the City of Brampton Accessibility Technical Standards in the application design and improvement of Day Care Centres.
- 4.8.11.5 Day Care Centre shall not be permitted within the area identified as the LBPIA Operating Area on Schedule A.

## **4.8.12 Other Public Uses**

The City shall make provisions for the following public uses within the Institutional and Public Uses designations indicated on Schedule "A" provided that such uses are more specifically designated in the appropriate Secondary Plan:

- recreation centre facilities;
- court house;
- municipal office;
- municipal water reservoir or filtration plant, sewage treatment plant, or other similar municipal structure;
- municipal water reservoir or filtration plant, sewage treatment plant, or other public health centre;
- municipal yards;
- public recreational or cultural facility;



- public utility installation;
- a protection and emergency services facility (i.e: police, fire and ambulance stations); and,
- an educational facility (i.e.: schools, meeting rooms and colleges).

### Policies

4.8.12.1 Public Uses under the ownership of, or leased by, the Corporation of the City of Brampton shall be permitted in all land use designations on Schedule A to this Plan, subject to the City having due regard to all other relevant land use compatibility policies of this Plan and subject to conformity with Section 4.5 of this Plan, including references to Schedule “D”, ~~Natural Areas~~ Heritage and Environmental Management.

4.8.12.2 All City of Brampton facilities shall be designed and improved in accordance with the City of Brampton Accessibility Technical Standards.

### 4.8.13 Cemeteries

#### Policies

4.8.13.1 The Cemetery designation identified on Schedule "E" of this Plan include both public and private cemeteries and identifies land intended for the interment of human remains, and shall include crematoria, columbaria and mausoleums and other facilities that are ancillary or related to cemeteries.

4.8.13.2 Cemeteries are permitted within the areas designated as Cemeteries on Schedule “E”.

4.8.13.3 The City shall discourage the acquisition of additional lands within the urban development area for the purpose of enlargement of existing cemeteries. However, subject to conformance with licensing limits and the criteria of policy 4.8.13.4, expansion of existing cemeteries will be permitted.

4.8.13.4 When considering applications for new cemeteries or the enlargement of existing cemeteries, the City will have regard for the following matters pursuant to the *Planning Act*, the *Cemeteries Act*, the *Ontario Heritage Act* and the ~~Natural Features~~ Heritage and Environmental Management and Urban Design sections of this Plan:

- (i) the impact of traffic on surrounding properties and the road system;
- (ii) the appropriate limitation of ingress and egress points;
- (iii) the adequacy of off-street parking and internal traffic circulation;

## Institutional & Public Uses



- (iv) the use of tree planting and landscaping, particularly encouraging the use of native species, to complement the plot plan, existing contours and the surrounding area;
- (v) the provision of screening where deemed appropriate;
- (vi) the soil and sub-soil conditions including drainage;
- (vii) natural heritage features, functions and linkages as well as environmental and ecosystem impacts;
- (viii) massing and the relationship of proposed buildings to each other and to adjacent roads and properties; and,
- (ix) the financial ability of the proponent to be able to provide perpetual care and maintenance so that the City reduces the future possibility of having to assume an abandoned cemetery.

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- 4.8.13.5 Acquisition of additional lands for cemeteries within ~~the urban development area~~ lands designated for urban development will need to be in conformance with licensing limits and the criteria identified above.
- 4.8.13.6 The City shall designate all historic cemeteries subject to the provisions of the *Ontario Heritage Act* and the advice of the Brampton Heritage Board, and in accordance with the Cultural Heritage section of this Plan.
- 4.8.13.7 The City will continue to maintain abandoned cemeteries as required under the *Cemeteries Act*.

### 4.9 CULTURAL HERITAGE

The City of Brampton has inherited a rich legacy of cultural heritage resources. Much of the City's heritage is linked to its historical roots as the "Flowertown of Canada" which is being revived and re-established under the City's Flower City Strategy. Another important piece of the City's history is its role as the capital or county seat of the former Peel County.

The preservation of Brampton's heritage is important for many reasons. Heritage resources are non-renewable and once lost, can never be regained. A well preserved heritage contributes to a sense of permanence and continuity. The preservation of heritage resources provides a vital link with the past and a foundation for planning the future, enabling these important assets to continue to contribute to the identity, character, vitality, economic prosperity and quality of life of the community as a whole.

Heritage is more than just old buildings and monuments. It also includes heritage trees, natural features and traditions that define the culture of a place. The definition of heritage has indeed been broadened in recent years to include a diversity of resources, including tangible and intangible. Today, heritage resources are defined as structures, sites, environments, artefacts and traditions which are of historical, architectural, archaeological, cultural and contextual values, significance or interest. These include, but are not necessarily restricted to, structures such as buildings, groups of buildings, monuments, bridges, fences and gates; sites associated with a historic event; ~~environments~~ natural heritage features such as landscapes, woodlots, and valleys, streetscapes, flora and fauna within a defined area, parks, scenic roadways and historic corridors; artefacts and assemblages from an archaeological site or a museum; and traditions reflecting the social, cultural or ethnic heritage of the community. The adoption of the term "cultural heritage landscape" reflects this evolution and promotes the need for a more holistic approach to heritage planning.

Policies aimed at preserving heritage resources are consistent with the City's 'Six Pillars' Strategic Plan that forms the underlying foundation of this Plan, in particular Pillar Three: "Protecting Our Environment, Enhancing Our Community" and Pillar Five: "Community Lifestyle and Participation."

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## Objectives

It is the objective of the cultural heritage resource policies to:

- a) conserve the cultural heritage resources of the City for the enjoyment of existing and future generations;
- b) preserve, restore and rehabilitate structures, buildings or sites deemed to have significant historic, archaeological, architectural or cultural significance and, preserve cultural heritage landscapes; including significant public views and,
- c) promote public awareness of Brampton's heritage and involve the public in heritage resource decisions affecting the municipality.

### 4.9.1 Built Heritage

Built heritage is the most common and most recognizable type of heritage resources. The City of Brampton currently has almost forty designated heritage properties with more designations pending. The City also maintains a heritage inventory, also known as the Cultural Heritage Resources Register, with listing of over 400 heritage resources.

Built heritage resources refer to one or more significant buildings, structures, monuments, installations, or remains associated with architectural, cultural, social, political, economic, or military history, and identified as being important to a community. Ancillary and accessory structures and the immediate environs including roads, vegetation, and landscape that are an integral part of the main constituent building or of significant contextual value or interest should be provided with the same attention and protection.

Retention, integration and adaptive reuse of heritage resources are the overriding objectives in heritage planning while insensitive alteration, removal and demolition will be avoided.

## Policies

- 4.9.1.1 The City shall compile a Cultural Heritage Resources Register to include designated heritage resources as well as those listed as being of significant cultural heritage value or interest including built heritage resources, cultural heritage landscapes, heritage conservation districts, areas with cultural heritage character and heritage cemeteries.
- 4.9.1.2 The Register shall contain documentation for these resources including legal description, owner information, and description of the heritage attributes for each designated and listed heritage resources to ensure

effective protection and to maintain its currency, the Register shall be updated regularly and be accessible to the public.

- 4.9.1.3 All significant heritage resources shall be designated as being of cultural heritage value or interest in accordance with the *Ontario Heritage Act* to help ensure effective protection and their continuing maintenance, conservation and restoration.
- 4.9.1.4 Criteria for assessing the heritage significance of cultural heritage resources shall be developed. Heritage significance refers to the aesthetic, historic, scientific, cultural, social or spiritual importance or significance of a resource for past, present or future generations. The significance of a cultural heritage resource is embodied in its heritage attributes and other character defining elements including: materials, forms, location, spatial configurations, uses and cultural associations or meanings. Assessment criteria may include one or more of the following core values:
- Aesthetic, Design or Physical Value;
  - Historical or Associative Value; and/or,
  - Contextual Value.
- 4.9.1.5 Priority will be given to designating all heritage cemeteries and all Class A heritage resources in the Cultural Heritage Resources Register under the *Ontario Heritage Act*.
- 4.9.1.6 The City will give immediate consideration to the designation of any heritage resource under the *Ontario Heritage Act* if that resource is threatened with demolition, significant alterations or other potentially adverse impacts.
- 4.9.1.7 Designated and significant cultural heritage resources in the City are shown in the Cultural Heritage Map. The Map will be updated regularly without the need for an Official Plan amendment.
- 4.9.1.8 Heritage resources will be protected and conserved in accordance with the Standards and Guidelines for the Conservation of Historic Places in Canada, the Appleton Charter for the Protection and Enhancement of the Built Environment and other recognized heritage protocols and standards. Protection, maintenance and stabilization of existing cultural heritage attributes and features over removal or replacement will be adopted as the core principles for all conservation projects.
- 4.9.1.9 Alteration, removal or demolition of heritage attributes on designated heritage properties will be avoided. Any proposal involving such works will require a heritage permit application to be submitted for prior the approval of from the City.





4.9.1.10 A Heritage Impact Assessment, prepared by qualified heritage conservation professional, shall be required for any proposed alteration, construction, or development involving or adjacent to a designated heritage resource to demonstrate that the heritage property and its heritage attributes are not adversely affected. Mitigation measures and/or alternative development approaches shall be required as part of the approval conditions to ameliorate any potential adverse impacts that may be caused to the designated heritage resources and their heritage attributes. Due consideration will be given to the following factors in reviewing such applications:

- (i) The cultural heritage values of the property and the specific heritage attributes that contribute to this value as described in the register;
- (ii) The current condition and use of the building or structure and its potential for future adaptive re-use;
- (iii) The property owner's economic circumstances and ways in which financial impacts of the decision could be mitigated;
- (iv) Demonstrations of the community's interest and investment (e.g. past grants);
- (v) Assessment of the impact of loss of the building or structure on the property's cultural heritage value, as well as on the character of the area and environment; and,
- (vi) Planning and other land use considerations.

4.9.1.11 A Heritage Impact Assessment may also be required for any proposed alteration work or development activities involving or adjacent to heritage resources to ensure that there will be no adverse impacts caused to the resources and their heritage attributes. Mitigation measures shall be imposed as a condition of approval of such applications.

4.9.1.12 All options for on-site retention of properties of cultural heritage significance shall be exhausted before resorting to relocation. The following alternatives shall be given due consideration in order of priority:

- (i) On-site retention in the original use and integration with the surrounding or new development;
- (ii) On site retention in an adaptive re-use;
- (iii) Relocation to another site within the same development; and,
- (iv) Relocation to a sympathetic site within the City.

- 4.9.1.13 In the event that demolition, salvage, dismantling or relocation is inevitable, thorough documentation of the heritage resources shall be undertaken. The information shall be made available to the City for archival purposes.
- 4.9.1.14 The City will investigate the feasibility of establishing one or more heritage subdivisions in the municipality for accommodating relocated heritage homes.
- 4.9.1.15 Minimum standards for the maintenance of the heritage attributes of designated heritage properties shall be established and enforced.
- 4.9.1.16 Every endeavour shall be made to facilitate the maintenance and conservation of designated heritage properties including making available grants, loans and other incentives as provided for under the *Ontario Heritage Act* and municipal sources.
- 4.9.1.17 The City shall modify its property standards and by-laws as appropriate to meet the needs of preserving heritage structures.
- 4.9.1.18 The City's "Guidelines for Securing Vacant and Derelict Heritage Buildings" shall be complied with to ensure proper protection of these buildings, and the stability and integrity of their heritage attributes and character defining elements.
- 4.9.1.19 Adoption of the Guidelines may be stipulated as a condition for approval of planning applications and draft plans if warranted.
- 4.9.1.20 City Council may delegate to staff the power to approve certain classes of alterations of designated properties to facilitate timely processing of such applications.

## 4.9.2 Cultural Heritage Landscape

A Cultural Heritage Landscape refers to a defined geographical area which has been modified and characterized by human activity. It usually involves a grouping of features that are both man-made and natural. Collectively, they create unique cultural heritage that is valued not only for their historical, architectural or contextual significance but also, their contribution to the understanding of the forces that have shaped and may continue to shape the community including social, economic, political and environmental. Examples of cultural heritage landscape include heritage conservation districts designated under the *Ontario Heritage Act*, villages, parks, gardens, cemeteries, ~~lakes, rivers,~~ main streets, neighbourhoods, ~~valley and watercourses, lakes, woodlands, wetlands, vegetation, trees,~~ hedgerows, scenic vistas etc.

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## Policies

- 4.9.2.1 The City shall identify and maintain an inventory of cultural heritage landscapes as part of the City's Cultural Heritage Register to ensure that they are accorded with the same attention and protection as the other types of cultural heritage resources.
- 4.9.2.2 Significant cultural heritage landscapes shall be designated under either Part IV or Part V of the *Ontario Heritage Act*, or established as Areas of Cultural Heritage Character as appropriate.
- 4.9.2.3 Owing to the spatial characteristics of some cultural heritage landscapes that they may span across several geographical and political jurisdictions, the City shall cooperate with neighbouring municipalities, other levels of government, conservation authorities and the private sector in managing and conserving these resources.

### 4.9.3 Heritage Conservation District

Heritage Conservation District is the most common type of cultural heritage landscape. The Village of Churchville is currently Brampton's only designated Heritage Conservation District.

Designation enables the protection of the heritage of a district while at the same time allowing for compatible new development. The City will continue to use designation to protect other areas of heritage interest such as portions of Downtown Brampton and Huttonville if determined appropriate by future studies.

It is necessary to conserve the District in its entirety including all the elements and features including built and natural heritage which give the District its distinctive character and contribute to its merits as a designated district as described in the Plan. Examples of these attributes would include not only buildings but also streetscape. In particular, an attempt should be made to retain the existing pavement widths which would maintain rural cross sections and vegetative features, ~~that where they~~ are a major contributor to the character of the District, and to maintain and enhance the overall streetscape.

## Policies

- 4.9.3.1 An advisory committee shall be established for each Heritage Conservation District to advise the City on matters pertaining to it.
- 4.9.3.2 Prior to designating an area as a Heritage Conservation District, the City shall undertake a study to:
- (i) Assess the feasibility of establishing a Heritage Conservation District;

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- (ii) Examine the character, appearance and cultural heritage significance of the Study area including natural heritage features ~~landscapes~~, vistas, contextual ~~and natural heritage~~ elements, buildings, structures and other property features to determine if the area should be preserved as a heritage conservation district;
- (iii) Recommend the geographic boundaries of the area to be designated and the objectives of the designation;
- (iv) Recommend the content of the Heritage Conservation District Plan;
- (v) Recommend changes required to be made to the City's Official Plan, and any by-laws including zoning by-laws; and,
- (vi) Share information with residents, landowners and the public at large, as to the intent and scope of the study.

4.9.3.3 During the study period which can last up to one year, alteration works on the properties within the Heritage Conservation District study area including erection, demolition or removal may be prohibited.

4.9.3.4 Properties already designated under Part IV of the *Ontario Heritage Act* may be included as part of the Heritage Conservation District to ensure comprehensiveness of the District.

4.9.3.5 Properties in a Heritage Conservation District may also be designated under Part IV of the *Ontario Heritage Act* to ensure consistent and effective protection.

4.9.3.6 A Heritage Conservation District Plan shall be prepared for each designated district and include:

- (i) a statement of the objectives of the Heritage Conservation District;
- (ii) a statement explaining the cultural heritage value or interest of the Heritage Conservation District;
- (iii) description of the heritage attributes of the Heritage Conservation District and of the properties in the district;
- (iv) policy statements, guidelines and procedures for achieving the stated objectives and for managing change in the Heritage Conservation District; and,
- (v) a description of the types of minor alterations that may be allowed without the need for obtaining a permit from the City.



- 4.9.3.7 Minimum standards for the maintenance of the heritage attributes of property situated in a Heritage Conservation District shall be established and enforced.
- 4.9.3.8 Any private and public works proposed within or adjacent to a designated District shall respect and complement the identified heritage character of the District as described in the Plan.
- 4.9.3.9 When a Heritage Conservation District is in effect, public works within the District shall not be contrary to the objectives set out in the District Plan. Further, no by-law shall be passed that is contrary to the objectives as set out in the District Plan. In these respects, the District Plan shall prevail.
- 4.9.3.10 A Permit is required for all alteration works for properties located in the designated Heritage Conservation District. The exceptions are interior works and minor changes that are specified in the Plan.
- 4.9.3.11 The permit application shall include a Heritage Impact Assessment and provide such information as specified by the City.
- 4.9.3.12 In reviewing permit applications, the City shall be guided by the applicable Heritage Conservation District Plan and the following guiding principles:
- (i) heritage buildings, cultural landscapes and archaeological sites including their environs should be protected from any adverse effects of the proposed alterations, works or development;
  - (ii) Original building fabric and architectural features should be retained and repaired;
  - (iii) New additions and features should generally be no higher than the existing building and wherever possible be placed to the rear of the building or set-back substantially from the principal façade; and,
  - (iv) New construction and/or infilling should fit harmoniously with the immediate physical context and streetscape and be consistent with the existing heritage architecture by among other things: being generally of the same height, width, mass, bulk and disposition; of similar setback; of like materials and colours; and using similarly proportioned windows, doors and roof shape.
- 4.9.3.13 Council may delegate to City staff the power to grant permit for certain classes of alterations to be made to properties in a designated Heritage Conservation District.
- 4.9.3.14 Development proposed adjacent to a designated Heritage Conservation District shall be scrutinized to ensure that they are compatible in

character, scale and use. A Heritage Impact Assessment may be required for such proposals.

#### 4.9.4 Areas with Cultural Heritage Character

There are areas and landscapes of special cultural heritage value that although may not be appropriate for designation under the *Ontario Heritage Act* merits special conservation efforts. Candidates include part of Downtown Brampton, Huttonville and natural heritage areas that are also of cultural heritage significance and certain Class B and C resources in the Heritage Resources Register.

##### Policies

- 4.9.4.1 Areas with Cultural Heritage Character shall be established through secondary plan, block plan or zoning by-law.
- 4.9.4.2 Land use and development design guidelines shall be prepared for each zoned area to ensure that the heritage conservation objectives are met.
- 4.9.4.3 Cultural Heritage Character Area Impact Assessment shall be required for any development, redevelopment and alteration works proposed within the area.

#### 4.9.5 Heritage Cemeteries

Cemeteries are by their nature especially sensitive and important heritage resources. Many of them possess historical, spiritual, architectural and aesthetic values. They are an important part of the City's history, accommodating the bodily remains of Brampton's earliest settlers and some very prominent citizens. They are also reminders of once thriving hamlets and villages such as Tullamore and Whaley's Corner. Rare and important trees and plant species are often found in cemeteries which provide open space for nearby residents.

##### Policies

- 4.9.5.1 All cemeteries of cultural heritage significance shall be designated under Part IV or V of the *Ontario Heritage Act*, including vegetation and landscape of historic, aesthetic and contextual values to ensure effective protection and preservation.
- 4.9.5.2 The City shall restore and maintain all City-owned heritage cemeteries and encourage owners of private heritage cemeteries to improve their properties.
- 4.9.5.3 Standards and design guidelines for heritage cemetery preservation shall be developed including the design of appropriate fencing, signage and commemorative plating.



- 4.9.5.4 The heritage integrity of cemeteries shall be given careful consideration at all times. Impacts and encroachments shall be assessed and mitigated and the relocation of human remains shall be avoided.
- 4.9.5.5 Archaeological and Heritage Impact Assessments, prepared by qualified heritage conservation professionals, shall be required for land use planning activities and development proposals on lands adjacent to cemeteries. Appropriate mitigation measures may include permanent “no disturbance” buffer zones, appropriate fencing and/or alternative development approaches, as well as temporary protection measures during construction and other activities, as part of the approval conditions to ameliorate any potential adverse impacts that may be caused.

#### **4.9.6 Archaeological Resources**

Archaeology is the study of the physical remains of prehistoric and early historic activities or events. Archaeological sites are defined as locations or places, including land and marine, where the remains of past human activity are found. These physical remains, or archaeological resources, are usually hidden from view and may occur on or below the surface of the land and under water. Archaeological resources may include items such as tools, weapons, building materials, art objects and human or animal remains.

##### **Policies**

- 4.9.6.1 The City shall cooperate with the Provincial Government to designate Archaeological Sites in accordance with the *Ontario Heritage Act*.
- 4.9.6.2 The City shall adhere to the provisions of the *Cemeteries Act* as it pertains to archaeological resources.
- 4.9.6.3 The City shall, in consultation with the Provincial Government, keep confidential the existence and location of archaeological sites to protect against vandalism, disturbance and the inappropriate removal of resources.
- 4.9.6.4 All archaeological resources found within the City of Brampton shall be reported to the Province.
- 4.9.6.5 An Archaeological Master Plan shall be prepared to identify and map known archaeological sites, and areas of archaeological potential and establish policies and measures to protect them. Every endeavour shall be made to leave archaeological sites undisturbed.
- 4.9.6.6 If development or alteration work is proposed on an archaeological site or a site identified as having archaeological potential, an archaeological assessment, prepared by a qualified and licensed archaeologist, shall be



required as part of the approval condition of a secondary or block plan. The assessment shall be provided by the development proponent and carried out by a licensed archaeologist.

- 4.9.6.7 All archaeological assessment reports shall be approved by the Province and copy of the assessment report shall also be provided to the City for comment to ensure that the scope is adequate and consistent with the conservation objectives of the municipality. Access to these archaeological assessment reports submitted to the City shall be restricted in order to protect site locations in accordance with the Ontario Heritage Act.

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- 4.9.6.8 Archaeological resources identified in the archaeological assessment shall be documented, protected, salvaged, conserved, and integrated into new development as appropriate.

- 4.9.6.9 If warranted, the City shall make regulation for the removal of archaeological resources from an archaeological site in accordance with the *Ontario Heritage Act*, and the requirements of the Province and the municipality.

- 4.9.6.10 Proper archaeological methods and techniques shall be used in the survey and excavation of archaeological sites and in the treatment, disposition, maintenance and storage of archaeological resources.

- 4.9.6.11 The Region of Peel Heritage Complex is the Region's designated repository. The City may, in consultation with the Region of Peel Heritage Complex, accept donations of significant archaeological artefacts found on private land. When collections obtained prior to licensing are donated, the Ministry of Culture is to be notified of such collections to enable updating of their database on all registered archaeological sites within the Province.

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- 4.9.6.12 Contingency plan shall be prepared for emergency situation to protect archaeological resources on accidental discoveries or under imminent threats.

### 4.9.7 Flower City Strategy

The Flower City Strategy builds on the past history of the City as the Flowertown and its re-emergence as the Flower City. It represents an excellent example of how heritage can be commemorated and integrated into modern City building.

#### Policies

- 4.9.7.1 The Flower City Strategy shall be integrated into the City's decision making and planning processes and engage the public and stakeholders in a collective effort to implement the Flower City visions.







- 4.9.7.2 The City shall, as a condition of development approval for all land uses, incorporate specific design elements to implement the Flower City Strategy.

## **4.9.8 City-owned Heritage Resources**

The City of Brampton owns a significant number of heritage resources including Alder Lea, Bovaird House, the Heritage Theatre and the Carnegie Library Building.

### **Policies**

- 4.9.8.1 The City shall designate all city-owned heritage resources of merits under the *Ontario Heritage Act* and shall prepare strategies for their care, management, and stewardship.
- 4.9.8.2 The City shall protect and maintain all city-owned heritage resources to a good standard to set a model for high standard heritage conservation.
- 4.9.8.3 City-owned heritage resources shall be integrated into the community and put to adaptive reuse, where feasible.
- 4.9.8.4 In the event that the ownership status is changed, the City shall enter into an easement agreement with the new owner or lessee to ensure the continuous care of, and public access to these resources are maintained.
- 4.9.8.5 When the potential re-use or a change in function of a City-owned heritage resource is being contemplated, the potential adverse impacts to the heritage attributes and significance shall be carefully considered and mitigated.
- 4.9.8.6 The City of Brampton Accessibility Technical Standards will be applied to public heritage facilities and will be assessed on a case-by-case basis to determine the most effective and least disruptive means of retrofit, where required, to improve accessibility for persons with disabilities.

## **4.9.9 Implementation**

Conservation of cultural heritage resources shall form an integral part of the City's planning, decision-making and implementation processes.

### **Policies**

- 4.9.9.1 Heritage planning is the responsibility of the Provincial Government and the municipality. A citizen advisory committee, known as the Brampton Heritage Board has been established to provide advice to the City Council on all matters pertaining to heritage.

- 4.9.9.2 The City shall use the power and tools provided by the enabling legislation, policies and programs, particularly the *Ontario Heritage Act*, the *Planning Act*, the *Environmental Assessment Act* and the *Municipal Act* in implementing and enforcing the policies of this section. These shall include but not be limited to the following:
- (i) The power to stop demolition and alteration of designated heritage properties and resources provided under the *Ontario Heritage Act* and as set out in Section 4.9.1 of this policy;
  - (ii) Requiring the preparation of a Heritage Impact Assessment for development proposals and other land use planning proposals that may potentially affect a designated or significant heritage resource or Heritage Conservation District;
  - (iii) Using zoning by-law provisions to protect heritage resources by regulating such matters as use, bulk, form, location and setbacks
  - (iv) Using the site plan control by-law to ensure that new development is compatible with heritage resources;
  - (v) Using parkland dedication requirements to conserve significant heritage resources;
  - (vi) Using density bonuses or the transfer of surplus density rights in exchange for conservation and heritage designation to assist heritage preservation;
  - (vii) Identifying, documenting and designating cultural heritage resources as appropriate in the secondary and block plans and including measures to protect and enhance any significant heritage resources identified as part of the approval conditions; and,
  - (viii) Using fiscal tools and incentives to facilitate heritage conservation including but not limited to the Community Improvement Plan and Façade Improvement Program pursuant to the *Planning Act*, grants and loans pursuant to the *Ontario Heritage Act*, and heritage property tax reduction/rebate program pursuant to the *Municipal Act*.
- 4.9.9.3 The City's bylaws, regulations and standards shall be reviewed and updated to ensure consistency with this policy.
- 4.9.9.4 The City shall acquire heritage easements, and enter into development agreements, as appropriate, for the preservation of heritage resources and landscapes.
- 4.9.9.5 Landowner cost share agreement should be used wherever possible to spread the cost of heritage preservation over a block plan or a secondary



plan area on the basis that such preservation constitutes a community benefit that contributes significantly to the sense of place and recreational and cultural amenities that will be enjoyed by area residents.

- 4.9.9.6 Financial securities from the owner may be required as part of the conditions of site plan or other development approvals to ensure the retention and protection of heritage properties during and after the development process.
- 4.9.9.7 The City may participate, as feasible, in the development of significant heritage resources through acquisition, assembly, resale, joint ventures or other forms of involvement that shall result in the sensitive conservation, restoration or rehabilitation of those resources.
- 4.9.9.8 The City shall consider, in accordance with the *Expropriations Act*, expropriating a heritage resource for the purpose of preserving it where other protection options are not adequate or available.
- 4.9.9.9 The City shall coordinate and implement its various heritage conservation objectives and initiatives in accordance with its Heritage Program.
- 4.9.9.10 The City shall cooperate with neighbouring municipalities, other levels of government, conservation authorities, local boards, non-profit organizations, corporations and individuals in the conservation of heritage resources in the municipality.
- 4.9.9.11 The relevant public agencies shall be advised of the existing and potential heritage and archaeological resources, Heritage Conservation District Studies and Plans at the early planning stage to ensure that the objectives of heritage conservation are given due consideration in the public work project concerned.
- 4.9.9.12 Municipal, Regional and Provincial authorities shall carry out public capital and maintenance works and development activities involving or adjacent to designated and other heritage resources and Heritage Conservation Districts in accordance with this policy.
- 4.9.9.13 Lost historical sites and resources shall be commemorated with the appropriate form of interpretation.
- 4.9.9.14 The City will undertake to develop a signage and placquing system for cultural heritage resources in the City.
- 4.9.9.15 Impact on the significant heritage elements of designated and other heritage resources shall be avoided through the requirements of the City's sign permit application system and the heritage permit under the *Ontario Heritage Act*.

- 4.9.9.16 Sufficient funding and resources shall be committed to implement a communication and education program to foster awareness, appreciation and enjoyment of cultural heritage conservation.
- 4.9.9.17 The City may develop implementation strategies to participate in certain cultural heritage initiatives offered by other levels of government, including the Federal government's Historic Places Initiative.
- 4.9.9.18 Alterations made to a heritage facility shall comply with the City of Brampton Accessibility Technical Standards except where modifications to the defining heritage features, which are deemed to alter the essential nature or substantially affect the viability of the enterprise, are allowed under the Ontario Human Rights Code.

### 4.10 URBAN DESIGN

The principles of urban design influence the physical design and layout of a city. It is an important planning tool used ~~assist with to help~~ achieving ~~a~~ recognizable image ~~of for~~ the city, enhance ~~the its~~ quality-of-life, and promote greater economic vitality through the more efficient use of resources. Urban design encapsulates the way places work and matter and addresses the complex relationships among all of the elements of built and unbuilt spaces with a focus on:

- A sustainable urban context/structure,
- The connections between people and places,
- The relationship between buildings and streets, squares, parks and waterways and other spaces which compose the public domain,
- Patterns of movement,
- Nature,
- Human health and,
- The processes for ensuring successful place-making.

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The overall vision for Brampton is set out in the City's Six Pillars Strategic Plan that it aspires to be:

*A vibrant, safe, and attractive city of opportunity where efficient services make it possible for families, individuals and the business community to grow, prosper and enjoy a high quality of life.*

Pillar Three states that Brampton will strive to achieve a high standard of civic design for the entire city through a number of means including the implementation of civic and development design guidelines. The City is committed to take a leadership role to continue to promote high quality urban design in the context of the increased urbanisation that is expected to take place over the next twenty to thirty years.

As stated in the City's Development Design Guidelines, a city involves "place, people and vision". The continued evolution and design of ~~the~~ Brampton's urban form must address sustainability, demographics, natural environment, human need, land use and transportation. Each of these elements contribute to the structure of the City and are defined by the complement of land uses, as well as the manner in which people use the spaces within each element. The physical design of these areas contributes to the image of the City through the public realm and built form. Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ~~ensure achieve that~~ the goal of ~~achieving~~ a high quality and sustainable physical environment ~~is met~~.



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## Objectives

Through the Urban Design policies, the City of Brampton intends to:

- a) Achieve and sustain a physical environment that is attractive, safe, functionally efficient, sensitive of its evolving character, and environmentally responsible;
- b) Reinforce Brampton's image as a modern, dynamic, beautiful and liveable city that is built on its rich heritage, including its historical roots as the Flower City, and a sustainable, compact and transit-oriented urban form;
- c) Promote and reinforce the Central Area as a transit-oriented and pedestrian-friendly destination;
- d) Provide strong policy direction for physical development design with reasonable flexibilities allowed to encourage innovative and diverse urban design;
- e) Promote sustainable management practices and green building design standards (such as the principles of Leadership in Energy and Environmental Design (LEED)) which supports a framework for environmentally sustainable development; and,
- ~~e)f~~ Ensure that new development and redevelopment conforms to Brampton's *Development Design Guidelines*.

### 4.10.1 Physical Design and the City Concept

In order to have a successful integration of Brampton's various nodes, corridors, neighbourhoods and districts, the City shall require the form of development to adhere to appropriate urban design principles, and meet higher expectations. The public realm and built form are complementary, and work in conjunction to create these elements.

☐ 4.10.1.1 The physical design of a site shall relate to its role in and enhance the overall City structure.

4.10.1.2 The physical design of a site shall contribute to the promotion of the vision and image of Brampton as a major urban centre and a sustainable and attractive city including the Flower City Strategy.

### 4.10.2 The Public Realm

Successful places can be identified by their character, the quality of the public realm, ease of movement, legibility, adaptability, and diversity. The public realm

comprises a number of important components including public and open spaces, streets and parks. These are key shared assets that bond people and places together. They make up a significant part of the image and identity of a city and instil a sense of civic pride for the community.

The City shall create a high quality public realm that will set a model for high standard development design. To promote ~~high quality~~ superior, innovative design in the public domain, the City shall

- Commit sufficient public resources and funding for public buildings and facilities;
- Use design competitions and awards to promote excellence in and public appreciation for urban design; and,
- Encourage public participation in the design process and ownership of the public realm.

The design of the public domain shall be in accordance with the policies of this section and the *Development Design Guidelines* and should address the following structuring elements:

- Streetscapes
- Public Squares & Landmarks
- Edges and Gateways
- Views and Vistas
- Public Spaces and Civic Projects
- Semi Public Open Space

#### 4.10.2.1 Streetscapes

The development of a comprehensive streetscape system is integral to the identity of a community and the creation of an attractive and efficient public domain.

4.10.2.1.1 Streetscape design is comprised of the public realm and ~~the built~~ form. Key considerations ~~shall~~ include:

- Street elements within the public street right-of-way;
- Site planning and Built Form on adjacent private lots;
- The interface between private and public zones;
- Creating an animated, well-used street by prohibiting, where feasible, reverse-fronting lots;
- How buildings address the street edge; and,
- The location of utility and transit services.

4.10.2.1.2 Components of streetscape shall consist of street trees, lighting, street furniture, signage, built form, ~~and~~ landscape features and road



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infrastructure. The design of these streetscape elements shall be co-ordinated to achieve the following objectives:

- Communicate the image and character of the community;
- Reinforce the street network and enhance special community roads (primary streets);
- Promote an urban relationship between built form and public spaces;
- Enhance the daily experience of the residents and visitors;
- Achieve a pedestrian-scaled environment for the public domain that is safe and comfortable;
- De-emphasize the importance of the car/garage on the streetscapes;
- Promote Sustainable Management Practices to address water quality, including minimizing impervious cover; using “at source controls” and infrastructure that is environmentally friendly; and
- Establish a level of landscaping and paving appropriate to their role in the street network hierarchy and in line with the “Crime Prevention through Environmental Design” principles to reduce the incidence and fear of crime.

4.10.2.1.3 Roofscape shall be designed to provide visual interest for the public streetscape.

4.10.2.1.4 The design and provision of signage shall balance the requirements for the form and identity associated with the particular use with the need to complement and enliven the contiguous streetscape.

4.10.2.1.5 Electrical utilities are required to be placed underground in residential communities subdivisions. The same standard shall apply to other parts of the City, particularly along arterial roads and in employment areas industrial subdivisions. Above ground utilities shall be visually screened by the use of “unique” utility box designs, street furniture, light standards and other streetscape elements.

4.10.2.1.6 The Design of the major arterial road streetscape will be in accordance with the City’s Street Corridor Master Plan to create a strong, distinct and recognizable image with emphasis on creating strong links with the Flower City Strategy. The City will establish a program for implementing civic design and streetscape treatments for arterial corridors and gateways. Priority will be set in accordance with the hierarchy illustrated in Schedule “2” and the capital road programs of the City and the Region to achieve the most cost effective and visible impacts within the resources available.



### Street Network

The structure of the street network ~~is~~ has a major influence on streetscapes. As well, public streets are public spaces and shall be designed to that end. It is the City's intent to implement an appropriate street network that fulfills the transportation needs of the community, based upon a hierarchy of grid-like streets.

4.10.2.1.7 The street network shall be established in accordance with the Transportation policies of this Plan, and subscribe to the following urban design-oriented principles:

- (i) Provide street patterns in a grid-like pattern with walkable block lengths, multiple connections between streets to provide alternative routes for pedestrian, vehicular and bicycle movement;
- (ii) Street patterns shall be clear and understandable to promote ease of orientation and convenient access;
- (iii) The street network design shall preserve and respond to existing natural and topographical features such as wetlands, woodlots and valleylands;
- (iv) The street network shall promote pedestrian movement, safety and pedestrian-scaled spaces by using finer and more connected grid design, hence more walkable block lengths;
- (v) The street network shall be designed to accommodate public transit, specifically at community focal points (i.e. libraries, schools and community centres);
- (vi) Street rights-of-way shall promote the safety of passage for all users through flexible rights-of-way widths, the use of public and private lanes, and the integration of traffic circles and roundabouts; and,
- (vii) Where a street abuts a natural open space on one side the streetscape treatment on the developed side of the street will be consistent with the adjacent built form, whilst the open space side shall be enhanced for pedestrian comfort and movement, and views into the area.

4.10.2.1.8 A variety of road and cross section designs should be explored including sidewalk widths, curb radii, intersection size, and design that can accommodate on-street parking to support and promote pedestrian movement and transit use in conjunction with the adjacent land use and built form.

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## 4.10.2.2 Public Squares and Landmarks

Landmarks are prominent, memorable landscapes and buildings that are recognizable for their areas identified on the basis of their existing/potential symbolic significance, cultural heritage values, special visual appeal their prominent locations in the City pattern, or a combination of these factors. In addition to the well known civic examples such as ~~Examples of landmarks are the City Hall, Gage Park and the Rose Theatre Brampton.~~ There are numerous other significant landmarks that include places of worship, schools, high-rise apartment buildings and parks across the City.

### 4.10.2.2.1 It is the City's intent to:

- (i) Preserve and enhance existing landmarks,
- (ii) Require important public and institutional buildings/development at gateway locations to be designed to attain landmark status to further reinforce its strategic location and importance in the City's image and identity; and,
- (iii) Locate community institutions (such as schools and places of worship) to form local landmarks in appropriate locations.

## Public Art

4.10.2.2.2 The placement of appropriate public art shall be encouraged at appropriate public and private development sites to enhance the overall quality of community life by creating local landmarks, humanizing the physical environment, fostering growth of a culturally informed public, and heightening the city image and identity.

4.10.2.2.3 To further promote public art in Brampton, an Arts and Culture Master Plan shall be developed, including a public art policy to provide directions on site identification, selection, funding and incentives.

## 4.10.2.3 Edges and Gateways

Edges and gateways help to define a community's identity by providing the means for the community to understand its boundaries. There are three types of edges and gateways in the City: community edges, gateway intersections and entrance features.

## Edges

Edges reveal and in some cases conceal the community's image and the character of different individual neighbourhoods, as viewed from the adjacent arterial street. ~~and spaces to pedestrians, bicyclists and motorists.~~ They ~~should~~ play an important

role in establishing appropriate interfaces with adjacent land uses ~~and blocks that may or may not warrant exposure, depending on the circumstances.~~

- 4.10.2.3.1 Arterial roads are the primary edges of a community and a variety of street patterns will be encouraged along this edge including the use of window streets. Special attention shall be given to prohibiting reverse frontage, where feasible, in favour of window streets and other lotting types.
- 4.10.2.3.2 Arterial roads should form the primary edges of the communities and corridors. Their function should be multi-faceted and should not focus solely on the movement of vehicles. Through their design, arterial roads should link communities on either side of the road and not become barriers/separators between communities.
- 4.10.2.3.3 Edges should have an outward focus to the street and the public realm and not inward into the adjacent community. Accordingly, edges and corridors should be the focus for medium and high density uses which should be oriented to the road to help define and reinforce the edges. The design of the arterial road should support these land uses and provide a comfortable environment for the pedestrians. The scale and location of the intersections of these roads should be designed to ensure pedestrian safety and convenience.

### Gateways

Gateways are prominent sites located at the entry points into the City and nodes and districts. They are visually prominent locations, or are part of landmark precinct and may have historic importance. A hierarchy of gateways has been defined under the City's Gateway Beautification Program.

- 4.10.2.3.2. Gateway intersections shall be designed as an integral component of ~~the~~ primary streets. At these locations, the sense of entrance, arrival and movement shall be reinforced and achieved through the surrounding built form and site planning.
- 4.10.2.3.3 Community image and identity shall be conveyed through the detailed design of the built form and entrance features. These shall include orienting the primary building to face the intersection/corner, and the use of special architectural elements and landscape features.
- 4.10.2.3.4 Gateway design shall be co-ordinated with the City's Gateway Beautification Program to promote the ~~Floral~~ Flower City image.
- 4.10.2.3.5 Entrance features may be provided at the initiative and expense of development proponents and with the City's approval, to mark ~~should be used to reinforce the gateway intersections and the entrance of the~~



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local street entrances to the neighbourhoods and reinforce their identity.

#### 4.10.2.4 Views and Vistas

Views and vistas are significant visual compositions of important public and historic buildings, ~~open spaces~~, natural heritage and recreational open spaces features, landmarks, and skylines which enhance and liven the overall physical character of an area. “Views” are generally panoramic in nature while “vistas” usually refers to a strong individual feature often framed by its surrounding.

4.10.2.4.1 View and vistas shall be determined at the secondary ~~planning or block plan~~ stage to reinforce the land use pattern and public spaces (in particular the location of parks, community facilities, institutions and open space links).

4.10.2.4.2 The strategic location of view corridors should contribute to the creation of neighbourhoods as they provide transitions between land uses and points of orientation.

4.10.2.4.3 Views and vistas shall be achieved through the strategic alignment of rights-of-ways, the layout of pedestrian circulation and open space systems and the siting of major features, public uses and built form.

4.10.2.4.4 Views and vistas, and associated community uses such as parks, shall be enhanced with an appropriate street network which terminates primary streets at these features. Streetscape design such as planting and lighting shall reinforce views to these locations.

4.10.2.4.5 The main façades of community facilities and neighbourhood park entrances shall be oriented at terminations of primary streets to act as the view’s focal points.

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4.10.2.4.6 ~~Natural environmental elements shall be preserved and integrated including naturalized stormwater management areas in the community block plan~~ will be designed with regard to the protection of the natural heritage system, including naturalized elements such as stormwater management areas and at source landscaping, to provide view corridors and vistas which are to be gratuitously conveyed to the City and not counted as part of the parkland dedication requirements.

4.10.2.4.7 Views and vistas shall be designed in accordance with the *Development Design Guidelines*.

### 4.10.2.5 Public Spaces and Civic Projects

Major elements of the public realm are the open space system and engineering structures. The design of the open space system should support a balanced vision for recreation, urban design, natural systems and community identity. Its design should be co-ordinated with that of engineering structures which form an integral and necessary component of the streetscape.

#### Open Space System

The City's open space system includes recreation and natural heritage features such as parks, open space links, multi-use trail system, and valley and watercourse corridors. ~~natural features, and~~ Engineering elements such as stormwater management facilities can also be incorporated into the open space system. Design of the urban and recreational elements of the open space system shall be considered in conjunction with the Natural Heritage and Environmental Management and Transportation Sections of this Plan.

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4.10.2.5.1 It is the City's intent that the open space system shall:

- Be identified and designed as appropriate in accordance with the Natural Heritage and Environmental Management and Recreational Open Space policies of this Plan, the *Development Design Guidelines*, ~~and~~ the City's Asset Management's Greening Policy the Community Block Plan and EIR;
- Contribute to the vision of creating a city of parks and gardens at Brampton and the City's Flower City strategy;
- Be a continuous and co-ordinated system by connecting the proposed with the existing systems and the City-wide open space system through the use of green connector roads, and a pedestrian/ bikeway system;
- Enhance the visual appeal of the community, and the health, safety and comforts of residents and users by providing protection from the elements and microclimatic modification;
- Provide social and recreational opportunities for residents and users; and,
- Be sustainable.

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## Engineering Structures

Engineered structures are generally located in the public right-of-way and/or public spaces and are an important part of the visual experience of the public domain. They include bridges, bridge abutments, headwalls, retaining walls, drainage channels and guardrails, among other features.

4.10.2.5.2 Engineering structures shall be designed to enhance the visual quality of the public domain and the community character, and in accordance with the Development Design Guidelines including:

- The scale, form, siting and massing of engineering structures shall be appropriate to its natural and built environment; ~~and~~,
- Materials, colours and method of construction shall be consistent with other community design elements; ~~and~~,
- Landscaping techniques that are sustainable and enhance environmental conditions and functions.

## 4.10.2.6 Semi Public Open Space

4.10.2.6.1 The City may require private development to allocate a portion of the net development site area for the creation of public spaces that allow reasonable use by the public, regardless of patronage.

4.10.2.6.2 These spaces will not be considered as contributing towards parkland dedications under the *Planning Act*.

4.10.2.6.3 A hierarchy of usable spaces should be created and designed to promote their usage through the use of paving materials, site furniture, lighting walls, facades, landscaping and public art.

4.10.2.6.4 These spaces should be linked physically and visually to the pedestrian network and other public spaces.

4.10.2.6.5 These spaces should be designed to ensure an adequate penetration of sunlight.

4.10.2.6.6 The developer should promote the active management and programming of these semi public spaces.

## 4.10.3 Elements of Built Form

Built form is generally reflective of the private realm, but also defines the limit of the public realm. Built form has identifiable aspects relating to urban structure,

urban grain, density and mix, height and massing, building type, façade and interface, details and materials, streetscape and landscape.

The built form is composed of the following identifiable areas:

- Multi-storey buildings (including both tall buildings and mid-rise buildings)
- Community Revitalization
- Transit-Oriented Development
- Mixed-Use Development
- Public and Institutional Buildings
- Auto-Oriented Development

#### 4.10.3.1 Multi-Storey Buildings

The use of height to create a specific urban form is appropriate at certain locations within the City. Multi-storey buildings, specifically tall buildings, contribute to the image of a city and its skyline. Their design must therefore address issues including, but not limited to, their location, massing, use, and services. Sufficient on-site amenities and facilities should accommodate the anticipated use of the building.

#### Mid-Rise Buildings

Mid-rise buildings are generally considered to range between 4 and 9 storeys in height. They are encouraged to frame the street they are fronting while allowing access to sunlight to adjacent properties.

Mid-rise buildings are appropriate along the City's corridors and within its nodes particularly as part of the larger-scale mixed-use and transit-oriented development areas.

The uses within mid-rise buildings should be contingent on the compatibility and flexibility of the uses with percentages of commercial, retail, office and residential uses specified depending on the location of the building. Mid-rise buildings should be permitted to develop to 3 FSI/FAR which generally allows four storeys with commercial uses at grade, and three storeys of residential uses above. A higher FSI/FAR may be considered on a site-specific basis, contingent on the merits of the quality of design and amenities of the project.

4.10.3.1.1 Mid-rise buildings shall address the following design issues:

- Building articulation and efficiencies;
- Sufficient on-site indoor and outdoor amenities such as gardens, and terraces to meet the anticipated use of the occupants;
- Servicing (i.e. loading, garbage, parking);
- Separation between commercial and residential;





- Access to transit;
- The manner in which the building addresses the street and neighbouring land uses (i.e. adjacent to low-rise residential);
- Build along the streetline and maintain common setback; and,
- Ground floor uses.

## Tall Buildings

In the context of Brampton, tall buildings are defined as those over 9 storeys in height. Subject to the following policies, they may be appropriate for ~~certain locations in the City including the urbanized-built-up~~ sections of the City such as along Queen Street and Downtown Brampton. High rise buildings may also be permitted in certain other areas of the City such as Central Area, major nodes and gateway locations, where adequate services and road/transit capacity exist to express or reinforce their image as focal points.

4.10.3.1.2 Tall buildings have a significant presence and become landmarks. They must therefore have very high architectural quality and sensitive design treatments to ensure that they contribute positively to their immediate context as well as the wider Cityscape.

4.10.3.1.3 In addition to addressing the aspects for mid-rise buildings listed in 4.10.3.1.1, and building and engineering assessments, shadow, view, microclimatic and heritage impact studies shall be carried out to determine the potential impacts arising from tall building development.

## 4.10.3.2 Community Revitalization

In the City's established neighbourhoods and built up areas, continual maintenance and improvement are required to conserve the fabric and to ensure their vitality and efficient functioning. Community revitalisation may take various forms including infill, intensification, replacement or redevelopment.

- *Infilling* describes the action of developing on a vacant lot which is ~~bounded~~ bordered by existing uses.
- *Intensification* suggests an increase to the amount of land and/or air rights used for a particular use. This can mean incorporating additional residential units to an existing residential building (i.e. converting a single detached house to a semi-detached house). It may also involve a commercial or industrial venture, which utilizes more land for additional building area. Or, it may involve an increase to the height of a building for additional gross floor area while not adding to a building's footprint.
- *Replacement* involves the demolition of a development and replacing it with a use / built form similar to the original.



- *Redevelopment* is often considered as the demolition of a development and replacing it with a more appropriate development (i.e. to lower density, to a different land use ~~such as parkland~~, or ~~affordable multiple~~ housing, etc.). Redevelopment can also involve “re-inventing” a development for a different use (~~i.e. for example~~ converting an industrial building for commercial or residential uses).

These development activities are encouraged because they help make better use of the existing infrastructure and resources and meet the City’s objectives for managing growth. As well, the City is required to meet the minimum target, set by the Province’s ~~proposed~~ Growth Plan, of accommodating 40 percent of future growth through residential intensification and redevelopment within the built-up area starting ~~from~~ by 2015.

The key consideration for new development/redevelopment in existing built-up areas is compatibility. Compatibility does not mean uniformity or even consistency, but should relate to the context of the site and surrounding neighbourhood. The physical context includes site conditions, the existing land use and neighbourhood, landscape and townscape. As such, it may sometimes be appropriate to have the same form and scale as the neighbouring, or a completely different form and design if the intention is to create a landmark. Each case ~~has to~~ must be considered on its own merits.

When considering new development within an established residential neighbourhood, consideration must be given to the massing, scale and height of development such that it is compatible with that permitted by the zoning provisions on neighbouring residential properties. New development must allow adjacent properties to maintain their access to privacy and sunlight. Adequate separation between new and existing buildings is required, along with the use of comparably mature landscaping and fencing in order to maintain privacy and character.

If new development is of a density higher than that existing, service areas (i.e. garbage storage) should be located such that these areas do not adversely affect the function or visual quality of the development, nor impinge on an adjacent landowner’s ability to enjoy their own property.

- 4.10.3.2.1 Community revitalization is encouraged throughout the City except in ~~the areas designated~~ Estate Residential, and Open Space designations of in Schedule A, and subject to the policies of this ~~section~~ Plan.
- 4.10.3.2.2 In areas of a predominant character, proposed lot sizes need not be the same, but must be compatible.
- 4.10.3.2.3 Unless otherwise specified, the overriding design consideration shall be to ensure harmonious integration with the surrounding area. This



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refers to compatibility in use, scale, form and character. Due consideration shall be given to a number of aspects including height, massing, disposition, setback from the street, distance between buildings, architectural form, colour and materials.

4.10.3.2.4 Proposed development shall adhere to the existing prevalent road and lotting pattern in the area. Creation of public streets is preferred over private ones.

4.10.3.2.5 There should be sufficient capacity in the existing ~~road and~~ transportation network, municipal infrastructure and community services to cope with the proposed development.

4.10.3.2.6 Gradation of height should be used such that the lower building or portions of the building is placed nearest the neighbouring structures. To minimise the potential effects on streets, stepping height should be used such that the portion fronting the street should be the lowest.

4.10.3.2.7 The proposed development should not cause adverse effects on the adjacent areas especially in respect of grading, drainage, access and circulation, privacy, views, enjoyment of outdoor amenities, and ~~microclimatic conditions (such that there would be minimum shadows and uncomfortable wind conditions).~~

4.10.3.2.8 The City will encourage community revitalization projects to consider how water quality and quantity impacts can be addressed through the use of conventional stormwater management and Sustainable Management Practices, including at source and low impact development techniques.

### 4.10.3.3 Transit-Oriented Development

~~Public Transit~~ is a priority tool to help achieve sustainable development ~~as because it is more reduces the impact on the environment in terms of greenhouse gases and the take up of greenfield areas space and energy efficient and cleaner than automobiles.~~ Development that supports the use of transit is thus the focus of this Official Plan.

Transit-oriented development can take different forms, but is generally located ~~within the City's~~ at nodes and along its corridors where the typology of the built form is conducive to different modes of transportation and a mix of land uses. A density ranging from 15 to 25 units per acre (upa) or higher will be applied to these developments to support transit. As well, Transit-supportive development is will be promoted in areas outside of these specific locations and must be advocated incorporated in the early in the planning process stages such that new development is flexible and transit may can be introduced at the earliest opportunity. ~~a later date when circumstances warrant.~~

The key elements of transit-oriented development are density, design and diversity as articulated in the policies below.

- 4.10.3.3.1 Transit-oriented development must be sustainable and affordable.
- 4.10.3.3.2 Street-oriented uses must be located along arterial roads which will provide a more attractive and safe environment for pedestrians. Reverse frontages and lotting along arterial roads, and commercial strip development with large parking lots fronting onto the road are prohibited.
- 4.10.3.3.3 A mix of higher density uses are encouraged along arterial roads to encourage transit use and reduce travelling distances. The policies in Section 4.10.3.4 shall apply if mixed uses are proposed.
- 4.10.3.3.4 Pedestrian access between arterial roads and the interior of blocks shall be designed to minimise walking distance and to provide easy accessibility to transit stops.
- 4.10.3.3.5 A pedestrian-friendly, transit-sensitive streetscape design along arterial roads is required by locating retail uses at grade, and by providing continuous sidewalks on both sides of the street and amenities to improve the microclimate along streets.

#### 4.10.3.4 Mixed-Use Development

Mixed use development refers to development with integrated uses either horizontally or vertically or a combination of both. They come in a variety of forms ranging from live-work to mixed use buildings to mixed-use districts.

Mixed-use development provides variety and richness of community life and is particularly effective in supporting focal points and gateways. Integrated development is proposed in the Central Area, and designated nodes and corridors of the City where transit is accessible and there is an existing concentration of complementary uses. These developments allow efficient use of existing resources and municipal infrastructure, especially in supporting public transit. At these prominent locations, mixed-use development is encouraged to provide an increased level of activity and reinforce their visual and functional prominence. At a more local level, mixed uses contribute to promoting pedestrian activity and animated street life for extended period of time. Diversity of uses is encouraged to promote the potential for individuals to live and work within the community.

Mixed use development shall be subject to a high standard of urban design to support their landmark image and functions as appropriate, promote transit oriented development, create a favourable pedestrian realm, and ensure compatibility of the various uses within and without the development. In addition to the policies for the single uses, special attention shall be given to contextual



design and planning through a combination of careful site layout, built form, street and streetscape design as well as on-site amenities.

4.10.3.4.1 Mixed-use buildings are permitted, as-of-right, within the City while larger scale comprehensive mixed use development shall be encouraged in the Central Area, and designated nodes and corridors.

4.10.3.4.2 Consolidation of building sites shall be encouraged in the interest of comprehensive planning to achieve better site configuration and amenities, and land use and design efficiency.

4.10.3.4.3 The permitted uses within mixed-use buildings will be contingent on its location, and the mix and intensity of the proposed uses. For larger scale mixed-use development, block plans and/or design briefs shall be prepared to determine the exact use, mix, form, density, services requirements and amenities.

4.10.3.4.4 Mixed-use development shall cater to all modes of travel but priority shall be given to transit and walking.

4.10.3.4.5 Transit and mixed-use are mutually supportive. Diversity of uses provides for round-the-clock use of transit and adds to vibrancy and economic vitality. The policies in 4.10.3.3 shall apply to promote transit-oriented design in mixed-use development. Consideration shall also be given to :

- ~~Include a~~ Requirement for transit provisions including transit shelters and/or transit stations within larger scale mixed use development/districts;
- Design transit facilities as focal points and amenities;
- Ensure direct pedestrian linkages to transit facilities;
- Include park and ride facilities;
- Include amenities for cyclists;
- Encourage shared parking; and
- Allow a lower parking requirement to encourage use of alternative modes including transit, walking and cycling.

4.10.3.4.6 An attractive and efficient pedestrian realm is key to the success of mixed-use development. To enhance walkability, compact development form and human scale design shall be employed with particular considerations given to the following:

- disposition and orientation of buildings eg. siting buildings to frame the street and define edges, orienting at least one entrance to face towards an abutting street and connecting it directly to the sidewalks;

- providing continuous pedestrian connections by minimising the number of curb cuts;
- creating interest along the street to make the streetscapes more walkable and attractive; eg. in appropriate locations encourage ground floor retail, restaurants and other pedestrian friendly uses; creating interesting architectural character and built form specially at street level through massing, staggering frontage, display windows, the use of weather protection features such as awnings and canopies etc.

4.10.3.4.7 The nature of integrated uses, vertically or horizontally, shall require special attention to compatibility. Compatibility amongst ~~the~~ various land uses is required as is the compatibility with the adjacent and surrounding neighbourhood. Considerations shall be made to use, scale, form and character to ensure smooth transition and promote synergy between various land uses. Approaches/tools that can be employed include but are not limited to:

- site layout and built form eg. using building setbacks, disposition, orientation, height, width, roof form, materials and façade articulation similar to that prevalent in the surrounding;
- Orientating uses and features with potentially adverse impacts away from neighbouring uses/buildings eg. avoid garages, parking lots or service areas facing or impinging on the front of neighbouring buildings;
- Locating community uses or less intensive uses on the perimeter or interface area; and,
- Use of open spaces, public squares, and natural features to provide screening or buffer.

#### 4.10.3.5 Public and Institutional Buildings

Institutional development includes schools, libraries, community centres, fire/police stations, performing arts centres and places of worship. These buildings have the capacity to be the focal point of a community with a distinct identity. A such, the design of these buildings should recognize their civic importance with a view to reinforcing their focal significance to contribute to their potential as landmarks.

4.10.3.5.1 Community and institutional development sites will generally be located at focal intersections of primary streets with the main entrance facing the street to facilitate maximum visibility.





4.10.3.5.2 Special architectural elements will be used to create a distinct identity.

4.10.3.5.3 Special attention will be paid to site access, setbacks, parking areas, landscaping and signage which shall be designed in accordance with the *Development Design Guidelines*.

4.10.3.5.4 Where public and institutional buildings including schools are proposed within upscale executive residential areas, a higher level of design shall be required by the City as a condition of development approval.

#### **4.10.3.6 Auto-Oriented Development**

While the City's core design objectives are to give priority to pedestrians and public transit, certain auto-oriented development is still necessary including gas stations, bars and related uses, automobile repair and sales facilities and drive-through restaurants. By their nature, these developments are usually visually prominent ~~with high visibility~~ along major roads and intersections. Their operational and functional requirements are often inconsistent with the City's urban design objectives. To reconcile these differences, the following development design principles are set out for auto-oriented development:

4.10.3.6.1 Designation of auto-oriented uses shall be subject to the policies in Section 4.2.13 of this Plan and the Secondary Plans. As a general policy, auto-oriented development is not permitted at main gateways, in the Central Area, office centres, within close proximity to residential areas and to other auto-oriented uses.

4.10.3.6.2 Where permitted, auto-oriented development shall be designed to reinforce street edges, achieve a pedestrian scale and contribute to a high quality public realm and streetscapes through a combination of site planning, landscaping and built form including:

- Locating the principal building at or near the street edge;
- Locating parking and service areas away from the street such as at the rear or flank of the building that are not facing or exposed to the public realm, and/ or screened from neighbouring properties;
- Locating the stacking and drive-through lanes at the rear or side yards and not between the building and the street to minimise the impact on streetscape and the adjacent properties, and to ensure a positive contribution to the pedestrian environment;

- Landscaping the stacking and drive-through lanes and the parking areas to soften the visual elements; and,
- Maintaining an effective level of vehicular traffic functions both within the site and on the surrounding road network and providing clear separation of vehicular and pedestrian traffic to ensure ease and safety of movement.

4.10.3.6.3 In addition to the policies in Section 4.10.3.6.1 to 4.10.3.6.2, development plans for ~~automobile service centres gas bars and related~~ uses shall address building massing and scale as well as issues specific to these uses including canopies, pumps and islands ~~for gas stations~~, ancillary buildings and structures, signage and lighting.

4.10.3.6.4 The City shall prepare a city-wide detailed design guidelines to guide the development of auto-oriented uses.

### Loading Areas

4.10.3.6.5 Loading areas are necessary to help service business operations. They shall be designed to :

- Minimise the visual, noise, and air impact on the surrounding environment. In commercial development, the service and loading areas shall be located away from residential areas, arterial roads and primary roads;
- Orientate away from the general circulation of people and automobiles;
- Be accessible but not highly visible;
- The implementing zoning by-law may contain setback provisions between loading areas and arterial roads; and,
- Maintain a reasonable separation distance from residential areas.

### Parking

4.10.3.6.7 Site planning should minimise the areas of parking as much as possible through their configuration, the use of landscaping and grading. This can be achieved by locating parking to the rear of buildings and in areas that can be appropriately screened from the adjacent street and surrounding land uses by the use of landscaping. The following design principles shall apply to parking:





- Parking areas shall be organized into small units separated by landscaping and pedestrian facilities to provide safe, attractive pedestrian environments and visual enhancement. Large unarticulated parking areas shall not be permitted;
- Where possible, parking for multi-unit dwellings and apartments shall be located below grade;
- Convenient surface parking shall be provided for commercial areas without affecting the character of major streetscapes. Parking areas should be located whenever possible at the rear or side of the blocks and connected to the streetscape through pedestrian links or covered ways;
- In institutional areas, access point to parking areas shall be minimised to reduce their impact on the surrounding streetscapes. Shared parking with adjacent parks shall be considered; and,
- On-street parking is encouraged on primary roads to promote convenience and traffic calming, where it is compatible with or does not conflict with the provision of Transit services.

#### 4.10.4 Implementation

4.10.4.1 Urban design objectives and principles shall form an integral part of the City's land use planning and decision-making processes to ensure that the goal of achieving an attractive and sustainable physical environment is met. All forms of development shall be subject to the policies of this section.

4.10.4.2 The City shall take a leading role in proactively promoting superior physical development design including the creation of a high quality public realm.

4.10.4.3 The City of Brampton shall use a variety of tools in accordance with the policies in Section 5 of this Plan and the *Planning Act*, to help provide principles and guidance towards promoting a City that “involves place, people and visions”. These include, but are not limited to:

- ~~the City's-wide~~ *Development Design Guidelines*,
- Architectural Control,
- the Block Planning process,
- Tertiary plans/district design plans,
- Subdivision approval,
- Zoning and design standards,
- Site plan control,

## Urban Design



- Design briefs, ~~and~~,
- Current municipal development engineering standards, and
- Region of Peel Crime Prevention Through Environmental Design (CPTED) Principles document.

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4.10.4.4 The City's zoning by-law shall be reviewed to ensure consistency with ~~the~~ policy in this section.

4.10.4.5 The City's municipal development engineering standards shall be reviewed to ensure consistency with ~~this~~ the policy in this section and to facilitate innovative physical design.

4.10.4.6 The City will review the Development Design Guidelines as appropriate to address sustainable management practices, new technology etc. in consultation with public agencies.

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~~4.10.4.6~~ 4.10.4.7 When utilizing the implementation tools stated in Section 4.10.4.3, all development and redevelopment will be subject to the consideration of the following elements:

- Sustainability:** How the design promotes the ~~wise~~ use of ~~the limited resources especially non-renewable resources~~ and takes taking into account anticipated long term social, economic and environmental needs and projected ability to maintain the new buildings, landscapes and infrastructure and contributes to the natural heritage system and landscapes and implements sustainable water management practices.
- Enhancement:** How the physical development shall conform to the City's overall structure, respect and enhance the specific character of its immediate neighbourhood and represent housing choice and affordability, social diversity, community stability and economic vitality.
- Sense of Identity:** How the physical development enhances the sense of belonging and civic pride, and communicate the identity of the community.
- Diversity:** How the physical development promotes a diversity of design, form and use.
- Open Space:** How the physical development contributes to the vision of creating a city of parks and gardens at Brampton and celebrate the Floral City heritage; provides additional accessible Open Space and linkages to the City's Open Space network, contributes to natural heritage system ecosystem function, and provide linkage to natural features or to public Open Space.

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- (vi) **Preservation:** How the significant elements of the built and natural ~~heritage environment~~ shall be maintained and protected ~~preserved and integrated into~~ new development. Some of the significant elements include:
  - Natural heritage features such as woodlots, valleylands and watercourse corridors, wetlands, and ponds; ~~creeks and streams which~~,
  - Built structures such as significant architecture,
  - Cultural heritage features ~~including built and natural heritage resources;~~ and
  - Important views and vistas.;
- (vii) **Scale:** How the physical development utilises spatial definition techniques to emphasise and reinforce a human scale orientation and massing, horizontally and vertically, and to enable harmonious integration with the existing and surrounding development.
- (viii) **Circulation:** How the transportation system functions and represents a high standard of design. Priority shall be accorded to support and enhance public transit, pedestrian and bicycle movement.
- (ix) **Accessibility:** How the physical development promotes universal design and accessibility.
- (x) **Safety:** How the ~~physical development ensures personal safety.~~ design and use of the physical development can lead to a reduction in the fear and incidence of crime and an improvement in the quality of life.
- (xi) **Human Services:** How the physical design contributes to the effective and efficient provision of human services including health, social, special and assisted housing, education, and police.
- (xii) **Land Use Compatibility:** How the distribution of land uses are designed to ensure appropriate transitions between the different land uses, promotion of compatibility of each component and ensuring of a diversity of community functions. Where the use of buffer is required, the following design considerations shall be heeded:
  - Planting, grading and building orientation shall be used to the greatest possible extent;
  - Associated walls and fences shall be unobtrusive and proportioned to the local setting;

- Buffer components used in the original design shall be of long term maintainability; and
- Buffer shall contribute to environmental features.

(xiii) **Energy Conservation:** How the physical design contributes to promote effective energy conservation eg. how the building design and orientation maximize passive solar energy gain and minimise energy loss from prevailing winds; how plant materials are utilised to reduce heat loss in winter and heat gain in summer; and how land use and supporting facilities are arranged to encourage energy conservation lifestyles.

~~4.10.4.7~~ ~~4.10.4.8~~ Public appreciation and support for ~~high quality~~ ~~superior~~ and innovative urban design is important to the successful implementation of this policy. Various means shall be provided to encourage the public to participate in and contribute to the physical development of the City including design committee, design competitions, urban design awards, and other similar initiatives to be established.

### 4.11 FINANCIAL AND PHASING

Providing services to the citizens of a City is a costly undertaking, particularly under conditions of rapid growth when financial resources must be allocated to both existing communities and to new development area. Accordingly, establishment of an appropriate system of financial priorities to guide municipal spending ~~should be represent~~ a vital part of an Official Plan.

~~All~~ and developments ~~are~~ ~~is~~ a consequence of actions and processes ranging from initial Official Plan amendments and expansions, to final approvals, the issuance of building permits and actual construction. It is obviously not practical or cost effective for the City or other approval and servicing agencies to process or service all developments simultaneously. As a consequence some degree of phasing or sequencing of developments is a naturally occurring phenomena. Priorities are inevitably set, but the real challenge lies in determining the appropriate basis for this phasing or priority setting; whether based on ad hoc judgements or, alternatively, on sound guidelines that seek to optimize the costs and benefits of choices from an overall municipal or public perspective. The objectives and policies of this section assume that phasing practices ought to be based on the latter optimization criterion.

#### 4.11.1 Financial

##### Objectives

It is the objective of the Financial policies to:

- a) protect the financial integrity of the City by ensuring the provision of acceptable levels of service at the lowest possible cost; and,
- b) work in cooperation with the Region of Peel, and other authorities as appropriate, to ensure the financial integrity of the City and the efficient and effective provision of services, avoiding duplication.

##### Policies

4.11.1.1 The City supports the principle that new growth should ~~primarily~~ support itself in terms of capital requirements and, accordingly, will utilize the provisions of the *Development Charges Act* and related mechanisms to the maximum extent permissible to obtain financing for that purpose.

4.11.1.2 Recognizing that some capital costs cannot be funded from Development Charges, the City will endeavour to plan and manage its finances so as to minimize the use of debenture financing for such costs.

## Financial & Phasing



- 4.11.1.3 The City shall endeavor to manage growth, on both a City-wide and sub-area basis, to ensure that an appropriate balance is maintained between demands for services and overall fiscal capacity.
- 4.11.1.4 The City acknowledges the need to adopt supportable service level criteria for municipal services as a basis for establishing appropriate financial policies.
- 4.11.1.5 The City will periodically review its overall financial management procedures to consider the merits of utilizing various cost saving and efficiency measures such as:
- (i) the establishment and maintenance of appropriate asset replacement reserves;
  - (ii) the preservation of a significant variable component within departmental budgets in order to respond effectively to economic cycles;
  - (iii) efforts to reduce the dependence of programs on property tax financing;
  - (iv) reviews of capital facility standards and cost estimates from time to time;
  - (v) strongly advocating the reassessment of all property at regular intervals to ensure that the City is effectively able to charge fair taxes on all land uses;
  - (vi) the maintenance of debt charges at a low percentage of operating expenditures; and,
  - (vii) conducting building and property rationalization studies from time to time to identify unutilized or underutilized assets which can be put to better use or liquidated to build up asset replacement reserves.
- 4.11.1.6 Recognizing the financial benefits of a high proportion of commercial, industrial and business assessment, the City shall endeavour to:
- (i) commit an effective level of financial resources and staff effort to the task of formulating and implementing promotion strategies that will attract such development to ~~locations in~~ Brampton;
  - (ii) ~~screen~~ review applications for ~~the redesignation of commercial/industrial uses~~ converting employment lands to residential to assess the degree to which they would shift the City's overall portfolio of attractively located commercial/industrial locations over the short and long term relative to the amount of non-residential development that could realistically be attracted to those locations from a market perspective; and,

## Financial & Phasing

- (iii) review its parking standards, building setbacks, landscaping and site plan standards, and its traffic management procedures, from time to time, to ensure that appropriate standards for commercial industrial and business uses are maintained.

4.11.1.7 The City shall prepare and maintain a comprehensive financial policy to be utilized along with short and long term capital and operating programs and budgets to manage the financial affairs of the City in a manner consistent with the objectives and policies herein and to determine sources of funds and establish project priorities. The Financial Policy should specify appropriate targets and objectives related to:

- (i) overall servicing levels;
- (ii) user charges and mill rates;
- (iii) residential to non-residential assessment ratios;
- (iv) non-development fund reserves per capita; and,
- (v) reserve fund surpluses or deficits.

#### 4.11.2 Phasing

##### Objectives

It is the objective of the Phasing policies to use development phasing mechanisms to:

- a) optimize the costs and benefits of development sequencing alternatives from a municipal and public perspective;
- b) safeguard and enhance the financial health of the City; and,
- c) avoid creating levels of demand for essential services that will reduce service levels below acceptable standards relative to the existing and committed capacities of such servicing systems.

##### Policies

4.11.2.1 The following criteria shall collectively be used, in an overall cost-benefit context, as the basis for selecting those individual properties, subdivisions, or groups of properties or subdivisions, which ought to be given development priority with respect to all stages of the development approval process including Official Plan amendments, Secondary Plan studies and subdivision and rezoning applications:



- (i) Financial: Developments will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation, and projects that actually improve the overall tax base on a net basis will be appropriately recognized;
- (ii) Support to Existing Infrastructure: Favours those developments which infill or round out existing communities, which can make use of existing under-utilized facilities, and which will expedite the completion of missing links or components of partially completed facilities;
- (iii) Piped Services (Sewer and Water): Favours those developments which are most economically (to the City and the Region) provided with piped services in the context of current and planned construction programs;
- (iv) Transportation Services (Road and Transit): Favours those developments which are most readily and economically provided with roadway facilities and with transit services;
- (v) Parkland and Community Services: Favours those developments which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services;
- (vi) Consistency with Housing Needs: Favours those developments which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton;
- (vii) Environmental Concerns (Noise, etc.): Favours those developments which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including ecosystem function, environmentally sensitive areas and flood susceptible areas;
- (viii) Employment Land Supply: Favours those developments, which best maintain or help to achieve objectives for employment growth by providing business, commercial and industrial lands in strategic locations.
- (ix) School Related Concerns: Favours those developments which will maintain or help to achieve acceptable levels of school facility service;
- (x) Availability of Agricultural Land: Favours those developments that are on the least capable agricultural land, are contiguous to existing development, and do not encroach on large units of undeveloped agricultural lands that are defined by significant natural or man-made boundaries;

## Financial & Phasing

- (xi) Risk Prevention and Reduction: Favours those developments that have prevention and/or mitigation measures in place that will help eliminate or reduce the probability of an emergency from occurring (prevention) and/ or reduce the impact caused by an emergency that cannot be prevented (mitigation);
- (xii) Consistency with other Official Plan Policies: Favors those developments which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria; and
- (xiii) Application Date: Among developments which are rated relatively equally on all of the other criteria, favours the earliest development application in official circulation.

4.11.2.2 Based on the Financial Policies in Section 4.11.1 of this Plan, the Phasing Objectives in 4.11.2, and growth forecasts developed from time to time by the Province of Ontario, Region of Peel and City of Brampton; the City may adopt an annual growth target of approximately 5,500 residential units per year to be used in establishing priority for planning and budgeting of new infrastructure and services and in phasing of development approvals that could otherwise result in the target being exceeded. The annual growth target shall not limit development in Downtown Brampton or the Central Area where high levels of growth are to be encouraged in keeping with the principles of this plan and the relevant Secondary Plan policies.

Council also maintains the option of taking away allocation from applicants who have not shown significant signs of advancing towards draft approval.

4.11.2.3 Notwithstanding the broad intent and flexibility of the preceding policies, the City will endeavour to clarify and detail its phasing intentions at the earliest practical opportunity in the overall development approval process, preferably at the Official Plan Amendment or Secondary Plan stage, although it is still recognized that certain circumstances that may necessitate phasing may not exist or be fully predictable until a later stage of the process. In addition, the City will establish priority and set specific growth targets at the Community Block Plan stage on the basis of the policies in the OP including Section 3 Sustainable City Concept, the criteria in Section 4.11.2.1 and considering the City Wide annual growth targets established in keeping with Section 4.11.2.2. This may result in phasing policies, which require that progression from one phase to the next phase be based upon the substantial occupancy of the earlier phase.

City Wide annual growth targets established in keeping with Section 4.11.2.2 will typically be implemented annually at the draft plan of subdivision approval stage. However, where a public benefit has been

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identified in doing so, the City may use tools such as agreements on title governing phasing and “H” holding zone by-laws under Section 36 of the *Planning Act* to establish specific timelines for development resulting in draft plan approvals that exceed the annual target but a timeline for building permit issuance and actual construction that is in keeping with the annual target.

4.11.2.4 When development priorities are established and incorporated into comprehensive phasing plans in accordance with the policies of this section, developers may be required to enter into phasing agreements satisfactory to the City as needed to guarantee that rates of development will not outpace the provision of services, particularly those that are beyond the direct control of the City.

4.11.2.5 The City recognizes that the responsibility for providing some types of essential services rests predominantly with other jurisdictions such as the Region of Peel and the Province of Ontario, and accordingly the City urges those jurisdictions to:

- (i) address their phasing responsibilities in a comprehensive, constructive and equitable fashion based on objective analysis in partnership with the Area Municipalities;
- (ii) focus on flexible criteria based phasing approaches as proposed herein rather than rigid geographic approaches;
- (iii) recognize that they may be requested to support a phasing option that is not their optimum choice, but which offers the most favourable balance of benefits on a multi-jurisdiction basis; and,
- (iv) use the City as the prime phasing agent to implement both City and Regional phasing measures so that multi-layered phasing actions are properly coordinated.

### **Financial Phasing Policies**

4.11.2.6 The City shall consider conducting comprehensive financial evaluation studies as appropriate to examine the interrelationship of a variety of financial and related variables, in comparison to similar municipalities, for the purpose of establishing desirable and minimum baseline financial conditions for Brampton. The variables to be evaluated in such financial studies should include assessment ratios, mill rates, non-development fund reserves per capita, overall servicing levels, user charges, deficit control, etc.

4.11.2.7 Financial monitoring mechanisms referenced to these desirable and minimum baseline financial conditions would be required as a means of determining when phasing becomes necessary.

## **Financial & Phasing**

4.11.2.8 If and when financial phasing becomes necessary in Brampton and when such a measure is properly supported by a comprehensive financial evaluation study and monitoring mechanism as referenced in this section, it is suggested that:

- (i) development release targets be determined on an annual City wide basis; and
- (ii) a portion of such releases be allocated on a priority basis to developers who are able to attract or develop a related amount of non-residential assessment in conjunction with residential assessment, with the remainder of the available residential quota to be allocated on a first come first serve basis to developers who have not formed such productive linkages.

### **Transportation Phasing Policies**

4.11.2.9 The City shall endeavour to ensure that transportation improvements that are required to serve development in any particular sub-area of the City are constructed when needed, whether or not such improvements are located within or outside of that sub-area. To that end, the City may adopt specific transportation improvement phasing tables as matters of City policy to ensure that the transportation infrastructure required to adequately accommodate existing and proposed developments will be provided as required.

4.11.2.10 The City will monitor the state of the transportation system relative to existing and approved development levels in various sub-areas and for the City as a whole, and will conduct transportation studies as appropriate to address changing circumstances or additional transportation improvements, as a basis for potential adjustments to transportation phasing mechanisms.

### **Health Care Facility Phasing Policy**

4.11.2.11 The City shall continue to urge the Province to adopt reasonable health care services and facility standards applicable to Brampton and endeavour to ensure that the provision of appropriate health care services keeps pace with the rate of residential growth.

### **Other Essential Services Phasing Policy**

4.11.2.12 The City shall endeavour to ensure that transportation facilities, schools, health care facilities, or any other essential services are available or specifically committed as part of the development approval process.

### 4.12 PARKWAY BELT WEST

The Parkway Belt West System is a multi-purpose open-space, utility and transportation corridor and urban separator located along the southern edge of the City of Brampton. The Parkway Belt West System is a major structural element of the Toronto-Centred Region concept that among other things provides for urban areas physically arranged in two tiers beyond the northern and western edges of Metropolitan Toronto. The Parkway Belt is the dividing spine for this integrated system of urban areas extending between Hamilton and the eastern limits of the City of Toronto.

The Parkway Belt West Plan, July 1978 was prepared by the Province of Ontario, Ministry of Treasury, Economics and Inter-Governmental Affairs, under the provisions of *The Parkway Belt West Planning and Development Act* and the *Ontario Planning and Development Act*.

#### Policies

- 4.12.1 Development within the limits of the Parkway Belt West Plan area is governed by the map designations and policies of the Parkway Belt West Plan, July 1978 (as amended) which is deemed to form part of this Official Plan. For an official and more detailed description of the Plan area, reference should be made to The Parkway Belt West Plan, July 1978, and all amendments thereto.
- 4.12.2 Three specific designations, namely Provincial ~~Freeways~~ Highway ~~(that which refers to the~~ Hydro Corridor from Highway 410 south of Steeles Avenue, all of Highway 407 and ~~a potential associated Highway the~~ Hydro Corridor from Highway 410 and to Torbram Road and designated "Industrial" on Schedule A are indicate lands intended to be used for an appropriate range of Industrial uses to be specified in a ~~Secondary Plan~~ Secondary Plan ~~to be implemented through an Official Plan Amendment.~~ Until such time as such a Secondary Plan amendment is approved, the use of the subject lands shall be limited to those uses and related conditions set out for those same lands in the Parkway Belt West Plan, July 1978, as amended to June 28, 1993 (the date of Council adoption of this Plan).
- 4.12.3 The lands ~~on the south side of between Highway 407 between and the~~ Hydro Corridor from Highway 410 and to Torbram Road and designated "Industrial" on Schedule A are indicate lands intended to be used for an appropriate range of Industrial uses to be specified in a ~~Secondary Plan~~ Secondary Plan ~~to be implemented through an Official Plan Amendment.~~ Until such time as such a Secondary Plan amendment is approved, the use of the subject lands shall be limited to those uses and related conditions set out for those same lands in the Parkway Belt West Plan, July 1978, as amended to June 28, 1993 (the date of Council adoption of this Plan).

## **4.13 SPECIAL STUDY AREAS, CORRIDOR PROTECTION AREAS, AND SPECIAL LAND USE POLICY AREAS**

1L12, 1N5,  
1N178

### **4.13.1 Special Study Areas**

The Special Study Area designation on Schedule "A" identifies areas which are the subject of ongoing comprehensive land use studies. The appropriate specific designations for these areas have not been determined at this time, but will be implemented by Official Plan Amendment when necessary.

#### **4.13.1.1 North Airport Road/Industrial Special Study Area**

This Industrial/Special Study Area designation centers on Airport Road and extends southward from Mayfield Road. It has been proposed for prestige industrial and commercial uses, but needs further evaluation to ascertain whether the market can support this form of development in this location.

##### **Policies**

- 4.13.1.1.1 The City shall conduct a study and analysis of the Mayfield Road/Airport Road Industrial/Special Study Area designation to determine if the demand for prestige industrial or additional commercial uses is strong enough to ensure that the area can be developed in a manner that is complementary and supportive of the upscale housing objectives for the adjacent areas in this Plan. If the 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.

#### **4.13.1.2 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.

##### **Policies**

- 4.13.1.2.1 The City shall conduct a study and analysis 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

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1H2, 1O1-3,  
1L15, 1L24,  
1R3, 2J2,  
2C2, 2G4

provided for within this Special Study Area will be evaluated and determined through the special study process.

#### **4.13.2 Corridor Protection Areas**

The Corridor Protection Area designation on Schedules “A”, “B” and “B1” identifies areas for which the determination of the location and precise characteristics of a higher order transportation corridor or of the associated and connecting arterial road network is dependent on the completion of additional transportation studies, and for which specific land use planning and development approvals processing may not be completed until such transportation studies are sufficiently complete.

There are three Corridor Protection Area designations in the Plan i.e., the two North-South Corridor Protection Areas for North West Brampton and Bram West and that for the Highway 427 and Arterial Network Corridor Protection Area.

#### **4.13.1.3 North-South Corridor Protection Areas (North West Brampton and Bram West Secondary Plan)**

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared for the North West Brampton Urban Boundary Review recommended the need for a Higher Order North-South Transportation facility in order to service the future urban development of these lands North West Brampton and to accommodate future traffic growth crossing the Brampton municipal boundary from points to the north and west of the municipality, in addition to developments within the Bram West Secondary Plan Area.

As part of the Ministry of Transportation’s Strategic Directions document (January 2003), a new East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a North southSouth Transportation Corridor connection in the vicinity of the WestBrampton/ East-Halton. Boundary.

Based on an complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and Provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, # identified that the optimum physical connection point for of a North-South Higher Order Transportation Corridor would be to Highways 401 and 407 and it also identified a related Corridor Protection Area in West Brampton and South East Halton.

The recently released Provincial Growth Plan (June 2006) also identifies a GTA-West Transportation Corridor that conceptually extends from the Guelph area to the area of Highway 50 or beyond, along the vicinity of Brampton’s northern

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boundary. The Ministry of Transportation has included the process of examining the Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor as part of an Area Transportation Network and Needs Study that will be undertaken as the first stage of an EA study, and that will examine potential transportation improvements in an area from Highway 400 westerly beyond the Niagara Escarpment south of the Oak Ridges Moraine.

The City ~~hopes~~ expects that a joint Halton-Peel Transportation Network Study ~~can~~ will be initiated in the near future to review overall transportation network interrelationships and requirements with a view to confirming the results of the September 2003 North-South Transportation Corridor Study, or to proposing an alternative means of providing the necessary transportation capacity to accommodate future transportation demands in West Brampton and East Halton Hills.

1H2, 1R3

Council supports the development of a North-South Higher Order Transportation Corridor or equivalent in West Brampton. The currently defined North-South ~~is~~ ~~Corridor facility~~ which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407, but Council will give consideration to any viable alternative that may be recommended by a Halton-Peel Transportation Network Review Study. Council ~~recognizes~~ understands that this facility or an equivalent will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.

### Policies

#### 4.13.2.1 Corridor Protection Area – North West Brampton

4.13.2.1.1 ~~4.13.1.3~~ Consent to sever, minor variance, subdivision, site plan and zoning applications within the North West Brampton Corridor Protection Area as identified north of the Credit River valley on Schedule “A” to this Plan shall not be approved if it is determined that the development proposal ~~will~~ may preclude the ultimate construction of a north-south higher order transportation corridor.

4.13.1.3.2 ~~4.13.1.3.2~~ The alignment of a North-South Higher Order Transportation Corridor, or equivalent, shall be determined by an Environmental Assessment Study, subsequent to the confirmation of need by a Halton-Peel Transportation Network Study, or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the respective planning programs for the North West Brampton Urban Boundary Review Development Area and for the Bram West Review Secondary Plan planning process should continue in accordance with previous Council direction prior to the determination of the preferred alignment of ~~the~~ a North-South

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transportation corridor or equivalent facility, provided that any official plan amendment adopted as a result of these planning processes identifies and protects all feasible potential ~~alignments~~ alignment options

It is Council's intent to assess alternative transportation facilities and alignments through a joint Halton-Peel transportation network study and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City.

#### 4.13.2.2    ~~4.13.1.4 North South Corridor Protection Area - Bram West Secondary Plan~~

#### ~~4.13.1.4 North-South Corridor Protection Area (Bram West Secondary Plan)~~

~~The findings of a transportation study (North West Brampton Transportation Infrastructure Phase 1 Report, July 2001) prepared as input into the City's North West Brampton Urban Boundary Review recommended the need for a higher order north-south transportation facility in order to service the future urban development of these lands North West Brampton and to accommodate future traffic growth from points north, south and west, of the municipality crossing the Brampton municipal boundary in addition to developments within the Bram West Secondary Plan Area.~~

~~As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new conceptual East West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a North-South Transportation Corridor connection in the vicinity of the West Brampton/East Halton boundary.~~

~~Based on a complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified that an optimum physical connection of the North South Transportation Corridor facility would be to Highways 401 and 407 and it also identified a related Corridor Protection Area located in West Brampton.~~

~~The Provincial draft Growth Plan (February 2005) identified the GTA-West Transportation Corridor. The Ministry of Transportation has committed to examining the Brampton North-South Transportation Corridor and potential linkages to the GTA-West Transportation Corridor as part of an Area Transportation Study that will examine~~

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~~potential transportation improvements in an area from Highway 400 westerly to the Niagara Escarpment south of the Oak Ridges Moraine.~~

~~Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407. Council recognize that this facility will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.~~

~~4.13.2.2.1 4.13.1.4.1~~ No new development will be approved within the ~~Special Study~~ Bram West Secondary Plan Corridor Protection Area as identified on Schedule "A" to this Plan, ~~or and within~~ the lands bounded by the Financial Drive extension to the north, the municipal boundary to the south, Winston Churchill Boulevard to the west and Heritage Road to the east, unless it is determined that the development proposal will not encumber the optimum ultimate construction of a north-south transportation facility and the related Bram West Parkway.

~~4.13.2.2.2~~ The Bram West Secondary Plan Corridor Protection Area on Schedule "A" incorporates a narrow band centered on the identified major arterial or higher order corridor that connects to Highway 407 south of Steeles Avenue to indicate that this connection point is substantially fixed and the alignment flexibility south of Financial Drive is limited, but that the precise location and width of the required corridor, whether for a major arterial or for a component of a more major transportation facility, is still dependent on the further studies referenced below.

~~4.13.2.2.3 4.13.1.4.2~~ Notwithstanding Section 4.13.1.4.1 4.13.2.2.1 of this Plan, the existing Maple Lodge Farms poultry and egg processing plant and ancillary uses located on a site of 130 acres in the West Half of Lot 2, Concession 6, W.H.S., may be permitted to expand, subject to standard conditions of development approval.

~~4.13.2.2.4 4.13.1.4.3~~ The alignment of ~~the a~~ North-South Higher Order Transportation Corridor and ~~the a~~ related Bram West Parkway facility shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the Bram West Secondary Plan Review can continue in accordance with previous Council direction prior to the determination of the preferred alignment of the a North-South Transportation Corridor and ~~the~~ Bram West Parkway facility facilities, provided that any official plan amendment adopted as a result of the planning process continues to identify and protect all feasible potential alignments in Chapter 40(a) and Chapter 40(b) of the Bram West

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Secondary Plan. It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary portions of these corridors within the City of Brampton.

4.13.2.2.5 ~~4.13.1.4.4~~ Prior to the release of lands for development within the designated Corridor Protection Area in accordance with the City's Growth Management and Development Approval Programs, jurisdictional matters and financing mechanisms related to appropriate North-South Transportation Corridor and Bram West Parkway facilities must have been addressed to the satisfaction of City Council.

~~4.13.2.2.6 4.13.1.4.5~~ Council recognizes that the determination of an alignment for the North-South Higher Order Transportation Corridor and the related Bram West Parkway facility in accordance with Section ~~4.13.2.2.2 4.13.1.4.3~~ of this Plan must proceed in a timely fashion. Accordingly, it is intended that the lands subsequent to the confirmation of need by a Halton-Peel Transportation Network Study ~~within this Special Study Area~~ designation will be released for development as expeditiously as possible.

4.13.2.2.7 ~~4.13.1.4.6~~ Prior to ~~the any~~ development within this Corridor Protection Area in the area subject to this Official Plan amendment or any abutting area (including Secondary Plan Areas 51, 52 and 53), but excluding the lands east of Heritage Road in the Bram West Secondary Plan, the City must be satisfied that the alignment, Environmental Assessment, property and capital budgeting for ~~the proposed a~~ "North South Transportation Corridor" has been completed and approved.

### **4.13.2.3 Corridor Protection Area- Highway 427 and Arterial Network**

4.13.2.3.1 The "Corridor Protection Area" labelled Highway 427 and Arterial Network on Schedules "A", "B" and "B1" located in the northeast corner of Brampton, east of Clarkway Drive, indicates an area that is being protected for the potential accommodation of a westerly alignment of the Highway 427 extension and also to maintain the flexibility to revise or realign the arterial road network within this area of Brampton and in the adjacent areas of Vaughan and Caledon.

4.13.2.3.2 Detailed Secondary Planning, Block Planning or development reviews shall not be completed in this Highway 427 and Arterial Network Corridor Protection Area until the City, in consultation with its study partners, has determined that the Highway 50/Highway 427 Area Arterial Network Study has progressed sufficiently to determine what high order transportation facilities, arterial roads or links and related corridors are needed within this area.



4.13.2.3.3 The optimum ultimate network requirements within this Corridor Protection Area will be primarily determined by the Highway 50/Highway 427 Area Arterial Network Study being jointly undertaken by Brampton, Caledon and Peel Region, although the Province's Highway 427 Extension Environmental Assessment Study and an individual Environmental Assessment Study being undertaken by York Region to address future arterial network needs in Western Vaughan are expected to be undertaken concurrently with the former study and to be of significant assistance in that determination.

4.13.2.3.4 Notwithstanding the overall extent of the Highway 427 and Arterial Network Corridor Protection Area on Schedules "A", "B" and "B1", and the referenced study process to determine the overall road network requirement within this area, the City reserves the right, in consultation with its study partners, to narrow the areas subject to this protection when these studies or other appropriate studies have determined that it is no longer necessary or reasonable to protect the overall area.

### 4.13.24.13.3 Special Land Use Policy Areas

The Special Land Use Policy Area designation shown on Schedule "A" and identified by numbers include the former "Amendment Sites" which represent areas/sites which the City shall permit specific provisions that are exceptions to the general intent and purpose of the land use designation that they fall within. Most of these Special Land Use Policy Areas are found on lands within the former "Agricultural" designation. These provisions are historic and it is not intended that they be treated as precedents for further exceptions.

1L12, 1N178,  
1N5

Other Special Land Use Policy Areas are intended for primarily residential uses subject to further studies or particular policies and guidelines for the area. The specific location and details of the Special Land Use Policy Areas are set out below.

### 4.13.2.14.13.3.1 Special Land Use Policy Area 1

(Part of the East half of Lot 10, Concession 5, W.H.S.)

#### **Policies**

4.13.3.1.1 ~~4.13.2.1.1~~ The property is designated Business Corridor and shall only be used for gas bar and convenience store purposes.

### 4.13.2.24.13.3.2 Special Land use Policy Area 2

(Part of the West half of Lot 11, Concession 6, W.H.S.)

#### **Policies**

**Special Study Areas,  
Corridor Protection  
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Use Policy Areas**



4.13.2.2.4.13.3.2.1 The property is designated Business Corridor and may be used for agricultural purposes, including greenhouses, a dining room restaurant, a licensed lounge and a specialty retail store.

4.13.2.2.4.13.3.2.2 The retail store should be limited to a specialty operation involving the selling of home baked goods and specialty food items, preserves, local produce, plants, handcrafted products and antiques.

**4.13.2.3.4.13.3.3 Special Land Use Policy Area 3**  
(Part of the East Half of Lot 10, Concession 6, W.H.S.)

**Policies**

4.13.2.3.4.13.3.3.1 The property is designated Industrial and shall be permitted to be used for a precision instruments manufacturing and assembly plant.

4.13.2.3.4.13.3.3.2 The following general development criteria shall apply:

- (i) the intended industrial use will be one of low density and low intensity with a minimum coverage of the site by buildings, structures, parking and service areas;
- (ii) existing healthy trees are to be retained wherever possible;
- (iii) the banks of the Credit River valley corridor are to be retained in an undisturbed state and no building or structure, excepting fences and bank/slope remedial measures ~~stabilization works~~, shall be located in flood vulnerable areas or within 300 feet (91.44 metres) of the ~~crest top of the slope of the valley corridor~~ steep banks of the Credit River;
- (iv) the buildings to be erected on the site shall be as unobtrusive as possible;
- (v) the principal building shall be located as far as possible from existing road allowances that existing major topographic conditions and tree conditions permit without compromising parts (ii) and (iii) above;
- (vi) the owner shall be responsible for the provision of an adequate, potable water supply and sanitary waste disposal facilities; and,
- (vii) the lands not covered by structures, including roads and parking areas, shall be maintained in an attractive, natural state or may be used for basic agricultural purposes (i.e. excluding structures, other than fences, which are ancillary to the agricultural use.)

1N179

**Special Study Areas,  
Corridor Protection  
Areas, & Special Land  
Use Policy Areas**



~~4.13.2.3.34.13.3.3.3~~ The trees that are to be retained on the site, as per site development agreement, shall be protected against damage during the construction phase, including final lot grading.

~~4.13.2.3.44.13.3.3.4~~ Access to Bovaird Drive shall be restricted to one location acceptable to the Ministry of Transportation of Ontario.

#### **4.13.2.44.13.3.4 Special Land Use Policy Area 4**

(Part of the East Half of Lot 11, Concession 5, W.H.S.)

##### **Policies**

~~4.13.2.4.14.13.3.4.1~~ The land is designated Industrial and may be used for industrial and retail purposes subject to the following conditions:

- (i) the uses shall be located within an existing building, and the uses shall be restricted to the manufacturing and processing of farm-related products, such as the packaging and warehousing of peat moss, potting soil, bird food, grain, animal feed, seed fertilizer, manufacture of containers for plant propagation, the retail sale of farm-grown produced goods, and retail sale of used and antique articles from stalls in the form of a market within a limited floor area;
- (ii) the uses permitted shall be of a dry type, not using or requiring any water for cooling, manufacturing, processing or equipment washing, with use of water primarily to serve the domestic needs of employees and customers;
- (iii) the use of the lands for manufacturing and processing of farm-related products and for retail sales shall have due regard for abutting residences by:
  - a) the regulation of the number of storeys and siting of the building to minimize shadowing and visual intrusion; and,
  - b) the requiring of illumination of parking, loading and ancillary areas to be directed away from the abutting residences.

#### **4.13.2.54.13.3.5 Special Land Use Policy Area 5**

(Concession 4, W.H.S., Part of Lot 14)

The property may only be used for the purposes of agriculture and private recreation. A private recreation area shall include recreation facilities and accessory uses which are available to private club members and their guests. See Section 4.15.5 for detailed policies.

**Special Study Areas,  
Corridor Protection  
Areas, & Special Land  
Use Policy Areas**



## **Policies**

~~4.13.2.5.1 The private recreation area shall be developed in accordance with the following principles:~~

~~(i) Structures shall be low density, low intensity in nature and shall be situated with regard to the rural character and natural landscape features.~~

~~(ii) The location of recreational activities shall have regard for any adjacent agricultural operations and separation distances from such activities will be in accordance with the Agricultural Code of Practice.~~

~~(iii) The approval of the municipality, the Credit Valley Conservation Authority and the Ministry of Natural Resources will be required to straighten, change, direct or interfere in any way with the existing channel of a river, creek, stream or water course. Prior to the issuance of building permits, detailed site, grading and drainage plans shall be submitted for the approval of the Conservation Authority and the municipality.~~

~~(iv)(ii) \_\_\_\_\_ Provision shall be made for adequate landscaping, fencing and buffering to minimize the influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.~~

~~(v) Activities and facilities that are likely to generate noise shall be located away from residences. The illumination of parking and recreation facilities shall be directed away from adjacent residences to minimize visual intrusion and glare upon residences.~~

~~(vi) Adequate off street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of members and their guests. The design of the parking facilities shall have regard to the convenience of the users.~~

~~(vii) \_\_\_\_\_ Appropriate setback distances shall be imposed to permit the widening of Mississauga Road as may be required by the road authority having jurisdiction.~~

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~~(viii) The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.~~

~~4.13.2.5.2 Notwithstanding the private recreation designation, an existing saw mill operation will be permitted to remain, provided that the size or capacity of the mill is not increased. The saw mill may be relocated to another site on the subject property without further amendment of this chapter but subject, at all times, to the development principles outlined in this policy.~~

#### ~~4.13.2.6~~ **4.13.3.6 Special Land Use Policy Area 6**

(Part of the East Half of Lots 13 and 14, Concession 1, EHS)  
(Comprising Parts 2, 4 and 5 on plan 43R-14219 and totalling 0.679 hectares)

#### **Policies**

~~4.13.2.6.1~~ ~~4.13.3.6.1~~ ~~4.13.2.5.1~~ The property is designated “Open Space” and shall be used for a “Place of Worship” and an associated “Community Centre”.

#### ~~4.13.2.7~~ **4.13.3.7 Special Land Use Policy Area 7**

(Part of the East Half of Lot 13, Concession 4, W.H.S.)

The property may be used for a fire station. See Section 4.15.5 for detailed policies.

#### **Policies**

~~4.13.2.7.1 The property may be used for a fire station.~~

#### ~~4.13.2.8~~ **4.13.3.8 Special Land Use Policy Area 8: The Brampton Esker**

The Brampton Esker Special Study Area is located north of Bovaird and west of Heart Lake Road. It forms part of the Heart Lake Secondary Plan Area that includes provincially significant wetlands, recreational open space and is surrounded by residential and ancillary uses that have been developed in the rehabilitated gravel pits. The focus of the Special Land Use Policy Area is to address issues of land use compatibility, and to ensure that future development is sensitive to the abutting highway, wetlands and wood-land. A tertiary plan/block plan for the Special Land Use Policy Area will be developed to determine the most appropriate development that is compatible with of the attributes of the site and surrounding area.

**Special Study Areas,  
Corridor Protection  
Areas, & Special Land  
Use Policy Areas**



## Policies

~~4.13.2.8.14.13.3.8.1~~ The following matters will be considered in the process of formulating the tertiary plan/block plan:

- (i) areas to be acquired by public agencies for recreation, transportation and conservation purposes;
- (ii) the treatment of lands that are presently publicly owned;
- (iii) areas to be retained in private ownership and the type and form of development to be permitted in these areas;
- (iv) measures to be taken to protect significant viable woodlots and provincially significant wetland; and,
- (v) the impact of Highway 410 and protection measures to be taken by developers or the City.

~~4.13.2.8.24.13.3.8.2~~ To the extent that it can be achieved under Provincial legislation, appropriate areas of the decommissioned gravel extraction land will be rehabilitated to the satisfaction of the Ministry of Natural Resources.

~~4.13.2.8.34.13.3.8.3~~ The City shall discourage the licensing of new or abandoned pits in the Brampton Esker.

~~4.13.2.8.44.13.3.8.4~~ The Province and other public agencies may be requested to contribute to the rehabilitation and development of the Brampton Esker area for recreation and conservation purposes that may be included in the future Tertiary Plan/Block Plan.

## ~~4.13.2.94.13.3.9~~ **Special Land Use Policy Area 9: Mount Pleasant**

The Special Land Use Policy Area at Mount Pleasant junction identifies a key transit node that has significant potential for high density residential development in association with retail and office use.

## Policies

~~4.13.2.9.14.13.3.9.1~~ The City shall further assess the potential of areas around the Mount Pleasant GO Station for higher density residential and aggregations of office and retail uses as set out in the Fletchers Meadow Secondary Plan, in conjunction with an additional review to be undertaken during the preparation of the secondary plan for the abutting area to the south (Secondary Plan Area 45).

## **Special Study Areas, Corridor Protection Areas, & Special Land Use Policy Areas**



~~4.13.2.10~~**4.13.3.10** Special Land Use Policy Area 10: Clark Boulevard / West Drive

The Special Land Use Policy Area in the vicinity of Clark Boulevard and West Drive identifies an area with long term potential for high density residential development.

**Policies**

~~4.13.2.10.14~~**4.13.3.10.1** Notwithstanding the Residential designation of those lands within the Special Land Use Policy Area designation on Schedule “A” of this Plan, within the vicinity of Clark Boulevard and West Drive, only industrial uses will be permitted until such time as the predominant existing uses have been relocated or are proposed to be relocated or to cease operations.

~~4.13.2.10.24~~**4.13.3.10.2** At such time as the predominant existing industrial users have indicated their intention to relocate or cease operations, the City shall consider an amendment to this Plan, subject to appropriate studies, to provide for the transition of this site to an appropriate mix of higher order uses.

**Special Study Areas,  
Corridor Protection  
Areas, & Special Land  
Use Policy Areas**



#### 4.14 NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA

The City has undertaken growth and land demand studies and have concluded that to accommodate population and employment forecasts to 2031, it will be necessary to expand the urban boundaries set out in the Brampton and Regional Official Plans.

Provincial growth forecasts expect 3.7 million additional people and 1.8 million jobs to be created in the Greater Golden Horseshoe by 2031.

~~Recent growth forecasts released by the Province expect more than four million additional people and more than two million jobs to be created in the Greater Golden Horseshoe by 2031.~~

North West Brampton is immediately adjacent to the Official Plan Urban Boundary with new development abutting this boundary and City and Regional services can be extended into the expansion area. It is therefore in the long term public interest to expand the urban boundary of the Official Plan to include all of North West Brampton in order to provide certainty regarding areas intended for future growth in the municipality.

The North West Brampton Urban Development Area is intended to contain:

- (i) a residential community with a mix of housing types and densities to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans; and,
- (ii) strategically located employment lands positioned adjacent to future transportation and transit infrastructure.

The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of City Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

#### Policies

- 4.14.1 In order for the full development of North West Brampton to occur, ~~the~~ a future North-South Transportation Corridor or equivalent must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road (referred to as Bram West Parkway) is extended to properly service North Brampton. All efforts shall be made through a Halton-Peel Transportation Network review and related studies to determine the characteristics and alignment of the necessary facility to a sufficient degree to support the adoption of one or more secondary plans at Stage 3 of the planning approvals process set out in Policy 4.14.2.

All revisions in this section are housekeeping changes, based on a modified OP93--245.

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Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

The amount of North West Brampton development to be released without the future North-South Transportation Corridor in place will be determined prior to the establishment of general land use designations in the Official Plan.

4.14.2 Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:

- (i) Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Inverted "L". The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Inverted "L" and cover the balance of North West Brampton.

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletcher's and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference to the satisfaction of the City of Brampton and CVC. Subwatershed studies may be commenced but not completed until five years of effectiveness monitoring are incorporated.

- (ii) Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through ~~an~~ approved subwatershed studies;
- (iii) Stage 3 - the adoption of a secondary plan based on approved subwatershed studies;

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- (iv) Stage 4 an Environmental Implementation Report completed for each block plan area to the satisfaction of the CVC and the City of Brampton;
- (v) Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,
- (vi) Stage 6 - all other related growth management considerations that have been satisfied.

4.14.3 The environmental planning process for North West Brampton shall be undertaken in accordance with Section 4.14.2 and the flowchart “Timeline – Environmental and Planning Studies for North West Brampton” located at the end of this section.

The flowchart can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.

4.14.4 The North West Brampton Policy Area (NWBPA) designation on Schedule “F” of this Plan implements the High Potential Mineral Aggregate Resource Area (HPMARA) identified on Schedule “C” of the Regional Official Plan. The purpose of the North West Brampton Policy Area (NWBPA) is to provide for the protection and potential use of shale under the following policy structure, while recognizing that the long term use of these lands will be for urban purposes. It is the intent of this Plan that no amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of the 10 year time period, the Region of Peel in consultation with the Province and the City of Brampton shall undertake a review of the NWBPA as set out in Section 5.3.4. of the Regional Official Plan. or earlier if it is initiated by the Province. Notwithstanding the above referenced 10 year time frame, if the Region receives a written request for an earlier review from the Province through MMAH in consultation with other ministries, Regional Council may determine that this review and any associated amendments may occur sooner.

4.14.4.1 Within the NWBPA, extraction of the shale shall be permitted to occur without an amendment to this Plan, subject to the property being zoned for mineral extraction in the City’s zoning by-law and the issuance of a Licence under the Aggregate Resources Act.

4.14.4.2 In conjunction with the Provincial and Regional regulations, the City shall regulate a shale extraction operation and accessory uses to ensure that

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environmental and community impacts are minimized, consistent with the standards laid down in pertinent legislation and municipal regulations.

4.14.4.3 The City shall support the undertaking of environmental impact and hydro-geological studies in accordance with provincial legislation and policies of the Region of Peel and Credit Valley Conservation to ensure that significant features or ecological functions, surface and ground water resources are protected from the adverse effects of mineral extraction.

4.14.4.4 It is the policy of the City that the design of the extraction, operation and rehabilitation of any shale extraction operation shall not preclude the long term use of these lands for urban purposes and shall not preclude the subsequent urbanization of the site and surrounding area.

4.14.4.5 The City shall require that any shale extraction operation not restrict alternatives for the planning of the potential North-South Higher Order Transportation Corridor referred to in Section 4.13.2 of this Plan.

4.14.4.6 A warning clause shall be required, as a condition of development approval, for all residential plans of subdivision located within 500 metres of the NWBPA, as identified on Schedule "F" of the Brampton Official Plan. The warning clause shall address the potential for impacts on the use and enjoyment of the subject property due to the possible interim use of lands in the NWBPA for shale extraction. Any development proposed in such areas shall be appropriately planned and designed to recognize the potential of a shale extraction operation within the NWBPA.

4.14.4.7 Urban Development within the NWBPA may only occur after the City of Brampton adopts an amendment(s) to establish general urban land use designations in the City of Brampton Official Plan. No such amendment(s) may be passed until all the requirements of Section 5.3.4 of the Regional Official Plan have been satisfied. However, the City may finalize and endorse background studies as the basis for such amendments.

4.14.4.8 Any amendment proposing to establish general urban land use designations will be supported by one or more of the following studies:

1. Planning Justification;
2. Staging and Sequencing
3. Functional Servicing;
4. Transportation; and,
5. Community Design.

4.14.4.9 Staging and sequencing strategies required in association with Section 4.14.4.6 of this Plan for lands outside of the High Potential Mineral Aggregate Resource Area as shown on Schedule "C" of the Regional Official Plan shall address issues related to shale extraction, such as the

provision for appropriate setbacks, access, air quality, noise mitigation and truck haulage routes where resource extraction operations are established.

4.14.4.10 Notwithstanding the protection of the shale resource that is provided by the provisions of this Plan and the Regional Official Plan, all long range planning, including approvals, financing and construction of infrastructure, shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps, including the background studies identified in section 4.14.4.8 of this Plan and block planning, in relation to lands within the NWBPA may be undertaken on the same basis.

~~The MIIBC “North West Brampton Shale Resources Study” (July 2002) and the Garnter Lee “Southern Ontario Shale Resources Assessment” (November 2004) clearly demonstrated that sufficient quantities of shale are present in Southern Ontario to satisfy long term demand outside of North West Brampton. Urban development in North West Brampton will serve a greater long term public interest than preserving access to shale. Therefore, it is not the intent of the Official Plan to protect the long term supply of shale in the North West Brampton Urban Development Area but to enable interim extraction to occur through the appropriate approvals process. Complete rehabilitation of such lands is required prior to their development for urban and related uses.~~

4.14.5 When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:

- (i) maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;
- (ii) maximizing the opportunities for mixed-use and higher density development at appropriate locations while recognizing supply and demand needs;
- (iii) creating viable employment areas that provide a range of employment opportunities with access to future and existing highways and arterial roads;
- (iv) integrating the logical and cost effective extension of Regional and City services;
- (v) phasing development in an efficient manner recognizing land use and servicing and other growth management considerations;

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- (vi) incorporating measures intended to conserve energy and increase the usage of public transit;
- (vii) promoting nodal development at a community and neighbourhood scale at appropriate locations;
- (viii) promoting live/work/play/shop opportunities;
- (ix) protecting and preserving natural features; and,
- (x) supporting the implementation of the City's Transportation and Transit Master Plan.

4.14.6 Subwatershed studies undertaken as part of secondary planning for North West Brampton will address the cumulative impacts of future development on existing drinking water wells and examine the potential for groundwater recharge within the study area. This assessment of will be undertaken to the satisfaction of the Region of Peel in accordance with the environmental planning program for North West Brampton set out in Section 4.14.3 of this Plan.

4.14.7 ~~4.14.6~~ The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types, densities and tenures ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.

The design of the City's Community Park will be to maximize its use and accessibility to the community while retaining a predominantly open space character.

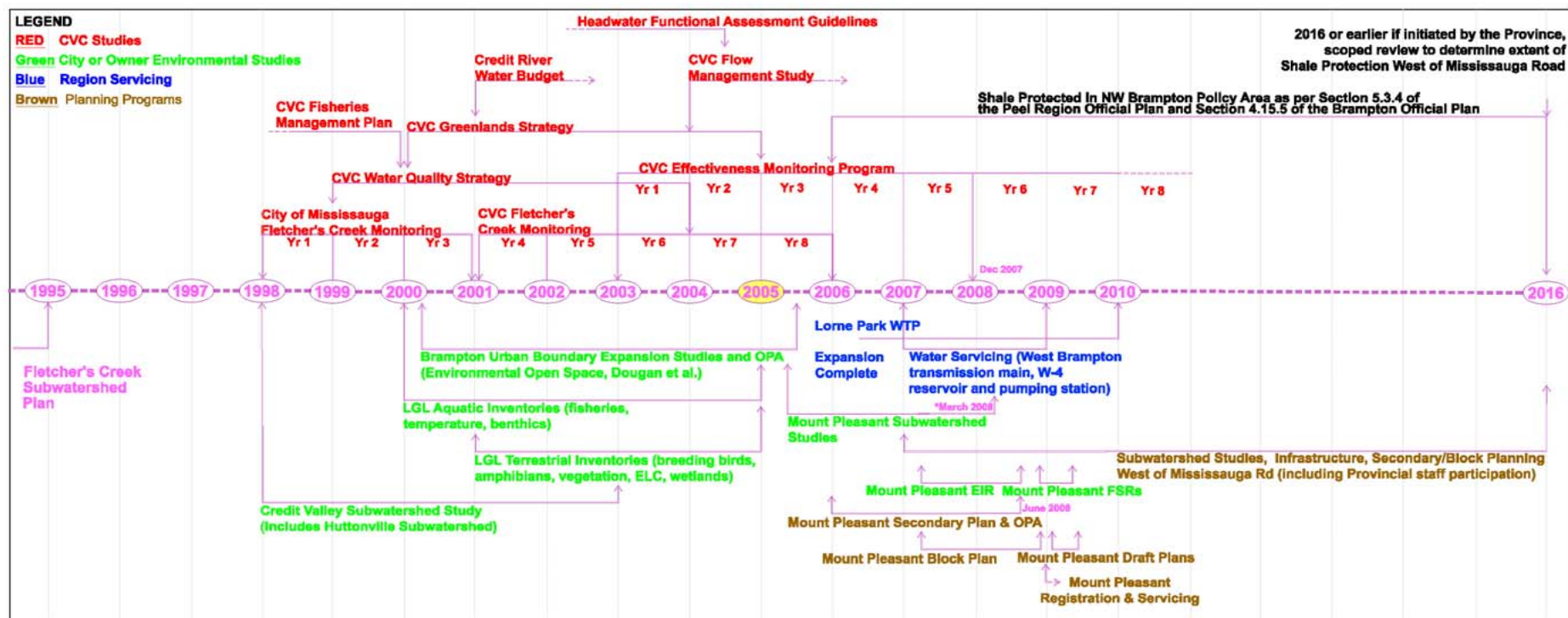
The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include a regional retail component situated in the general vicinity of Mississauga Road and Bovaird Drive West.

4.14.8 ~~4.14.7~~—Prior to the release of development in North West Brampton, a growth management strategy shall be adopted to establish a development phasing strategy.

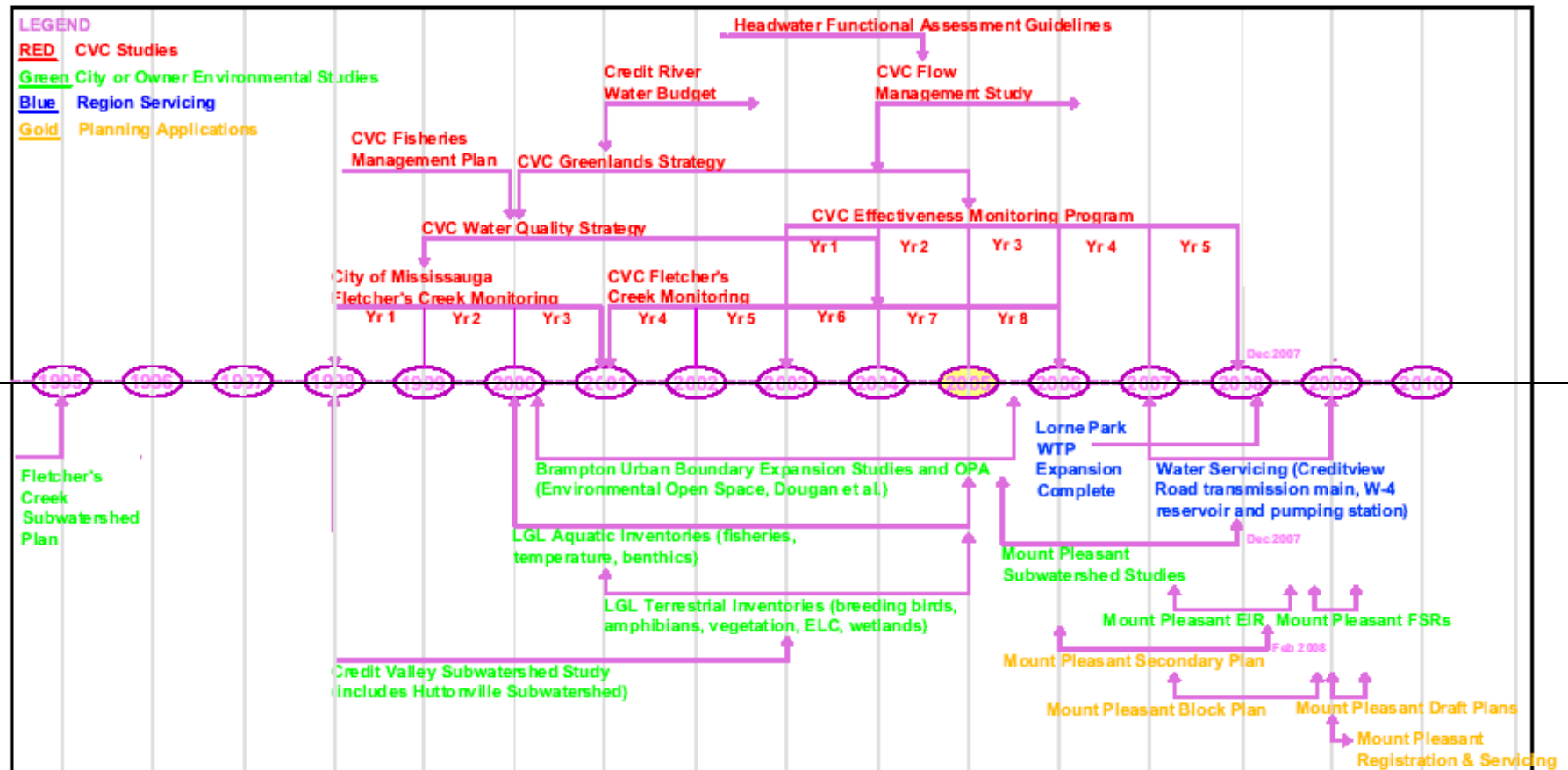
~~4.14.8~~—Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban developments.



## Timeline – Environmental and Planning Studies for North West Brampton







### 4.157 AGRICULTURE

Agriculture has traditionally played an important role in the Brampton's economy. The majority of soils within the City boundaries are well suited for agricultural pursuits within an agricultural capability of Class 1 or 2 in the context of the Canada Land Inventory. However, these include a number of recent trends to have indicated that agricultural pursuits activity is in declining e: the number and size of farms are decreasing, the area of improved land and croplands is decreasing and the amount of rental land (and thus non-farm ownership) is increasing. Furthermore, the approval of the Region's Official Plan Amendment 15 and Local Official Plan Amendment OP93-245 expands the Urban Boundaries of the Region of Peel and the City of Brampton Official Plan to include the remaining Agricultural designation located in North West Brampton, but excluding lands designated as Protected Countryside by the Greenbelt Plan.

There are the remnants of a specialty crop community (orchards, fruits and vegetables) in the southwesterly section of the City in the vicinity of the Credit River Valley and the Huttonville area. The main concentration of remaining active specialty crop operations within the general vicinity of Heritage and Embleton Roads, designated as Specialty Agriculture in the previous Official Plan (1984), are designated as Special Study Area on Schedule "A" to this Plan reflecting the fact that this area is considered to be of local agricultural significance in the short term, but is not considered a provincially significant specialty crop area. However, these lands are designated for urban uses in the Official Plan are expected to be developed for such purposes during the timeframe of this Plan.

#### Objectives

It is the objective of the Agriculture policies to:

- a) Allow for continuing agricultural activity within areas formerly designated agricultural areas of the Official Plan use;
- b) Maintain and enhance the environment through farm Best Management Practices such as soil conservation, pesticide reduction and manure handling systems that will assist in the improvement of environmental indicators such as water quality; and
- c) Ensure that agricultural activity outside the Greenbelt Plan is maintained over as long a term as is practicable given that these lands are designated for urban uses in the Official Plan.

All revisions in this section are housekeeping changes based on a modified OP93-245 except those noted.

## Agriculture



### 4.715.1 Agriculture

#### Objective

~~To allow for continuing agricultural and other appropriate uses within areas formerly designated for agricultural use.~~

#### Policies

4.715.1.1 No lands within the City of Brampton are designated "Agriculture" on Schedule "A" to this Plan. However, agricultural activities and related uses outside the Greenbelt Plan will be permitted to continue operating over as long a term as possible. The City shall, in evaluating the establishment or expansion of agricultural uses, consider the minimum distance separation (MDS) guidelines for livestock operations.

~~4.715.1.2 Development proposals within the former Agricultural designation which are of an intensity that require urban water and sanitary services shall not be permitted.~~

### 4.715.2 Promotion of Agricultural Uses

#### Objective

~~To promote, within areas having long term resource capabilities for agriculture, only agricultural uses, uses that may be appropriately integrated with agriculture, uses directly related to agriculture and uses necessary in close proximity to agriculture.~~

#### Policies

4.715.2.1 The City shall encourage the ~~Provincial and Federal~~ senior levels of Governments to study and improve tax adjustments and incentive programs for genuine farm operations; to implement programs which increase farm returns, reduce farm costs, return idle land back into agricultural production and to establish stability and a long term investment horizon for the agriculture industry.

4.715.2.2 The City shall, in recognition of the questionable economic sustainability of agriculture, consider measures to aid the farm industry such as permitting "farm occupations" or related commercial uses within agricultural zones.

## Agriculture

- 4.715.2.3 The City shall, where appropriate, permit the temporary erection of one mobile home, well screened from public rights-of-way, as a second dwelling unit on a genuine operating farm to accommodate related or unrelated farm help, if permitted by the zoning by-law. Mobile homes, on the above basis, shall be considered on individual merit and may be subject to the controls and regulations of a site-specific zoning by-law or site plan control.
- 4.715.2.4 The City shall consider accommodation for seasonal farm help on individual merit and subject to the controls and regulations of a site-specific by-law or site plan control.
- 4.157.2.5 Except for those agricultural, residential and other uses exempted in the site plan control section of this Plan, development in areas formerly designated Agriculture ~~on Schedule "A" to this Plan~~ shall be subject to site plan approval in accordance with the *Planning Act, 1990*.
- 4.715.2.6 The City shall, if utility and transportation corridors intrude on the former Agricultural designation, retain as much as possible of the existing road network, while minimizing adverse impacts on farm units and households.
- ~~4.7.2.74.15.2.7~~ The City shall, in evaluating the establishment or expansion of both agricultural and non-agricultural uses within the former Agricultural designation, consider the minimum distance separation (MDS) guidelines for livestock operations.

### 4.157.3 Environment

#### Objective

~~To maintain and enhance the environment through farm Best Management Practices such as soil conservation, pesticide reduction and manure handling systems that will assist in the improvement of environmental indicators such as water quality.~~

#### Policies

- 4.157.3.1 The City shall encourage the use of soil conservation, manure handling systems and other farm management practices which result in the maintenance and enhancement of ecosystem function and environmental indicators such as the quality of surface and ground waters.

## Agriculture



4.157.3.2 The City may, if and when information is available to accurately direct controls for agricultural practices, implement regulations for farm management practices in the comprehensive zoning by-law or by other appropriate means which will be environmentally conscious yet minimize any negative impacts on the economic sustainability of agriculture.

## 4.157.4 Phasing: Availability/Long Term Sustainability of Agricultural Land

### Objective

~~To ensure the availability of lands for agricultural activities and related uses over as long a term as is practicable.~~

### Policies

4.715.4.1 The City shall, through the orderly phasing of development in accordance with the policies of this Plan, endeavour to ensure that lands with high agricultural capability which are designated for urban purposes ~~development urban uses~~ remain available for agricultural purposes for as long as is practicable.

4.715.4.2 The City may require as a condition of secondary plan or subdivision approval that the development of lands be phased in such a manner that portions of a ~~New dDevelopment Area~~ with high agricultural capability remain available ~~for in agricultural purposes activity~~ for as long as is practicable.

4.715.4.3 The City shall encourage developers of land within new development area ~~the urban use area, as shown on Schedule "A" to this Plan,~~ to lease such lands to farms on a long term basis prior to commencing development ~~the construction of urban uses.~~

### 4.715.5 Site Specific Designations

Two site-specific provisions are permitted by the City on lands within the former "Agricultural" designation, ~~as shown identified as Special Land Use Policy Areas 5 and 7 on Schedule "A" (identified by numbers)~~ that are exceptions to the generality of the foregoing and the general intent and purpose of the Plan. These specific locations and related policies are set out below.

## Agriculture

### ~~SITE 5~~ Special Land Use Policy Area 5 (Concession 4, W.H.S., Part of Lot 14)

The property ~~identified as Special Land Use Policy Area 5 outlined on Schedule "A" and identified with the number 5~~ may only be used for the purposes of agriculture and private recreation. A private recreation area shall include recreation facilities and accessory uses which are available to private club members and their guests.

#### Policies

4.157.5.1 The private recreation area shall be developed in accordance with the following principles:

- (i) Structures shall be low density, low intensity in nature and shall be situated with regard to the rural character and natural landscape features.
- (ii) The location of recreational activities shall have regard for any adjacent agricultural operations and separation distances from such activities will be in accordance with the Agricultural Code of Practice.
- (iii) The approval of the municipality, the Credit Valley Conservation Authority, ~~and the Ministry of Natural Resources and the Department of Fisheries and Oceans~~ will be required to alter (straighten, change, direct or interfere) ~~in any way with any defined the existing channel of a river, creek, stream or water course~~ channel or fish habitat. Prior to the issuance of building permits, detailed site, grading, sediment and erosion and drainage plans shall be submitted for the approval of the Conservation Authority and the municipality.
- (iv) Provision shall be made for adequate landscaping, fencing and buffering to minimize the influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.
- (v) Activities and facilities that are likely to generate noise shall be located away from residences. The illumination of parking and recreation facilities shall be directed away from adjacent residences to minimize visual intrusion and glare upon residences.

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- (vi) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of members and their guests. The design of the parking facilities shall have regard to the convenience of the users.
- (vii) Appropriate setback distances shall be imposed to permit the widening of Mississauga Road as may be required by the road authority having jurisdiction.
- (viii) The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

4.7.15.5.2 Notwithstanding the private recreation designation, an existing saw mill operation will be permitted to remain, provided that the size or capacity of the mill is not increased. The saw mill may be relocated to another site on the subject property without further amendment of this ~~section~~ ~~chapter~~ but subject, at all times, to the development principles outlined in this policy.

**Special Land Use Policy Area 7 SITE 7 (Part of the East Half of Lot 13, Concession 4, W.H.S.)**

~~4.7.5.34.15.5.3~~ The property designated “Agricultural” and identified by the ~~Number “7”~~ Special Land Use Policy Area 7 on Schedule “A” may be used for a fire station.

## Agriculture

## 5.0 IMPLEMENTATION

The purpose of this section is to indicate the means and methods which will be applied to achieve the objectives and policies contained in the Official Plan. Generally, the Official Plan will be implemented by the City through the use of specific powers conferred by the *Planning Act*, general powers pursuant to the *Municipal Act* and any other relevant provincial and/or municipal legislation. In addition, the cooperative efforts of the Provincial Ministries and Agencies, Region of Peel, the School Boards, Conservation Authorities, and other Special Purpose Boards and Committees will be required to implement the Official Plan. The intent is to ensure that both public and private decisions will be made in conformity with this Plan.

### 5.1 INTERPRETATION OF THE PLAN

- 5.1.1 All the policies of this Plan shall be read in conjunction with Section 1, Section 5.2 Definitions and all other policies of the Plan.
- 5.1.2 It is intended that changes or variations from the policies and land use designations of this Plan other than those specifically permitted by the policies of this subsection will require an Official Plan Amendment.
- 5.1.3 To provide for flexibility in the interpretation of the text and maps of this Plan, all figures, numbers and quantities shown in the Plan shall be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.
- 5.1.4 The policies of this Plan are general in nature and intended to be supplemented by Secondary Plans. Notwithstanding the land use designations on Schedule "A", for those areas with no approved Secondary Plan in place, uses and designations approved prior to the implementation of the Plan, as well as uses legally in existence prior to the implementation of this Plan, shall be permitted to be established and continue without an amendment to the Official Plan. Alterations to approved or existing uses may be permitted without an amendment to the Plan provided that such alteration maintains the intent of the Plan.
- 5.1.5 The generalized land use designations of the Official Plan shown on Schedule "A" are the predominant ones for the areas shown and are not intended to indicate or prevent small pockets of other uses in those areas in accordance with the policies of the Plan. The boundaries and alignments shown are approximate, except where they coincide with edges of features, and are designed only to convey the relationship between different land uses.
- 5.1.6 Although Secondary Plans are designed to establish detailed boundaries of land use designations, road alignments and service corridors, as well as





detailed densities and population magnitudes, these elements may also be varied provided that the intent of the Secondary Plan and of the Official Plan is clearly respected.

- 5.1.7 Where land use designation boundaries or the urban use area coincide with the edges of features such as roads, railways, electric power rights-of-way and sanitary sewer drainage area limits, they shall be deemed to remain coincident with such edges when the location of the feature is adjusted.
- 5.1.8 Since land use designations contained within a circle are intended to be symbolic, their extent and location may be interpreted flexibly in accordance with the other policies and general intent of the Plan. Such designations will be more specifically established in appropriate Secondary Plans.
- 5.1.9 The indication of roads, parks, and other services, shall not be interpreted as being a commitment by the City to provide such services at the indicated location by a certain point in time, but rather provides information on the general location of such services to property owners, developers and future residents, and is subject to further detailed analysis, design, and capital budget approvals.
- 5.1.10 Reference to various Sections of enabling Acts in the policies of this Plan and Secondary Plans is deemed to refer equally to any amended or new Sections or Acts which have or may replace them in the future.

## 5.2 DEFINITIONS

For general clarification of terms used within the Plan, the following definitions are provided:

“The City of Brampton Accessibility Technical Standards”, which was ~~endorsed~~ adopted by Council in 2005, have been developed to address the needs of all people of all ages and abilities with emphasis on the needs of persons with disabilities. These standards incorporate the belief in universal design which is defined as: “The design of products and environments to be usable by all people, to the greatest extent possible, without the need for adaptation or specialized design”.

The requirements of these standards are mandatory for all newly constructed and retrofitted or renovated facilities and right-of-ways that are owned, leased or operated by the City of Brampton; and encouraged for all other facilities, whether new or retrofitted and subject to the reasonable accommodation clause. These standards do not apply to residential occupancies; buildings of Group F Division 1 occupancy as defined by the Ontario Building Code; and buildings that are not intended to be occupied on a daily or full time basis.

“Adaptive Environmental Management” (AEM) is an approach to environmental management aimed at improving understanding of the ecosystems being managed, the institutions charged with their management, and the coupling of the two. AEM

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is particularly suited for subwatershed studies and environmental implementation reports as it recognizes the complexity and constant evolution of ecosystems. AEM includes long-term learning, experimentation, and taking a scientific systems approach to subwatershed management, by identifying objectives (plan), formulating the project (design), creating the works on site (implement), observing change (monitor), determining the effectiveness of the works (evaluate), and re-shaping program/project to address deficiencies and incorporating new knowledge (adjust). AEM is an on-going process, where adjustments lead back into future plans.

“Adjacent Lands” means lands that are contiguous to a specific natural heritage feature or area where it is likely that development or site alteration would have a negative impact on the feature, or area. The extent of the adjacent lands to specific natural heritage features or areas are provided in Ontario Ministry of Natural Resources’ Natural Heritage Reference Manual.

“Affordable Housing” means adequate housing which is affordable to households of low, moderate and middle incomes, defined as households within the lowest 60 percent of the income distribution for the housing market area. Affordable housing includes all social housing. Specific reference should be made to the Provincial Housing Policy Statement. In this context, “Affordable” means

- annual housing costs, in either annual accommodation costs or rent, which do not exceed 30 percent of gross annual household income for low and moderate income households, or
- the purchase price is at least 10 percent below the average purchase price of a resale unit in the regional market area, or
- the rent is at or below the average market rent of a unit in the regional market area

“Area of Natural and Scientific Interest (ANSI)” means areas of land and water containing natural landscapes or features which have been identified by the Province as having life science or earth science values related to protection, scientific study or education.

“Best Management Practices (BMP)” means a method, activity, maintenance procedure or other management practice for minimizing negative impacts on the environment and in particular, water quality and quantity.

A “Buffer” means a zone specifically designed to provide a measure of protection to the natural heritage features and functions, or a transition area between the built form (generally lot line) and the natural feature. The buffer should be planted or allowed to naturalize. Buffers are most effective when placed in municipal ownership.

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“Bus Rapid Transit (BRT):” means flexible, rubber-tired form of rapid transit that relies on technology to help increase the speed and/or reliability of the service. It can operate on exclusive transitways, high occupancy vehicle lanes, or ordinary streets. BRT combines intelligent transportation systems technology, priority for transit, rapid and convenient fare collection, upgraded vehicles and stations, and integration with land use policy to substantially upgrade bus system identity and performance.

“Community Improvement” means the planning or replanning, design or redesign, resubdivision, clearance, development or redevelopment, reconstruction and rehabilitation, or any of them, of a community improvement project area, and the provision of such residential, commercial, industrial, public, recreational, institutional, religious, charitable or other uses, buildings, works, improvements or facilities, or spaces therefore, as may be appropriate or necessary.

“Community Improvement Plan” means a plan for the community improvement of a community improvement project area.

“Community Improvement Project Area” means an area within the City, the community improvement of which in the opinion of the Council is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or for any other environmental, social or community economic development reason.

“Community Services” means the formal services and supports commonly referred to as health, education, culture, social and protection services which meet the needs of the residents of Brampton in co-operation with the appropriate public and private service agencies and other levels of government.

“Compensation” means habitat replacement or enhancement provided in response to the removal or loss of habitat or funded through means acceptable to the City in consultation with the Conservation Authorities.

“Consent” means the approval given by the ~~Land Division~~ Committee of Adjustment to convey, mortgage or charge a part of any lot or block of land, to grant, assign or exercise a power of appointment or enter into an agreement of sale and purchase or any agreement that has the effect of granting the use of or right in a part of any lot or block of land directly or by entitlement to a renewal period for 21 years or more pursuant to the *Planning Act*.

“Conservation” means the protection, conservation, enhancement and management of the natural environment and natural resources including natural areas, features, processes, biological diversity, renewable and non-renewable resources for sustainable ecosystems and communities.

“Density Transfer” means an increase in the permitted floor space index or residential unit yield on one lot accompanied by a reduction in the permitted floor space index on another lot.

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“Design Brief” is a report that includes language and relevant images that illustrates the design intent for various elements of the development which can be applied to all land uses. The Design Brief shall relate to city wide design initiatives and shall

- provide the site context;
- provide a site analysis;
- provide a vision for the development;
- include a concept site plan;
- address landscaping (parking, streetscape, pedestrian movements, service areas);
- address architecture (street-building relationships, site access, parking, edges and gateways, service areas, signage, design and safety), built form and, implementation.

The specific requirements of the design brief shall be reflective of individual applications and determined on a case by case basis.”

“Design Guidelines” means a set of recommendations intended to guide development toward a desired level of quality through the design of the physical environment, and which are applied on a discretionary basis relative to the context of development.

“Development” means the subdivision of land, or construction of buildings and structures, requiring approval under the Planning Act but does not include activities that create or maintain infrastructure authorized under an environmental assessment process or works subject to the Drainage Act.

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The “Development Design Guidelines”, endorsed by Council in 2003, is intended to guide the development of communities from a design perspective; to guide secondary planning and more specifically the preparation of community block plans. The Guidelines set the foundation, direction and vision from detailed design in subsequent stages of community planning and development. This is a living document which will be amended from time to time and is intended to be used in conjunction with official documents such as the Official Plan, Secondary Plans and Community Block Plan amendments.

“Districts” means geographic areas of relatively consistent character, such as exhibited in many residential or industrial neighbourhoods.

“Ecosystem” means the dynamic, interacting relation or system of a biophysical community.

“Evacuation Routes” are pre-identified corridors for private vehicles to egress from and for emergency vehicles to ingress into an evacuation sector. When evacuation is ordered, motorists from the evacuation sector will be directed to use such evacuation routes. As a general principle, none of the identified evacuation routes cross and no vehicles will be permitted to cross such routes during an emergency evacuation.



Critical intersections on the evacuation routes may be manned with uniformed police officers to expedite the flow of traffic and to prevent bottlenecks.

“Environment” means:

- (i) air, land or water,
- (ii) plant and animal life, including people,
- (iii) the social, economic and cultural conditions that influence the life of a community
- (iv) any building, structure, or other constructed or manufactured item,
- (v) any by-product resulting from the activities of people, or
- (vi) any part or combination of the foregoing and the interrelationship between any two or more of them, (as defined by the *Environmental Assessment Act* of Ontario).

“Environmentally Sensitive/Significant Areas” means those lands which provide a habitat for locally and/ or regionally significant species of plants and animals and/ or include unique geologic potential or perform an important role within the urban or rural ecosystem, but which are susceptible to disturbance from human activities.

An “Environmental Implementation Report” (EIR) An Environmental Implementation Report is a supporting technical report of the Block Plan process and will identify requirements and responsibilities for implementing an approved subwatershed study. An EIR will confirm the environmental hazards and ecological constraints associated with valley and watercourse corridors, other drainage features, wetlands, woodlands, fish and wildlife habitat, and the groundwater system; define the stormwater management scheme; and identify future management and monitoring requirements within the Block Plan area. EIRs are referred to as ‘Master Environmental Servicing Plans’ (MESPs) by the Toronto and Region Conservation Authority which often require more design details in terms of environmental protection, stormwater management, functional servicing and implementation strategy.

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“Essential Infrastructure” means infrastructure that is deemed necessary in the public interest after all alternatives have been considered. Infrastructure includes sewage and water systems, waste management facilities, storm water management facilities, electric power generation and transmission, communications/telecommunications, transit and transportation corridors and facilities, oil and gas pipelines and associated facilities.

“Floor Space Index (FSI)” means the ratio of gross floor area of a building to the area of the lot on which the building is situated.

The “Flower City Strategy”, as approved by Council and amended from time to time, is intended to enhance Brampton’s image and portray it as a place where families can

literally “stop and smell the roses” and companies can put down roots of their own. Through the implementation of this strategy, the City encourages a beautiful, protected environment, creates a greater civic pride, encourages community involvement and a better quality of life.

“Foster Home” shall mean a place where parent-model care is provided for no more than four (4) children under the supervision of a licensee through a foster care service agreement and as defined in the *Child and Family Services Act* as amended.

“Gross Leasable Area” means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

“Group Homes:

“Group Home Type 1” shall mean a supportive housing facility located within a detached dwelling unit that is occupied by four (4) to six (6) persons, exclusive of staff and/ or receiving family, who live as a unit under responsible supervision consistent with the requirements of its residents and which is licensed or approved pursuant to Provincial Statute within the jurisdiction of the Ontario Ministry of Community and Social Services or the Ministry of Health.

A Group Home Type 1 may provide accommodation, supervision and treatment for: the mentally retarded pursuant to the *Homes for Retarded Persons Act*, or the *Development Services Act*; individuals over 60 years of age as a satellite residence under the *Homes for the Aged and Rest Homes Act*; children under the *Child and Family Services Act*; persons under the *Mental Hospitals Act* and *Homes for Special Care Act*; and persons under the *Charitable Institutions Act*. No supervision or treatment shall be provided to any person not residing in the group home. A group home type 1 shall not include a residence defined as a group home type 2, supportive lodging house, lodging house, a foster home, or a supportive housing facility.

Group Home Type 2 shall mean a supportive housing facility occupied by four (4) to ten (10) persons, exclusive of staff located within a single detached dwelling, or a dwelling within a commercial building which shall be maintained and operated primarily for: persons who have been placed on probation under the provisions of the *Probation Act*, the Criminal Code of Canada, or any Act passed to replace the foregoing Acts; persons who have been released on parole under the provisions of the *Ministry of Correctional Services Act*, or Parole Board of Canada or any Act passed to replace the foregoing Acts; persons who have been charged under the *Young Offenders Act* but who have been placed in open or secure custody; persons requiring treatment and rehabilitation for addiction to drugs or alcohol; persons housed in a group home that satisfies all of the requirements of a Group Home Type 1 except that it accommodates in excess of six (6) residents. A group home type 2 shall not include a residence defined as a group home type 1, supportive lodging house, lodging house, foster home, or a supportive housing facility. No supervision or treatment shall be provided to any person not residing in the group home.





Auxiliary Group Home shall mean a supportive housing facility located within a dwelling unit occupied by no more than three (3) persons in need of supervision or guidance but shall not have full time staff attending the home. An auxiliary group home shall not include: group home type 1; group home type 2; supportive lodging house; foster home.

“High Occupancy Vehicle (HOV) Lane” means ~~traffic lanes restricted to transit, taxis, and other vehicles with multiple occupants and certain other qualified vehicles carrying 3 persons or more.~~

“Hotel” shall mean a building or place that provides, for gain or profit, sleeping accommodation for the travelling public with or without providing individual private cooking facilities and which may also provide retail uses, a public restaurant, and a convention centre, public hall, or other types of public meeting rooms.

“Lodging House” shall mean a single detached dwelling in which residential accommodation is provided, or is intended to be provided in which each lodger does not have access to all of the habitable areas of the building and consists of more than three (3) lodging units; or a single detached dwelling in which lodging is provided for more than three (3) persons with or without meals.

“Long Term Care Home” refers to a residential facility, approved either under the *Nursing Act*, *Charitable Institution Act*, *Home for the Aged and Rest Home Act*, or any other applicable Province of Ontario Act, which provides 24 hour supervision and nursing care and services in a private or semi private accommodation for persons who are no longer able to live independently. Residential accommodation is provided along with shared facilities including dining rooms and common rooms, and other amenities such as lounge, gift shop, beauty salon, chapel, and garden.

“Low Density Form of Development” means a use of land that has few residents per acre, a small number of employees, few visitors per acre, and low traffic generation.

“Master Drainage Plan (MDP)” means a plan that, using an ecosystem approach, handles storm water run-off from the whole watershed or a part thereof, and which deals with and integrates such matters as the location of retention ponds and major flow channels.

“Minor Development and Site Alteration” means ~~development or site alteration, which due to its scale or intensity, can demonstrate no significant incremental cumulative impacts on the landform, features or ecological functions of the Greenlands System in Peel, as set out in further detail in the area municipal official plans.~~

“Minor Variance” means a minor variance from the provisions of a Zoning or any other by-law that maintains the general intent and purpose of the By-law and of the Official Plan pursuant to the *Planning Act*.

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“Mixed Use Development” means the physical integration of two or more uses such as retail, office, residential, hotel, public, institutional, and/ or public parking, provided within a building or separate buildings on the same lot.

“Mobile Home” means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer or trailer otherwise designed.

“Motel” shall mean a building or place that provides, for gain or profit, sleeping accommodation for the public with or without providing individual private cooking facilities and which may also provide retail uses, a public restaurant, and limited public meeting rooms.

“Natural Heritage Study” is a technical study, based on the principles of conservation biology and landscape ecology, which identifies the location, extent, and characteristics of existing natural heritage features and intervening lands within a study area. The study identifies interactions between the different elements of the natural system, their ecological functions and opportunities to expand and enhance the system. This includes assessments of the terrestrial, aquatic, geological (landform and hydrogeological) features which may define the overall system. A Natural Heritage System Study may consist of, but is not limited to, a bio-physical inventory of the study area, the identification of the areas that need to be protected in order to maintain the diversity and connectivity of the system, opportunities and constraints for improving and enhancing the existing system, and finally suggested strategies and measures for implementation. Natural Heritage System Studies can be undertaken at different scales, but are generally done first at a Regional Scale (e.g. TRCA's Terrestrial Natural Heritage System Strategy) and are refined through the various stages of the planning process ( ie watershed scale, secondary planning scale, etc. ). Generally the identification of the Natural Heritage System including detailed inventories of features and their characteristics should be completed early in the planning process.

“Natural Area” means ~~particular areas of land and waters in which a multitude of natural processes carries on. For example, a wetland, a woodland, an Environmentally Sensitive Area or an area with uncommon or unique geological features.~~

“Natural Heritage System” means a system made up of natural heritage features and areas, linked by natural corridors which are necessary to maintain biological and geological diversity, natural functions, viable populations of indigenous species and ecosystems. These systems can include lands and waters that have been restored and areas with the potential to be restored to a natural state.

Natural Heritage System is comprised of the biotic and abiotic features, functions and linkages of the land and water ecosystems, including lands characterized by natural hazards and ecological sensitivities. The natural heritage system includes the assemblage of flora and fauna found in valley and watercourse corridors, wetland, woodlands, natural and successional meadows, and fish and wildlife

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habitat; and areas associated with groundwater recharge/discharge that contribute to the integrity, health and diversity of the communities and environments of the City of Brampton.

“Node” means points of intensive urban activity which provide a focus to public life, such as a market place or community centre, and are usually created at the convergence of important paths. Nodes are often signified by distinctive urban design characteristics relative to the surrounding area or district, such as the inclusion of a landmark building.

“Noise Exposure Forecast” means the system currently uses by Transport Canada for evaluating noise exposure in the vicinity of airports.

“Non-Conforming Use” means a land use that does not conform with a Restricted Area or any other By-law but it is deemed to be a legal land use because it lawfully existed or a building permit was issued for it prior to the passing of the said By-law pursuant to the *Planning Act*.

The “One Zone Concept” is applied where the floodway is the entire contiguous flood plain. Floodway, for river, stream and small inland lake systems, means the portion of the flood plain where development and site alteration would cause a danger to public health and safety or property damage.

Where the two cone concept is applied, the floodway is the contiguous inner portion of the flood plain, representing that area required for the safe passage of flood flow and/or that area where flood depths and/or velocities are considered to be such that they pose a potential threat to life and/or property damage. Where the two zone concept applies, the outer portion of the flood plain is called the flood ridge.

“Parkland Dedication” means the transfer to the City at no cost to the City of the legal title to lands which are to be used for public open space purposes.

“Persons with Disabilities” shall mean persons with disabilities that are of one or more of the following types:

- Mobility: limitations to physical functioning affecting an individual’s ability to move independently, coordinate, coordinate, reach, pull or push.
- Sensory: vision and hearing impairments and limitations with smell, taste or touch.
- Mental: mental health disorders and mental illness are characterised by alterations in thinking, mood or behaviour associated with distress and/or impaired functioning in one or more areas of daily living.
- Learning: affects an individual’s ability to either interpret what they see, hear and link information to different parts of the brain.

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Limitations can show up in many ways such as difficulties with spoken and written language, coordination, self control or attention.

- Intellectual/developmental: limitations in self-care, receptive and expressive language, learning, mobility, self-direction, and capacity for independent living.

“Public Use” shall mean uses that are owned or leased by a public authority for community, recreational, administrative, educational, health care, protection, utility, or other governmental purposes, and includes accessory uses to the public use.

“Public Transit Network” means a collection of heavy volume transit services including commuter rail, reserved bus lanes, high occupancy vehicle lanes and rapid transit.

“Rapid Transit” means ~~public transit service operating on a separate right of way, unhampered by other traffic, transportation system designed to allow passenger travel within or throughout an urban area, usually employing surface, elevated, or underground fixed rail or bus-based (see “BRT”) systems or some combination of these, and generally capable of moving large numbers of passengers in a single vehicle unit.~~

“Reserved Bus Lanes” means street lands restricted to transit vehicles only.

### Residential Areas and Densities

(Where a range in density or a maximum density is referenced in the following definitions, it should be understood that alternative or more restricted density limits applicable to a given area may be specified in Secondary Plans).

- “Gross Residential Area” means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.
- “Net Residential Area” means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings.

(the following Residential Density Category definitions apply to the newer secondary plan areas or portions thereof identified on Schedule G of this Plan as being subject to the New Housing Mix and Density Policies).



- “Low Density Residential” category means a density of up to 30 dwelling units per net residential hectare (up to 12 units per net residential acre) which incorporates only single detached homes.
- “Medium Density Residential” category means a density up to 50 dwelling units per net residential hectare (up to 20 units per net residential acre) which incorporates single detached homes, semi-detached homes and townhouses.
- “High Density Residential” category means a density up to 200 dwelling units per net residential hectare (up to 80 units per net acre) which incorporates townhouses, duplexes, maisonettes and apartments.

(the following Residential Density Category Definitions are used for the interpretation of the housing mix and density policies in the older secondary plans or portions thereof *not* identified on Schedule G as being subject to the New Housing Mix and Density Policies).

- “Single Detached Density” or “Single Family Density” means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached homes.
- “Semi-Detached Density” means a density of 26 to 35 dwelling units per net residential hectare (11 - 14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.
- “Low Density” means a density in the range of “Single Detached Density” and “Semi-Detached Density” as defined herein.
- “Townhouse Density” or “Medium Density” means a density of 36 to 50 dwelling units per net residential hectare (15 - 20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.
- “Cluster Housing Density” or “Medium-High Density” means a density of 51 to 75 dwelling units per net residential hectare (21 - 30 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.
- “Apartment or High Density” means a density of 76 to 198 dwelling units per net hectare (31 - 80 units per net acre) which is typically associated with the elevator apartment housing type.

“Residential Unit” means a unit that,

- (i) consists of a self-contained set of rooms located in a building or structure;

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is used or is intended to be used as a residential premise

- (ii) possession of any part of the unit; and,
- (iii) has a means of egress to the outside of the building or structure in which it is located, which may be a means of egress through another residential unit.

“Rest Home” means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised living arrangement for their well-being, in which:

- (i) rooms or room and board are supplied for hire or gain;
- (ii) no less than 3, and no more than 8 persons, exclusive of staff, can be accommodated;
- (iii) there is a common dining room and common sitting room there is for the residents, but shall not include:
  - a) a group home;
  - b) an auxiliary group home;
  - c) a nursing home;
  - d) a place maintained and operated primarily for, and occupied by, persons placed on parole or inmates;
  - e) a place maintained and operated primarily for the temporary care of, and occupied by, transient or homeless persons; or
  - f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

“Retirement Home” means a place or dwelling for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised living arrangement for their well-being, in which:

- (i) dwelling units, rooms or room and board are supplied for hire or gain;
- (ii) more than 8 persons in addition to the staff and operator are accommodated in the retirement home;
- (iii) there is a common dining room and common sitting room for the residents, but shall not include,
  - a) a group home;



- b) an auxiliary group home;
- c) a nursing home;
- d) a supportive housing facility;
- e) a supportive lodging house; or,
- f) a place maintained and operated primarily for the treatment and rehabilitation of, and occupied by, persons who are addicted to drugs or alcohol.

“Risk Assessment” includes the identification of hazards within all or part of a community, the likelihood of their occurrence, and the vulnerability of people, property, the environment and the entity conducting the risk assessment itself to those hazards.

Hazards to be considered at a minimum shall include but shall not be limited to, the following:

1. Natural hazards (geological, meteorological, and biological)
2. Human-caused events (accidental and intentional)

A comprehensive risk assessment identifies the range of possible hazards, threats, or perils that have or might impact the entity, surrounding area or critical infrastructure supporting the entity. The potential impact of each hazard, threat, or peril is determined by the severity of each and the vulnerability of people, property, operations, the environment and the entity to each threat, hazard, or peril. The risk assessment should categorize threats, hazards, or perils by both their relative frequency and severity, keeping in mind that there might be many possible combinations of frequency and severity for each.

“Sanitary Landfill Site” means a waste disposal site used for the disposal of waste by deposit, under controlled conditions, on land or on land covered by water, including compaction of the waste into a cell and covering the waste with cover materials at regular intervals.

“Satellite University Campus” means an educational facility affiliated with a recognized University, which provides Brampton residents access to a university education within the City boundaries.

“Scoped E.I.S.” means an environmental impact study that may be required where partial information already exists to assess the impact of a proposal.

“Secondary Planning Process” means a method to carry out area-based and issue-based planning and to address a more detailed approach to policy formulation and implementation than is normally achievable through the Official Plan.

“Sensitive Land Use” means a use which may be subject to adverse impacts (such as odours, contamination, noise, and vibration), generated by a nearby facility or feature and typically includes residential, institutional or outdoor recreational uses.

## Implementation

A “setback” means a prescribed distance between the built form and a physical or natural constraint (eg. 7.5 metre useable rear yard area between the house and the vegetated buffer to permit pools, garden sheds, septic systems, etc.).

1N188

“Shared Parking” means a reduction in parking spaces based on the principle of varying parking demand for different uses in a multi or mixed use development. Consideration will be given to the potential of shared parking for new development and redevelopment on the basis of existing and permitted uses for the site, accessibility to and level of transit service, and the impact on the surrounding community. The proponent will be required to provide supporting documentation prior to consideration and/ or approval of shared parking.

“Site Alteration” means site grading, excavation or removal of top soil, vegetated cover and peat and the placing or dumping of fill.

1L106

“Site Restoration Plan” means a plan that provides for restoration and enhancement of valued features and functions at an altered or disturbed site as nearly as possible to natural conditions, while recognizing what is achievable and appropriate in the context of exiting and approved development on a site. Specific methods and requirements may be established through watershed plans and subwatershed studies.

1L106

“Site Plan Agreement” means an agreement between the City and a prospective developer regarding the provision and maintenance of certain on-site facilities and matters pursuant to the *Planning Act*.

“Subdivision Agreement” means an agreement between the City and an owner of land regarding the conditions which are to be imposed prior to the approval of a plan of subdivision pursuant to the *Planning Act*.

“Subwatershed” means a smaller watershed (drainage) unit within a larger watershed. The drainage catchment area of a tributary to a major river would be a subwatershed and the drainage area of the major river would be a watershed.

“Subwatershed Study/Management Plan” means a study/plan that, using an ecosystem approach, addresses and integrates other environmental concerns in a comprehensive fashion, such as how the environmental function of the subwatershed will be managed, how development will impact the environment and the measures necessary to mitigate such impacts.

2L17

“Supportive Housing Facilities” shall mean a place for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status require a supervised group living arrangement for their well being, but shall exclude foster homes as defined in the *Child and Family Services Act* or successor legislation.

“Supportive Lodging House” shall mean a supportive housing facility located within a single detached dwelling which accommodates no less than (3) and no more than six



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(6) lodgers exclusive of staff and is subject to one or more of the following conditions: the operator or employees of the supportive lodging house are effectively paid to give guidance and assistance in the activities of daily living; the operator makes it known to the public or to persons such as hospital discharge planners, that care to residents is provided by the operator; and/ or care is regularly provided to residents by the operator or an adult person employed by the operator to furnish guidance and assistance to the lodgers in the activities of daily living. A supportive lodging house shall not include a lodging house, a group home type 1, a group home type 2, a foster home, an auxiliary group home, or a supportive housing facility.

“Sustainable Development” is development that “meets the needs of the present without compromising the ability of future generations to meet their own needs”. (World Commission on Environment and Development (The Brundtland Commission), 1978)

“Sustainable Management Practices” recognize that the principles of sustainable development will require consideration of the concepts of low impact development (or LEED), sustainable and green technology, and future standards of the City, relevant Conservation Authorities and Ministry of Environment that may be developed to address the quantity and quality of stormwater run-off.

“Transfer Station” means a waste disposal site used for the purpose of transferring waste from a collection vehicle to another carrier for transportation to another waste disposal site.

“Transitway” means ~~rights-of-way and infrastructure reserved for rapid transit.~~ traffic lane dedicated to the exclusive use of transit vehicles that is separated from other traffic lanes, and may or may not be grade-separated.

“Transit-Oriented Development” (TOD) refers to development designed to maximize access by transit and non-motorized transportation, with features to encourage transit ridership including but not limited to walking distance or close proximity to a transit station, higher densities, compact development form, mixed-uses, and a pedestrian friendly environment.

“Two-Unit House” means a single detached dwelling which contains two residential units.

“Vacancy Rate” means the rate as measured in the rental vacancy survey of Canada Mortgage and Housing Corporation (as amended from time to time) or any other vacancy measure approved by the City of Brampton.

“Waste Processing Plant” means a waste disposal site used for the purpose of receiving, storing, processing, treating and transferring waste.

“Wetlands” means lands that are seasonally or permanently covered by shallow water, as well as lands where the water table is close to or at the surface. In either case the presence of abundant water has caused the formation of hydric soils and has favoured

## Implementation



the dominance of either hydrophytic plants or water tolerant plants. The four major types of wetlands are swamps, marshes bogs and fens.

Periodically soaked or wet lands being used for agricultural purposes which no longer exhibit wetland characteristics are not considered to be wetlands for the purposes of this definition.

“Woodlands” means treed areas that provide environmental and economic benefits to both the private landowner and the general public, such as erosion prevention, hydrological and nutrient cycling, provision of clean air and the long term storage of carbon, provision of wildlife habitat, outdoor recreational opportunities, and the substantial harvest of a wide range of woodland products. Woodlands include treed areas, woodlots or forested areas and vary in their level of significance at the local, regional and provincial levels.

2L4, 2L17

“Zoned” means lands designated in a Zoning By-law.

### 5.3 OFFICIAL PLAN MANAGEMENT

The Official Plan is the primary document setting out the direction and principles for the physical development of the City in the context of social, economic and environmental considerations. It is critical to review, update and consolidate the Official Plan to ensure its continued relevance and usefulness. It is in the interest of the City and community to possess a contemporary Official Plan.

#### Objectives

To maintain a contemporary Official Plan which reflects community interests while fulfilling its primary role of directing the physical development of the City and accounting for social, economic, environmental and other relevant considerations.

#### Policies

- 5.3.1 The City shall undertake major or minor reviews of the Official Plan when considered desirable or in accordance with the *Planning Act*. Such reviews may include the following analysis: population and employment projections, degree of achievement of housing mix, density and intensification objectives, availability of infrastructure, other goals and objectives of this Plan.
- 5.3.2 The City shall review and monitor the Official Plan, in accordance with specific policies set out in the Plan, and shall amend, or modify, the objectives and policies of the Plan whenever it is deemed necessary to do so because of the changing social, economic, environmental or technical developments.





- 5.3.3 The City shall make an effort to annually incorporate amendments to the Plan in an unofficial Office Consolidation for the convenience of all stakeholders and the general public. All amendments will be incorporated into the Plan whenever it is comprehensively reviewed.

## 5.4 SECONDARY PLANS

Secondary Plans are land use, urban form, environmental, transportation and infrastructure policy plans for various neighbourhoods or districts of the City that indicate in greater detail than the Official Plan how the objectives, policies and land use designations of the Official Plan are to be implemented in a specific area.

### Objective

To generate and maintain detailed Secondary Plans for all development areas within the City which conform to and implement the goals, objectives and policies of this Plan.

### Policies

- 5.4.1 Secondary Plans and amendments to Secondary Plans form part of the Official Plan and will be subject to the same administrative and public involvement procedures as an Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions. Secondary Plans shall take the form of an amendment to the Official Plan and may be produced and consolidated as documentation separate from this Plan.
- 5.4.2 Secondary Plans shall conform to and be designed to implement the objectives, policies and land use designations of the Official Plan.
- 5.4.3 Without limiting the generality of this Section, Secondary Plans shall indicate the following:

#### For predominantly residential areas

- (i) the overall capacity and density of development related to road and service infrastructure opportunities or constraints;
- (ii) the overall mix of housing including the forms and density of residential dwellings for the Secondary Plan Area;
- (iii) the location and area of community services based on an adequate assessment of community service needs;
- (iv) the location and area of open space, recreation facilities, school sites and conservation lands;
- (v) the location and area of commercial and industrial land uses;

## Implementation

- (vi) the conceptual alignment and right-of-way of the arterial and collector road network;
- (vii) identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area;
- (viii) the population and employment projections for the Secondary Plan Area; and,
- (ix) urban design guidelines and architectural control standards reflective of the intended residential character of the secondary plan area.

#### 5.4.4 For predominantly industrial/commercial areas

- (i) the location of various types of industrial, commercial or related uses classified by general physical, functional and design characteristics;
- (ii) the location of Open Space lands;
- (iii) the location and area of commercial, community services and industrial land uses;
- (iv) the alignment and right-of-way of the arterial and collector road network, railroad main and spur lines, and major transportation features and public utilities;
- (v) identification of environmental and other constraints to development and the manner in which environmental concerns will be addressed in the development of the secondary plan area;
- (vi) the overall transportation capacity and development density for the Secondary Plan Area; and,
- (vii) urban design guidelines.

5.4.5 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.

5.4.6 The City may require a variety of component studies to set out background information and documentation in support of the preparation of a Secondary Plan. Examples of background component studies which may be required in conjunction with the preparation of a Secondary Plan include, but are not limited to, the following: subwatershed management, transportation, commercial and industrial allocation, master open space and



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recreation, urban design and streetscape, heritage, servicing, financial and phasing, community services and residential and housing allocation.

5.4.7 In support of approval of a secondary plan for a new development area, and in addition to any subwatershed or environmental studies required by section 5.4.6, the City shall require a study to address the cumulative impacts to private well supplies and/or the inclusion of policies pertaining to private well monitoring, protection and mitigation. The study or policies will consider and identify strategies to protect private wells and/or mitigate impacts that are to be implemented through the development approvals process. Private well monitoring, protection and/or mitigation will be continued through requirements or conditions at the secondary plan, community block plan and subdivision approval stages as appropriate.

Studies shall be completed in accordance with a term of reference satisfactory to the Region of Peel.

5.4.78 The City shall elicit the participation of benefiting landowners, the public and appropriate public or private agencies within the process of formulating a Secondary Plan. The City shall also endeavour to elicit the cooperation and involvement of adjacent municipalities, either on an overall basis or in the context of relevant secondary plan component studies or subsequent implementation studies, to ensure coordination with respect to cross-boundary planning matters, such as transportation and sewer and water infrastructure, as appropriate. In particular, Secondary Plan Area 47 and the North West Brampton Urban Development Area require a viable long term transportation solution to provide sufficient transportation capacity to enable these areas to be fully developed for urban uses.

5.4.85.4.9 The City shall endeavour to consolidate and reformulate all Secondary Plans within the City to eliminate the continued use of portions of the dated Consolidated Official Plan of the City of Brampton Planning Area as Secondary Plans for certain areas and the associated documentation confusion pertaining to the Official Plan and Secondary Plans.

5.4.910 Schedule "G" to this Plan identifies areas for which Secondary Plans Areas which have been prepared or are proposed to be prepared. However, the City retains the flexibility in appropriate circumstances to prepare and adopt a Secondary Plan or an associated Official Plan Amendment for a portion of any such area or for an area combining all or portions of two or more such areas.

5.4.101 The documentation referenced as constituting a particular Secondary Plan in Part II of this Plan may consist of unrepealed portions of the 1978 Consolidated Official Plan of the City of Brampton Planning Area and amendments thereto, unrepealed a chapters of Part IV of this Plan or the 1984 Official Plan and amendments thereto, and chapters to Part II of the 1997 Official Plan and amendments thereto, or an amendment to or chapter of the Consolidated Official Plan of the City of Brampton Planning Area.

## Implementation

These Secondary Plans are incorporated into and form part of the Official Plan.

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.

When provisions in a secondary plan refer to an apparently repealed provision or definitions –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:

- (i) the referenced provision is in conflict with the current Official Plan; or
- (ii) 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.

Brampton's City Council is ultimately responsible for interpreting the applicability of any such referenced provision.

~~5.4.11~~5.4.12 Secondary Plan(s) shall be adopted for the applicable secondary plan areas shown on Schedule "G" prior to the approval and/ or release of development applications which are determined to be premature or which may prejudice or negatively impact future development within the respective secondary plan areas.

~~5.4.12~~5.4.13 Secondary plans ~~will~~may generally be implemented through a requirement for the submission of Community Block Plans ~~which that~~ shall facilitate a comprehensive planning approach for sub~~-~~areas in the secondary plans. The requirements for the preparation and approvals of Community Block Plans are set out in detail in Section 5.5 of this Plan.

## 5.5 COMMUNITY BLOCK PLANS AND TERTIARY PLANS

Community Block Plans implement the policies of Secondary Plans and the recommendations of the subwatershed study on a sub area basis by co-coordinating completion of detailed environmental, servicing, transportation, and urban design and growth management analysis and approvals.





### Objective

To utilize Community Block Plans to co-ordinate: the overall delivery of services and infrastructure, allocation of development priority, layout of arterial, collector and strategic local roads, and the location, configuration character, size and urban form of parks, institutional, commercial and industrial sites and layout/function of open space corridors, valley lands, woodlands and other natural features and functions, including storm water management ~~for pre-defined sub areas within applicable secondary plans.~~

- 5.5.1 Community Block Plans and Community Block Plan Amendments shall be adopted for the applicable Block Plan Areas shown on Schedule “H” in accordance with the policies of this Section prior to the approval of development applications and/or release of development capacity.
- 5.5.2 Notwithstanding section 5.5.1, Community Block Plan Amendments shall not be required for Block Plan Areas shown on Schedule “H” as 2-1, 41-1, 41-2, 42-1, 45-1, 45-2 and 45-3. Only Council approval of these Block Plans shall be required.
- 5.5.3 Key elements of the Community Block Plan shall be incorporated into a Community Block Plan Amendment, which will form part of the Official Plan and Secondary Plan and will be subject to the same administrative and public involvement procedures as an Official Plan amendment. Community Block Plan Amendments shall take the form of an amendment to the Secondary Plan and may be produced and consolidated as a further Chapter to the Secondary Plan.
- 5.5.4 Without limiting the generality of this section, Community Block Plan Amendments shall include the following:
- Articulate the community vision (overall urban form, character, connections and relationships between various components of the community)
  - Articulate/demonstrate the recommendations of the subwatershed study as it relates to the conservation and restoration of the natural heritage features and functions.
  - A community conceptual map (to include layout of the arterial, collector and local roads, transit routes, trails, development blocks, land use, community design elements, housing form, buffers, open space and stormwater management facilities).
  - A Block Plan Concept Plan, a Block Plan Principles document and a Block Plan Design Guidelines document will be required for submission. These are outlined in section 5.5.5 below.
  - Core infrastructure requirements.
  - Phasing and staging policies including establishing priorities and setting specific growth targets and limitations in accordance with Section 4.11.2.2.

### Implementation

~~5.5.5~~ In considering Community Block Plan Amendments, the City will prioritize block plan areas for approval and development in a manner that implements the growth target and limitations in 4.11.2.2.

5.5.65 Community Block Plans which will form the basis of Community Block Plan Amendments will be developed on the basis of the following two stage process:

### **Stage Step One – Approval of the Block Plan Concept**

~~Stage 1 primarily develops principles that deal with transportation, environmental, and community design issues. This stage~~

- ~~•~~ ~~Identifies~~ the required background studies and sufficiently advances the necessary research such that a community Bblock Pplan Cconcept can be developed based on a comprehensive understanding of key structural requirements such as the community design vision, details of transportation infrastructure including the layout of the arterial, collector roads; requirements associated with protecting natural features and functions including identifying open space and storm water management blocks; other key elements of the community structure such as servicing requirements and school locations.
- ~~•~~ ~~The applicant shall p~~Prepare a draft Community Block Plan Amendment incorporating the elements identified in section 5.5.4-3
- ~~•~~ ~~In addition, the applicant will be required to u~~Undertake comprehensive consultation with the City, relevant agencies, landowners and the public regarding the emerging Community Block Plan and draft Community block Plan Amendment including addressing the notification and statutory ~~Ppublic Mmeeting~~ requirements associated with an Official Plan amendment.
- ~~•~~ ~~The last step in stage one is the a~~Approval of the Community Block Plan amendment.

### **Stage Step Two – Finalize the Community Block Plan**

- ~~•~~ ~~Stage 2 involves the f~~Finalization and the obtaining of necessary approvals for component studies required by the City in accordance with Section 5.5.5.
- ~~•~~ ~~The applicant will u~~Undertake and finalize the detail necessary to meet the requirements of a complete Community Block Plan in accordance with these policies.



- ~~The last step involves Obtain the approval of the final Community Block Plan by the City.~~

~~5.5.6~~ 5.5.7 The City will require a variety of component studies to set out background information and documentation in support of the content of a Community Block Plan. Examples of background component studies which may be required in conjunction with the preparation of a Community Block Plan include, but are not limited to the following:

- Environmental Impact Studies/Implementation reports;
- Functional servicing reports;
- Detailed Community Design Guidelines document including architectural and landscape guidelines to provide standards for development and site plan applications in terms of urban form, character, massing and materials;
- Preliminary noise assessment;
- Transportation impact study including transit;
- Phase 1 archaeological study and heritage impact statement;
- Growth Management Analysis;
- Staging and sequencing analysis; and,
- Landowner Cost Sharing Agreement(s).

5.5.8 In support of approval of a community block plan for a new development area, the City shall require private well monitoring, protection and/or mitigation strategies to be carried out in order to address the cumulative impacts of development on private well supplies. The monitoring, protection and/or mitigation strategies will be completed in accordance with terms of reference satisfactory to the Region of Peel and will build on any studies initiated during the preparation of secondary plans.

- The obligation for well monitoring, protection and/or mitigation shall be shared among the development proponents within a community block plan in accordance with a landowner cost sharing agreement as required by section 5.5.6 or in an alternative satisfactory arrangement.
- The well monitoring and associated well protection and/or mitigation strategies shall be utilized and refined at a site specific scale as part of individual subdivision approvals.
- The requirements for private well monitoring, protection and/or mitigation shall be completed or addressed prior to subdivision approvals being granted.

~~5.5.7~~ 5.5.9 The Block Plans must ensure that new neighbourhoods and communities in Brampton are developed in a manner that will address the principles of sustainability such as providing a mix of uses, a variety of housing forms, walkable communities, transit supportive densities and designs, attention to detail in the design of the public realm, and respecting natural and cultural heritage. Consistent with these principles of sustainability, Block Plans must

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## Implementation



be developed in accordance with the Development Design Guidelines including the provisions of the following elements:

- Community structure – an integrated community structure with balanced land uses;
- Arterial, Collector and other essential roads using Cost Sharing Agreement or other mechanisms to ensure that the City can readily acquire the associated rights-of-way based on available compensation mechanisms at no added cost to the City.
- Open space system – an interconnected system of open space, natural features and multi-use trails;
- Street network – a hierarchical, efficient and functional street network which supports the community structure which facilitates movement through the community and reinforces the character of the community and which facilitates the effective delivery of transit services;
- Streetscapes – which reinforce the street network and provide an attractive public domain for the life of the community;
- Edges and gateways – treatment of the community edges and gateways which promote the character and identity of the community, signal major entrance points into the community and provide appropriate interfaces to its surrounding context.
- Site planning and built form – which supports the community structure, area character, proposed built form including architectural theme, building placement, massing architectural details materials and colours, promotes visually attractive streetscapes, reinforces pedestrian scaled environments and appropriate relationships between the public and private realm.

5.5.85.5.10 Schedule “H” to this Plan identifies areas for which Community Block Plans and Community Block Plan Amendments have been prepared or are proposed to be prepared. However, the City retains the flexibility in appropriate circumstances to prepare and adopt a Community Block Plan or an associated Official Plan Amendment for a portion of any such area or for an area combining all or portions of two or more such areas. The primary criteria for determining these sub areas are:

- Design configurations and intentions;
- Size/area;
- Natural existing features/environmental consideration;
- Land use designations;
- Road systems;
- Land ownership; and,
- Servicing requirements.





~~5.1.95.5.11~~ Community Block Plans and Community Block Plan Amendments will conform to and be designed to implement the objectives, policies and land use designations of the Official Plan and Secondary Plan.

~~5.1.105.5.12~~ Approved supporting studies for the Community block Plans may replace, or may only need to be supplemented by, individual studies submitted in conjunction with applications for plans of subdivisions. Development approvals will generally be refused until a Community Block Plan is approved by City Council.

~~5.1.112.1~~ Tertiary plans are conceptual development plans, which indicate general concepts with respect to site specific developments within a specified area of the City. Such tertiary plans may be required by the City where appropriate or in specific policies within a Secondary Plan or Community Block Plan and shall generally indicate development concepts with respect to a group of properties such as the spatial relationship of structures, vertical definition, street orientation, architectural themes, landscaping and street access. Tertiary plans may constitute a general guideline for zoning or site plan approvals for specific development within an area where the City determines that a tertiary plan is required.

~~5.1.13~~ The City may require, in conjunction with the formulation of a Secondary Plan, a Community Block Plan or the processing of any development application, a tertiary plan for any specific or defined group of development sites to guide subsequent zoning or site plan approvals.

## 5.6 SUBDIVISION APPROVAL

Pursuant to Section 51 of the *Planning Act, 1990*, the City shall endeavour to ensure through its participation in the subdivision approval process that a high standard of orderly development is achieved in accordance with the policies of this Plan and any applicable Secondary Plan and Block Plan. With respect to draft and final approvals of subdivision plans and condominium plans, and the administration of reviews and approvals thereof, the Minister of Municipal Affairs has delegated this authority to the Region of Peel.

The subdivision approval process can be lengthy and complicated because of the number of participating agencies and their areas of interest. It is in the City's interest to simplify this process to the extent practical given a legislative framework and operational procedures.

### Objective

To ensure a high standard of orderly development through an effective and efficient subdivision approval process.

## Implementation

### Policies

- 5.6.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 51 of the *Planning Act* will be administered by the City to ensure that the policies of the Official Plan and Secondary Plans are complied with and that a high standard of layout and design is maintained in areas experiencing development.
- 5.6.2 The City shall recommend for approval only those plans of subdivision which comply with provisions of the *Planning Act* and the policies of the Official Plan, Secondary Plans and Block Plans including policies respecting phasing, the provision of adequate services and the maintenance of a sound financial City position.
- 5.6.3 The City shall endeavour to implement subdivision approval processing improvements as practical and possible given legislative and operational frameworks.
- 5.6.4 The City may withhold draft plan of subdivision approval pending the approval of the Community Block Plan, the associated background components studies, including the detailed community design guidelines in accordance with the requirements of Section 5.5 of this Plan.
- 5.6.5 As a condition of draft approval, assurances in the form of certification by a qualified professional shall be submitted to the Region of Peel in accordance with the Region's Guidelines for Clearance of Standard Draft Conditions for New Developments on Municipal Services and verifying that the terms of reference for private well monitoring and well protection/mitigation for the community block plan associated with the subdivision have been satisfied and that adequate mitigation strategies are in place.

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### 5.7 SITE PLAN CONTROL

Pursuant to Section 41 of the *Planning Act, 1990*, the City may establish areas or forms of development subject to site plan control approval. Such controls require the submission and approval of plans and drawings setting out the physical manifestation of a development and the facilities or works associated therewith including road widenings. Site plan agreements ensure a legal obligation to develop a property in accordance with approved plans. To facilitate the expeditious processing of site plan approvals, the City may provide site plan approval and urban design guidelines setting out basic procedures and considerations with respect to these issues.

### Objective

To employ site plan control as an effective means to ensure high quality development.



### Implementation

Strikeout Version – September 26, 2006



## Policies

- 5.7.1 The whole of the City of Brampton Planning Area is designated as a site plan control area.
- 5.7.2 The City may control the provision and maintenance of certain site-related facilities and works associated with defined types of development or redevelopment through the mechanism of site plan agreements pursuant to Section 41 of the *Planning Act*, and in accordance with the policies of this Plan.
- 5.7.3 The site plan control by-law of the City may specify those forms of development which are subject to site plan control. Unless otherwise specified by amendment to the site plan control by-law or as a condition of development approval, the following types of development may generally be undertaken without the approval of plans and drawings otherwise required under Section 41 of the *Planning Act*:
- (i) any building or structure designed and used or be used as:
    - a single family detached dwelling;
    - a semi-detached dwelling;
    - a duplex dwelling;
    - a triplex dwelling;
    - a multiple family dwelling containing less than 5 dwelling units; and
    - a residential building containing less than 5 street townhouse dwelling units;
  - (ii) a building or structure accessory to a residential building containing less than 5 dwelling units; and,
  - (iii) any building or structure used or to be used directly in connection with a farming or agricultural operation.
- 5.7.4 The Major Arterial, Minor Arterial and Collector Roads that require widening are those ones shown on Schedule "B1" to this Plan for which the width of the existing right-of-way is less than the width required for that right-of-way, as shown on Schedule "B1" to this Plan.
- 5.7.5 The Local Roads that require widening are all such roads of which the width of the existing right-of-way is less than the width required for that type of road by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or by the need to conform to adjacent registered plans of subdivision.
- 5.7.6 The extent of highway widening that may be required as a condition of site plan approval shall be in accordance with the transportation policies of this Plan, the applicable policies of the relevant Secondary Plan and the following:

## Implementation

- (i) the maximum required widening for the Major Arterial, Minor Arterial and Collector Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way, as shown on Schedule "B1" to this Plan.
- (ii) the maximum required widening for Local Roads shall be the difference between the width of the existing right-of-way and the width required for that right-of-way by the transportation policies of this Plan, by the provisions of the applicable Secondary Plan, or to conform to road right-of-way in adjacent registered plans of subdivisions.

## 5.8 ZONING BY-LAWS

The Comprehensive Zoning By-Law is an effective means for a municipality to regulate development. The document prescribes permitted land uses in various zones and associated requirements such as setbacks, parking, etc. The City has consolidated the four zoning by-laws of the former Town of Brampton, Township of Chinguacousy, Township of Toronto Gore and Town of Mississauga into the Comprehensive Zoning By-law 2004.

### Objective

To utilize the comprehensive zoning by-law as an effective and efficient control mechanism to regulate land use and development.

### Policies

- 5.8.1 Zoning By-laws pursuant to Section 34 of the *Planning Act, 1990*, will be enacted to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Plan.
- 5.8.2 Although it is intended that all lands in the City of Brampton will eventually be rezoned to conform with the land use designations in the Official Plan and Secondary Plans, Council may intentionally retain existing zoning for a lower order of use than designated in the Official Plan, until appropriate standards and adequate services can be assured.
- 5.8.3 Detailed Zoning By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium and high density residential or non-residential uses may be adopted as an adjunct to Subdivision Agreements, Rezoning Agreements or Site Plan Agreements to achieve superior standards of development and to help realize the policy intent of this Plan.



### 5.9 HOLDING BY-LAWS

The City may enact zoning by-laws incorporating holding provisions which specify the use to which lands, buildings or structures may be put until such time when the holding designation is removed by amendment to the zoning by-law. The City may use such methods for any number of appropriate instances, including, for example, reserved church sites and the phasing of development. Such holding provisions will be identified by the symbol (H) following the applicable zone category (i.e. RIA (H)).

#### Objective

To utilize, where appropriate, holding provisions within a Zoning By-law to control the timing of development.

#### Policies

5.9.1 The City where appropriate, will utilize a holding provision in a Zoning By-law, pursuant to Section 36 of the *Planning Act, 1990*, to specify the ultimate use of lands which are contemplated for eventual development or redevelopment, but which are not suitable for immediate development until certain services are provided or certain matters appropriately resolved. Such holding provisions shall assist Council in achieving its specific planning objectives, and ensure that development or redevelopment proceeds in accordance with the policies and criteria of this Plan. The holding provision will be identified by the symbol "H" in the zoning by-law, and may be used under one or more of the following circumstances, but not limited thereto:

- (i) when development or redevelopment is anticipated in accordance with the provisions of this Plan, but where the details of such development have not been determined;
- (ii) when land assembly is required to permit orderly development or redevelopment;
- (iii) if the level of physical or community services and infrastructure is not adequate to support the ultimate use, but such services will be provided in accordance with the relevant provisions of this Plan; and,
- (iv) where environmental constraints currently preclude development or redevelopment without appropriate mitigative measures.

5.9.2 The zoning by-law incorporating holding provisions shall specify the interim land uses to be permitted, the conditions for removal of the holding provision, and any regulations applying to the lands during the time the holding provision is in place. The City may enact a by-law to remove the holding symbol when all the conditions set out in the holding provision have been satisfied, permitting development or redevelopment in accordance with the zoning category assigned.

### Implementation

## 5.10 TEMPORARY USE BY-LAWS

Temporary use by-laws are zoning by-laws which permit the use of land, buildings or structures for a limited period of time.

### Objective

Where appropriate, the City shall use temporary use provisions in a zoning by-law to recognize short term uses of land, buildings or structures.

### Policies

- 5.10.1 The City may enact temporary use by-laws for renewable periods of not more than 3 years, permitting the use of land, buildings or structures on a temporary basis. The provisions of Section 39 of the *Planning Act, 1990*, regarding the enactment and subsequent extensions to such by-laws shall apply.
- 5.10.2 The City shall, in considering the enactment of a temporary use by-law, be satisfied that:
- (i) the proposed temporary use does not create or aggravate any situation detrimental to adjacent complying uses;
  - (ii) the temporary use does not adversely affect surrounding uses in terms of air pollution, odour, noise, light or traffic generation;
  - (iii) the temporary use does not interfere with the development of adjacent areas that are developing in accordance with this Plan;
  - (iv) adequate provision will be made for off-street parking and loading facilities; and,
  - (v) the temporary use does not create a service demand that the City and other relevant public authorities cannot fulfill.
- 5.10.3 Temporary Use by-laws may be passed without the necessity of amending this Plan provided the use is a temporary one which utilizes largely existing or temporary buildings and structures and does not require the extensive construction of permanent buildings or structures or, the significant alteration of the land to accommodate the temporary use.
- 5.10.4 Upon the expiry of the time period(s) authorized by a temporary use by-law, the use of land, buildings or structures that were permitted under such a by-law shall cease to exist and shall not be considered non-conforming within the context of the *Planning Act* or this Plan.



### 5.11 INTERIM CONTROL BY-LAWS

An interim control by-law is a mechanism by which certain uses may be prohibited for a limited time period to permit the completion of planning studies relating to general or specific issues.

#### Objective

To enact, when appropriate, interim control by-laws which provide a reasonable opportunity to conduct planning policy studies.

#### Policies

- 5.11.1 The City, when Council has directed by resolution the need for a planning policy study, may effect an interim control by-law prohibiting the use of land, buildings or structures within the City or certain areas thereof. The provisions of Section 38 of the *Planning Act, 1990*, regarding the enactment and extension of interim control by-laws shall apply.

### 5.12 DENSITY BONUS BY-LAW or DENSITY TRANSFERS

The *Planning Act* permits municipalities to authorize density bonuses on specific sites in exchange for such facilities, services or matters as are set out in a zoning by-law. The use of density bonusing is subject to the Official Plan containing provisions relating to this regulatory mechanism.

#### Objective

To authorize, when appropriate, the selected implementation of density bonus provisions for the increased height and density of development otherwise permitted in the applicable zoning by-law for the purpose of securing amenities, features or infrastructure for public benefit.

#### Policies

- 5.12.1 Pursuant to Section 37 of the *Planning Act, 1990*, the City may enact a zoning by-law authorizing increases in height and density of development otherwise permitted in the by-law in exchange for such facilities, services or matters as set out in such a by-law.
- 5.12.2 Authorized increases in height and density shall not result in a scale or intensity of development which is inappropriate for the host neighbourhood or which would exceed the capacity of available community and physical services within the area subject to density bonuses.

## Implementation



- 5.12.3 In considering any application for height and density bonusing, the following facilities, services and other matters, among other items, may be exchanged for density bonusing provisions:
- (i) road network, traffic or transit improvements;
  - (ii) superior architectural design;
  - (iii) streetscape improvements and gateway enhancements;
  - (iv) daycare facilities;
  - (v) recreation and other community service or open space facilities;
  - (vi) preservation of environmental features; and,
  - (vii) heritage conservation.
- 5.12.4 Any facilities, services or matters obtained through density bonusing provisions shall be logically applied to areas impacted by bonusing provisions so that the impacted community realizes benefits obtained through density bonusing.
- 5.12.5 Bonusing provisions shall not be applied for any facilities, services or matters to which the City is entitled to obtain through the City of Brampton Official Plan, the *Planning Act* or any other legislative authority.
- 5.12.6 The site specific zoning by-law amendment passed pursuant to Section 34 of the *Planning Act* which permits the increased height and density for any particular development shall describe the facilities, services or matters which are being exchanged for the authorized increases in height and density.
- 5.12.7 The proponent or landowner will be required to enter into an agreement with the City, pursuant to Section 37 of the *Planning Act* which will address the implementation of the density bonusing provisions. Such agreement shall be registered against the title of the lands to which it applies.
- 5.12.8 The City may develop bonusing policies on a City wide, area specific or site specific basis. Bonusing policies developed for specific sites or areas of the City shall be included in relevant Secondary Plans in accordance with the policies of this Plan, and shall specify the amount of additional height and density to be permitted in return for public benefit received.

## **5.13 COMMUNITY IMPROVEMENT**

- 5.13.1 Pursuant to Section 28 of the *Planning Act, 1990*, the City may designate, by by-law, a Community Improvement Project Area and adopt a Community Improvement Plan for the ~~purpose of providing for the planning, replanning, design, redesign, resubdivision, clearance, development,~~







~~redevelopment, reconstruction and rehabilitation, or any of them, maintenance, rehabilitation and redevelopment~~ of selected areas of the City.

5.13.2 In designating a Community Improvement Project Area, the following shall be taken into consideration:

- ~~(i)~~ whether, in the opinion of Council, the community improvement of the proposed project area is desirable because of age, dilapidation, overcrowding, faulty arrangement, unsuitability of buildings or any other environmental, social or community economic development reason;
- ~~(ii)~~ the importance of the proposed area to the overall social and economic health and integrity of the City;
- ~~(iii)~~ the degree of intervention or assistance required to stimulate rehabilitation and redevelopment to establish and maintain the health of the proposed area; and,
- ~~(iv)~~ the likelihood that such intervention or assistance will achieve the desired result.

5.13.3 In preparing a Community Improvement Plan, Council may:

- (i) provide guidelines for the expenditure of public funds in the form of grants or loans for community improvement activities including clearance, development or redevelopment;
- (ii) support efforts and provide guidance for the rehabilitation and redevelopment of existing buildings and structures; ~~and,~~
- (iii) upgrade the existing level of municipal services for the purpose of stimulating private investment;
- ~~(iv)~~ acquire, hold, clear, grade or prepare land for community improvement;
- ~~(v)~~ construct, repair, rehabilitate or improve buildings on municipal land in the community improvement project area in conformity with the community improvement plan and sell, lease or dispose of such buildings;
- ~~(vi)~~ sell, lease or dispose of municipal land in the community improvement project area for use in conformity with the community improvement plan; and,
- ~~(vii)~~ provide grants, loans or tax assistance to owners, tenants and their assignees of lands and buildings within the community improvement project area to pay for the cost of rehabilitating lands and buildings in accordance with Section 28 (7.1) of the Planning Act and Section 365.1 of the Municipal Act, 2001.

## Implementation

- 5.13.4 Where Council is satisfied that a Community Improvement Plan has been carried out, it may, by by-law, dissolve the Community Improvement Project Area.

## **5.14 MINIMUM MAINTENANCE AND OCCUPANCY BY-LAW**

Pursuant to Section 32 of the *Planning Act, 1990*, the City may enact a by-law for prescribing maintenance and occupancy standards for property within the City. The by-law may also require the repair and maintenance of a property to conform to the standards of the by-law. This by-law is administered by the City's Legal Services.

### **Objective**

To enact and enforce a maintenance and occupancy by-law which ensures a minimum level of property standards within the municipality.

### **Policies**

- 5.14.1 The City shall retain and revise its Minimum Maintenance and Occupancy By-law which prescribes standards for the maintenance and occupancy of properties within the City.
- 5.14.2 The City may require that properties which do not conform to the Minimum Maintenance By-law be repaired and maintained to standard or shall prohibit occupancy of such property or order the site to be cleared of all structures and debris and left in a graded and levelled condition. In accordance with the *Planning Act*, the City may demolish or repair the offending property without compensation to the owner or occupant.
- 5.14.3 In accordance with the provisions of Section 32 of the *Planning Act*, the City may extend grants or loans to the owners of property not in compliance with the Minimum Maintenance and Occupancy By-law to facilitate the repair of the property. Loans are repayable in accordance with the *Planning Act*.

## **5.15 COMMITTEE OF ADJUSTMENT**

Pursuant to Section 44 of the *Planning Act, 1990*, the City may appoint a Committee of Adjustment. The role of this Committee is to authorize minor variances to the provisions of a Section 34 (Zoning) by-law or a Section 38 (Interim Control) by-law. The Committee of Adjustment may also authorize the extension or enlargement of legal non-conforming uses and interpret the permitted use provisions of a zoning by-law. Operating procedures of the Committee of Adjustment are governed by the provisions of Section 45 of the *Planning Act*.



### Objective

Appoint and empower a Committee of Adjustment to evaluate and rule on zoning matters pursuant to their legislative authority under Section 45 of the *Planning Act*.

### Policies

- 5.15.1 The Committee shall be guided by the provisions of the *Planning Act* and by the policies of this Plan when deliberating on applications.

## 5.16 LAND DIVISION COMMITTEE

In accordance with Section 56 of the *Planning Act, 1990*, ~~the City Regional Council~~ appoints a Committee of Adjustment ~~land division committee~~ to administer the authority to grant consents within the City of Brampton. The subdivision of land by consent is typically used for the creation of single lots within rural areas or for infilling situations within the urban area.

Sections 50 and 53 of the *Planning Act* set out the framework in which the procedure of subdividing land by consent is administered. In considering applications for consent, the Committee of Adjustment ~~Land Division Committee~~ must have regard for the matter to be given consideration in the evaluation of draft plans of subdivision, as set out in Section 51(4) of the *Planning Act*.

### Objective

To provide for the orderly creation of a limited number of lots in appropriate locations by the ~~Land Division~~ Committee of Adjustment, in accordance with the severance policies of the Official Plan.

### Policies

- 5.16.1 In the consideration of consent applications, the ~~Land Division~~ Committee of Adjustment shall be guided by the policies of this Plan, the provisions of the *Planning Act* and any other relevant matters.

## 5.17 CONSENT POLICY

### General Policies

- 5.17.1 Consents will only be considered when it is clearly not necessary in the public interest that a plan of subdivision be registered.
- 5.17.2 Consents must comply with any relevant provisions of this Plan.
- 5.17.3 In the case of a non-conformity with the approved Zoning By-law, it is advisable that a zoning amendment application or variance application be

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filed with the City of Brampton concurrently with a consent application with the ~~Region of Peel Land Division Committee of Adjustment.~~

- 5.17.4 The proposed size, shape and use of the severed land must be compatible with the present and potential parcels and uses in adjacent areas.
- 5.17.5 Consents must be serviced by public water and sanitary sewers or evidence must be provided of other sanitary waste treatment facility, as approved by the Medical Officer of Health and of other adequate potable water supply, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation. Areas serviced by the South Peel Water and Sewer Scheme shall utilize these services when consents are considered.
- 5.17.6 The Ministry of Natural Resources or the Conservation Authority and the Ministry of Agriculture and Food shall be consulted with respect to applications in areas covered by their jurisdictions.

### General Conditions and Criteria

- 5.17.7 If a septic tank is required, evidence must be produced from the ~~Building Division of Planning, Design and Development Department Local Medical Officer of Health~~ before the consent is granted, that the parcel resulting from the consent is of adequate size and the soil conditions are suitable for the successful construction and operation of the septic tank system. If a well is required, the applicant must provide evidence to the Ministry of the Environment that the parcel resulting from the consent is adequate for the proposed use. Finalization of the consent is subject to approval by the Ministry of the Environment.
- 5.17.8 The size of any parcel created by a consent should be appropriate to the use proposed.
- 5.17.9 Where a parcel of land resulting from a consent is to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.
- 5.17.10 A parcel created by consent should have similar lot depth and shape as adjoining lots, where appropriate.
- 5.17.11 The permitted structure should be subject to an appropriate setback from the boundary of a public road, to minimize the impact of traffic upon the privacy areas.
- 5.17.12 The comments of the City of Brampton, the Region of Peel, or the Ministry of Transportation, where applicable, should be obtained as to the adequacy of site lines in the vicinity of the application and as to whether or not road widening are required.



- 5.17.13 Each new lot created is to front on an existing public highway or street, except where the consent is acquired by a Conservation Authority for conservation purposes, or the consent is for the purpose of a public or private utility installation.
- 5.17.14 The creation of new lots located totally in flood susceptible areas will not be permitted.
- 5.17.15 Despite Sections 5.17.4, 5.17.8 and 5.17.10 of this plan, consent-to-sever applications shall be discouraged within the Central Area Mixed -Use and Medium and Medium-High/High Density designations of the Downtown Brampton and Queen Street Corridor Secondary Plans except to facilitate land assembly.

### **Specific Provisions for Urban Use Designations**

- 5.17.16 Consent applications in respect of land within the urban use area and designated for urban use, as shown on Schedule "A" and situated within or adjacent to developed urban areas shall be considered and may only be granted:
  - (i) in light of the policies of this Plan and the preceding general consent policies;
  - (ii) only when it is clearly not necessary in the public interest that a plan of subdivision be registered according to the criteria in subsection 5.17.16 following; and,
  - (iii) if the general conditions and criteria of this section are complied with.
- 5.17.17 A plan of subdivision will not be considered necessary if the following conditions and criteria are satisfied:
  - (i) the consent is for the purpose of infilling within the developed urban area and would not extend the urban use area as shown on Schedule "A";
  - (ii) no major extension or expansion of physical services will be required;
  - (iii) the lands front on an existing public highway or street;
  - (iv) the ultimate development of the entire holding will not require the creation of a new public highway or street;
  - (v) the creation of new building lots will not have an adverse effect on the character of the surrounding area or on traffic circulation;
  - (vi) only three (3) or less new lots, in addition to the residual parcel, will be created, unless necessary for the proper and orderly development of the municipality; and,

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- (vii) no consent will be granted until the City is satisfied that approval of the application will not adversely affect the ultimate development pattern of the entire holding.

### **Rural Areas**

5.17.18 Consent applications in respect of land ~~within the urban use area and designated for urban use, as shown on Schedule "A", but situated within an area~~ which is not yet developed or developing for urban uses shall be considered and may only be granted:

- (i) in light of the policies of this Plan and the general consent policies of this subsection;
- (ii) only when it is clearly not necessary in the public interest that plan of subdivision be registered, according to the criteria in subsection 5.16.16;
- (iii) if the general conditions and criteria of this subsection are complied with; and,
- (iv) the following conditions and criteria are satisfied:
  - a) ~~a parcels~~ created by consent shall be so located relative to the agricultural remainder such that ~~it they~~ does not interfere with the agricultural use;
  - b) the resulting parcel from a residential consent should generally be not more than 0.8 hectares (2 acres) in size;
  - c) where a conveyance is approved on a Provincial Highway, Regional Road or Local Road, access to it may be limited by a 0.3 metre reserve along the road frontage;
  - d) no more than two consent per 40.5 hectare (100 acre) original farm half lot shall be permitted even if the proposed consent complies with all of the preceding policies and criteria. Past and future conveyances for public purposes and for private utility installations shall not be considered in determining the number of conveyances permitted per each 40.5 hectare (100 acre) original farm lot;



- e) there shall be no transfer of the number of consents permitted from one 40.5 hectare (100 acre) half lot to another 40.5 hectare (100 acre) half lot; and,
- f) notwithstanding paragraphs (i) and (iv) above, when two or more farms are amalgamated and an existing house, other than a mobile home, becomes surplus to the needs of the farmer owning the newly amalgamated farm, the land upon which this house is located may be considered for severance.

~~5.17.19 For provisions relating to severance of lands located outside the urban use area within agricultural areas, see the policies of the Agricultural section of this Plan.~~

~~5.17.2019~~ For provisions relating to lands located outside the urban use area within Estate Residential or Village Residential areas, refer to the policies of the Residential section of this Plan.

## 5.18 LEGAL NON-CONFORMING USES

Non-conforming uses are continued or established in a fashion which do not comply with the provisions and policies of the applicable Comprehensive Zoning By-law. Legal non-conforming uses are legally established prior to and continue beyond the enactment or adoption of the Zoning By-law to which the use is in contravention of.

### Objective

To provide for the continued operation of legal non-conforming uses which in the long term will be discontinued or relocated to permit such lands to be used in conformity with the applicable land use documents.

### Policies

- 5.18.1 Uses which are not in conformity with the Zoning By-law shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the provisions of the Comprehensive Zoning By-law 2004.
- 5.18.2 Applications for the extension or enlargement of a non-conforming use in specific situations to avoid undue hardship will be considered by the Committee of Adjustment in accordance with Section 45 of the *Planning Act, 1990*.
- 5.18.3 When commenting on an application for the extension or enlargement of a non-conforming use by the Committee of Adjustment, the City may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the

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provisions of the *Planning Act*. Consideration will also be given to the possibility of re-establishing the use in a location consistent with the policies of this Plan.

5.18.4 When commenting to the Committee of Adjustment, the City shall be reasonably satisfied that the following requirements will be addressed prior to recommending approval of an application for the extension or enlargement of a non-conforming use:

- (i) the proposed extension or enlargement will not unduly aggravate the situation created by the existence of the use;
- (ii) the proposed extension or enlargement represents a reasonable increase in the size of the non-conforming use;
- (iii) the characteristics of the existing non-conforming use and the proposed extension or enlargement will be examined with regard to impacts from noise, vibration, fumes, smoke, dust, odour, lighting, and traffic generation;

~~(iv)~~(v) the host neighbourhood and adjacent uses will be afforded reasonable protection by the provision of landscaping, buffering or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances;

~~(v)~~(vi) adequate provisions will be made for off-street parking and loading facilities;

~~(vi)~~(vii) all municipal services such as water, sewage and roads are and will continue to be adequate, and,

~~(vii)~~(viii) the application is referred to municipal departments and other appropriate agencies which may be concerned or affected for information reports on relevant considerations before making a decision.

5.18.5 In certain instances, uses have been established for many years in conformity with longstanding plans or zoning by-laws which have only recently been altered, and extensive development has been permitted on the basis of specific site plan by-laws which no longer conform, in all aspects, to the Official Plan or a Secondary Plan. In cases such as these, it may be desirable for Council to pass by-laws for such purposes, provided that the following matters are given due consideration:

- (i) the proposed zoning is considered in relation to the economic life of the use;





- (ii) the proposed zoning will not aggravate the situation caused by the existence of the use in regard to the general principals and policies of this Plan; and,
- (iii) the proposed zoning will not create or cause an increase of nuisance factors such as noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to result in the incompatibility of the use with the host neighbourhood.

### 5.19 DEMOLITION CONTROL

- 5.19.1 The City may enact a by-law creating an area or areas of demolition control as authorized by Section 33 of the *Planning Act* if and when it appears that premature demolition of residential buildings may occur.

### 5.20 CENTRAL AREA REVITALIZATION

The City has taken efforts to promote and facilitate revitalisation initiatives in the Central Area. Formal documentation dates back to the Four Corners Revitalization Study of 1981 and includes the designation of the City core as a Community Improvement Area in 1984, the implementing Brampton Central Secondary Plan (1985) and related documentation, the C.A.U.S.E. report of 1986 and more recently, the initiation of the Brampton Central Area Plan Review (2005).

The Brampton Central Area contains three transport supportive precincts including the Downtown Core, the Queen Street Corridor between Kennedy and Bramalea Road and the Bramalea City Centre in the east. The general objective for the Central Area is to allow for the intensification and redevelopment of the area for residential, office, restaurant, community, entertainment and institutional activities.

#### Policies

- 5.20.1 The City may make use of the following, and any other applicable legislation or programs, to implement objectives and policies for Central Area redevelopment and revitalization:
- (i) the Downtown Business Improvement Area established pursuant to Section 361 of the *Municipal Act*;
  - (ii) the Downtown Brampton Development Corporation established pursuant to Ontario Regulation 168/03 as amended;
  - ~~(iii)~~ (iii) the Ontario Heritage Act, and,
  - ~~(iv)~~ (iv) the Demolition Control provisions of Section 33 of the *Planning Act*.

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## 5.21 PARKLAND DEDICATION

### Objective

To acquire, through the development process and other methods as appropriate, an inventory of parkland to satisfy the active and passive recreational and leisure needs of all Brampton residents.

### Policies

- 5.21.1 Pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended, the City, as a condition of development or redevelopment or subdivision approval or consent, shall require the conveyance of parkland, or cash in lieu thereof, at the rate of :
- For residential purposes: 5% of the land being developed or 1 hectare per 300 dwelling units, whichever is greater;
  - For commercial or industrial purposes: 2% of the land being developed; and,
  - For all other purposes: 5% of the land being developed.
  - As a condition of approval, Council may from time to time, offer temporary reductions to these rates to encourage economic development within defined areas of the City or to meet other objectives. The policies relating to these reductions are detailed in Section 5.21.5.
- 5.21.2 Land required for park purposes in accordance with the policies of this Plan will be acquired by use of:
- (i) Parkland and valleyland dedications as a condition of subdivision approval or as a condition of development or redevelopment;
  - (ii) Funds allocated in the City budget from general revenue or development charges capital contributions;
  - (iii) Money received for park purposes as a condition of approval of consents or in lieu of required land dedications;
  - (iv) Lands bequeathed to the City for park purposes by corporations, agencies or individuals; and,
  - (v) Leases and agreements to use certain lands for park purposes.
- 5.21.3 The City shall enact and administer a by law pursuant to Sections 42, 51.1 and 53 of the *Planning Act*, R.S.O. 1990, c. P. 13 as amended to require a parkland dedication, or cash-in-lieu equivalent.



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5.21.4 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu parkland dedication, but may use such funds for any purpose permitted under Sections 42 (15) and 51.1(5) of the *Planning Act*.

5.21.5 Land required for drainage purposes, within valley and watercourse corridors, and associated setbacks and/or conservation buffer, lands susceptible to flooding, valleylands, buffered areas and other lands unsuitable for development will not be accepted as part of the parkland dedications referred to in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

## 5.22 CENTRAL AREA HIGH DENSITY INCENTIVE PROGRAM

5.22.1 Notwithstanding the word “shall” in Section 5.21.1, Council may reduce by 50% the cash in lieu of parkland requirement for a residential project with a net density greater than or equal to 100 units per hectare (40 units per acre) that meets all of the following requirements:

- (i) Has a foundation or superstructure building permit issued between October 2004 and October 2006;
- (ii) Does not have nor will receive funding from any other level of government;
- (iii) Is located in the Central Area High Density Incentive Program Area consisting of the portion of the Central Area extending west from Highway #410, comprising:
  - Secondary Plan Area 7; and
  - The portion of the Secondary Plan Area 36 west of Highway 410; on Schedule G of this Plan.

~~5.22.2 A maximum of 1,150 dwelling units are eligible for the Central Area High Density Incentive Program, on a first come, first served basis.~~

~~5.22.3 Notwithstanding the flexibility of the interpretation policies contained in Section 5.1, the boundaries of the Central Area High Density Incentive Program Area are firm and are not intended to be altered through interpretation, amendment to this Plan or by appeal to the Ontario Municipal Board.~~

## Implementation

### 5.23 DEVELOPMENT CHARGES BY-LAW

Pursuant to the *Development Charges Act*, the City may pass a by-law to impose charges on development within the City which would increase the need for physical and other services.

#### Objective

To enact a Development Charges By-law.

#### Policies

- 5.23.1 The City shall enact and administer a Development Charges By-law in accordance with the provisions of the *Development Charges Act*.

### 5.24 CONSERVATION AUTHORITIES

Conservation Authorities have been delegated the provincial responsibility for the regulation of floodplains for defined watercourses (riverine systems) and the Great Lakes shoreline. To address this delegation, Conservation Authorities have prepared flood and fill regulations and mapping, delineating areas subject to Regulatory Storm flooding and associated lands to be protected from the hazards of flooding, erosion and slope stability. The Regulatory Map generally includes all valley and watercourse corridors, wetlands and the Lake Ontario shoreline. The Conservation Authority Regulations were approved by the Minister of Natural Resources in 2006.

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Through their regulations, Conservation Authorities assist municipalities in the protection and conservation of valley and watercourse corridors, wetlands and fish habitat. Conservation Authority provide technical services to assist the regional and local municipalities in the conservation of other natural heritage features including woodlands, wildlife habitat, groundwater recharge/discharge areas, etc.

Conservation Authorities prepare watershed plans and watershed level strategies; participate in the preparation and implementation of subwatershed and environmental studies, and provide comments/conditions of approval for municipal consideration for planning applications including plans of subdivision, zoning by-laws amendments, site plans, etc.

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Conservation Authorities have developed greenlands securement strategies and terrestrial/natural heritage system models that will assist municipalities, the Province and landowners to secure and/or manage lands for conservation purposes. Conservation Authorities do own and manage conservation areas, which contribute to the municipalities open space system.



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~~Conservation Authorities assist in the regulation of valley systems, flood plains, watercourses and other environmentally related features. Among other duties, the Authorities administer flood and fill line regulations, participate in processing and approve subdivision plans, master drainage plans and subwatershed management plans as well as obtain lands for conservation purposes and operating conservation areas.~~

Within the City of Brampton, the Credit Valley Conservation Authority has regulations for jurisdiction within the Credit River, ~~and Fletcher's, Levi and Mullet Creek Watersheds~~. The Toronto and Region Conservation Authority has regulations jurisdiction within for the West Humber River, Mimico Creek and Etobicoke Creek watersheds.

### Objective

To consult and cooperate with the Conservation Authorities on matters and concerns of mutual interest.

### Policies

- 5.24.1 The regulations and policies of the Credit Valley Conservation Authority and the Toronto and Region Conservation Authority shall be considered when evaluating development proposals. Policies and regulations of the Ministry of Natural Resources and other conservation bodies will also be considered.
- 5.24.2 The City shall consult and cooperate with the Conservation Authorities, the Ministry of Natural Resources and other conservation bodies to, among other concerns:

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- (i) define the physical limits of valleylands and; watercourses corridors including associated ~~and~~ natural hazards of flooding, erosion, meander belt width and slope stability and to plan for their protection, conservation and enhancement;
- (ii) establish criteria for the identification, delineation and management ~~and preservation~~ of natural heritage features, functions and linkages including natural hazards ~~lands and environmentally sensitive areas~~;
- (iii) participate in the preparation and implementation of watershed, ~~and subwatershed~~ and environmental studies ~~management plans~~; and,
- (iv) support the development and implementation of projects to protect, conserve, restore and enhance the natural environment ~~heritage system features, functions and linkages~~ as appropriate.

## Implementation

5.24.3 The City shall encourage the Conservation Authorities to participate in the management and acquisition of lands for conservation and recreation purposes as part of an overall natural heritage and recreational open space ~~and recreation~~ system within the City.

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5.24.4 The City shall support the Conservation Authorities to develop watershed strategies and plans that define the state of the natural heritage system and provide management recommendations to ensure the long term health and biodiversity for a self-sustaining natural heritage system”.

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## 5.25 OTHER LEGISLATION

5.25.1 The City shall review and monitor existing and future legislation contained in the *Planning Act*, the *Municipal Act* and other relevant Provincial statutes which apply to areas of municipal jurisdiction and where appropriate, amend existing by-laws or pass new by-laws to ensure such uses are properly regulated in accordance with the relevant legislation and associated regulations and in accordance with the policies of this Plan.

## 5.26 OTHER LEVELS OF GOVERNMENT

5.26.1 The City recognizes that the implementation of many of the policies of this Plan is partly or wholly dependent on the actions of other levels of government and accordingly resolves to encourage these governments to take such actions as appropriate.

## 5.27 PRIVATE SECTOR

5.27.1 The City shall encourage private groups, stakeholders and individuals to take positive action to help achieve the objectives and implement the policies of this Plan.

## 5.28 PUBLIC PARTICIPATION

### Objective

To promote public awareness of City affairs and services and provide opportunities for the community to participate in municipal planning and decision making.

### Policies

5.28.1 The City shall endeavour to maintain an effective public information and communication program to increase the public's knowledge of City affairs



and services and provide opportunities for public consultation in City decision-making.

- 5.28.2 The City shall make available to the public, at reasonable cost, meeting agendas, official studies, documents and reports concerning the policies and programs of the City as appropriate.

## 5.29 PUBLIC MEETINGS

### Objectives

To provide the community with adequate notice of development applications and statutory public meetings as required by the *Planning Act*.

### Policies

- 5.29.1 ~~The Planning, Design and Development~~ Committee shall, on behalf of the City, before passing an official plan, secondary plan, community improvement plan or zoning by-law, or amendments thereto, ensure that adequate information is made available to the public, and for this purpose shall hold at least one public meeting, at which any person in attendance shall be afforded the opportunity to make representations in respect of the proposed official plan, secondary plan, community improvement plan or zoning by-law, or amendment thereto.
- 5.29.2 The City may forego notification of and meetings for the public in connection with official plan and zoning by-law amendments if such amendments will not affect the substance of the document to be amended. Such amendments may include the following:
- (i) deletion of obsolete provisions;
  - (ii) changes or corrections to format, wording or reference errors; and
  - (iii) alteration in the numbering and arrangement of any provisions.
- 5.29.3 To provide ample opportunity for the public to review and discuss the proposed plans or amendments and to prepare their comments, notice of any statutory public meeting shall be given at least 12 days prior to the date of the meeting; and copies of the pertinent draft documents will be made available for public examination at least 7 days prior to the date of the public meeting.
- 5.29.4 Notice of a public meeting shall contain the following information:
- (i) the date, time and location of the meeting;
  - (ii) a key plan showing the location of the subject site, or a description of the subject site;

## Implementation



- (iii) a description of the proposal; and,
- (iv) a statement advising that the recommendation of the Planning Committee on the proposal will be forwarded to City Council, and that Council will not adopt the proposed amendment prior to the passage of 30 days since the date that the notice of the public meeting was given.

5.29.5 Notice of a public meeting shall be given by the Clerk, using one or both of the following methods:

- (i) publication in a newspaper that is, in the Clerk's opinion, of sufficiently general circulation in the area to which the proposed amendment would apply to give the public reasonable notice of the meeting;
- (ii) prepaid first class mail or personal service, to every person assessed in this respect of lands to which the proposal applies within 900 metres for lands located within Secondary Plan Areas 26, 29, 40, 41, 45, 47, ~~and 48, 49, 50, 51, 52 and 53~~ as identified on Schedule G, ~~including lands located outside the Urban Boundary as identified on Schedule A,~~ and within 800 metres for all other lands identified on Schedule G to which the proposal applies as shown on the last revised assessment roll of the City, at the address shown on the roll except that if the Clerk has received written notice of a change of ownership or occupancy of land, notice shall be given only to the new owner or occupant, as the case by may be at the address set out in the written notice.

5.29.6 Notice of a public meeting shall also be given by the Clerk, by prepaid first class mail or personal service, to every person or agency that has given the Clerk a specific request to receive notice, if such request shows the person's or agency's address.

5.29.7 The City shall require the applicant or the proponent of a proposed amendment to post a sign on the lands to which the proposed amendment applies, clearly visible and legible from a public highway or other place to which the public has access. The sign will contain text and/or a coloured concept site plan or draft plan of subdivision that indicates the general nature of the proposal and the telephone number of the Planning, Design and Development Department, or, where the posting of the property is impractical, at a nearby location chosen by the City.

5.29.8 Where a change is made in a proposal after the holding of the statutory public meeting, Council shall determine whether or not the extent of the change requires that further notice be given in respect of the proposal and whether or not a further public meeting must be held.





## **5.30 BUDGETING AND DEVELOPMENT PHASING**

- 5.30.1 Substantial sums of money will be required over a long period of time to implement the policies of this Plan. Short and longer term capital and operating programs and budgets which are consistent with the objectives and policies of this Plan will be adopted and annually revised by the City to determine the source of funds and to establish priorities.
- 5.30.2 The criteria listed in the Financial and Phasing Section of this Plan will be collectively used as the basis for the selecting of those individual properties, subdivisions, or groups of properties or subdivisions which ought to be given development priority.
- 5.30.3 It is recognized that development or servicing sequencing priorities may have to be set at various times and the maintenance of a sound financial position for the City and the effective provision or management of essential services may necessitate the implementation of a phasing program. Any such program shall be formulated and implemented in accordance with the objectives and policies of the Financial and Phasing Section of this Plan.

## **5.31 IMPACT STUDIES**

### **Objective**

To require, as appropriate, impact studies in conjunction with development related applications to the City, in order to properly assess such proposals.

### **Policies**

- 5.31.1 The City may require one or more impact studies in conjunction with the application and/or approval of a development-related application such as, but not limited to:
- (i) an official plan amendment;
  - (ii) a secondary plan amendment;
  - (iii) a zoning by-law amendment;
  - (iv) a plan of subdivision;
  - (v) a site plan control submission;
  - (vi) a Committee of Adjustment application; and,
  - (vii) a Land Use Division Committee application.

- 5.31.2 An impact study may relate to, but is not limited to, an assessment of one or more of the following matters: any physical, social, economic or

## **Implementation**

environmental consideration such as transportation network, environmental function, sun shadowing, wind, micro and/or macro-climate, noise, recreation opportunities, heritage resources, services or infrastructure and financial considerations.

### **5.32 — STREAMLINING OF APPROVAL PROCESS**

~~Planning and approval process for all development applications are to be completed expeditiously within the time frame stipulated in the *Planning Act* of Ontario. The approval process for commercial and industrial development proposals shall be streamlined where appropriate from a legal, service and operational perspective to help achieve community objectives, sustainable economic growth, and associated employment and assessment benefits.~~

~~Policies~~

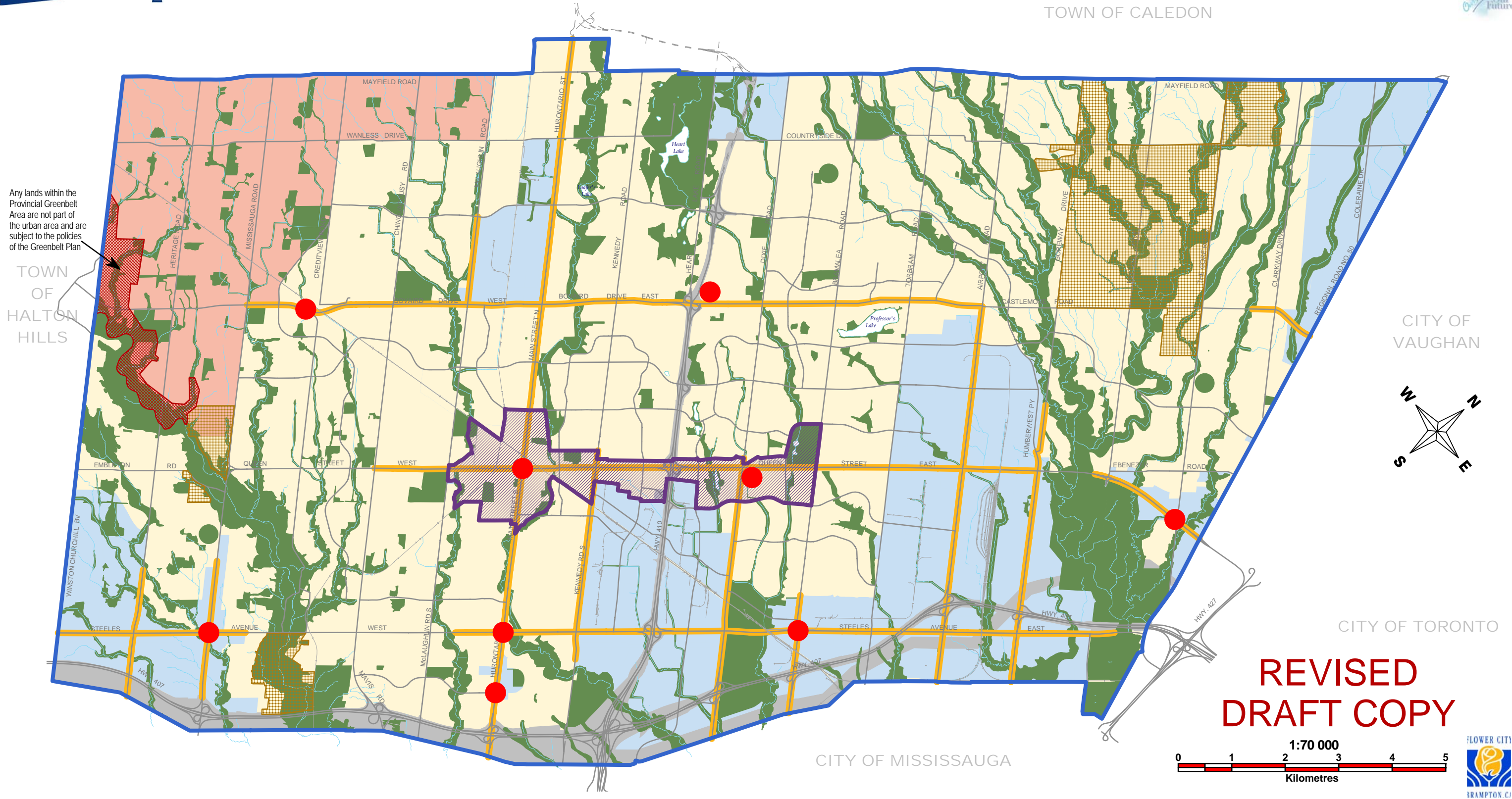
~~5.32.1 The City may expedite the approval of specific residential, commercial and industrial development applications which are deemed to be of significant importance in fulfilling community, social and economic objectives as appropriate.~~

~~5.32.2 The City may adopt general guidelines which set out procedures and desired time frames to complete each stage of the development approval process, for the information of proponents.~~

## **Appendix G**

### **Draft Revised OP Schedules and Draft OP Schedules (dated April 2006)**

(Draft Revised OP Schedules are provided  
under separate cover for Councillors and Senior Management Team.  
Copy of the Schedules is available from  
the Planning, Design and Development Department upon request.)



## LEGEND

|  |                           |  |  |
|--|---------------------------|--|--|
|  | CENTRAL AREA              |  | COMMUNITIES                                |
|  | TRANSIT-SUPPORTIVE NODES  |  | NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA |
|  | EMPLOYMENT PRECINCTS      |  | UNIQUE COMMUNITIES                         |
|  | INTENSIFICATION CORRIDORS |  | OPEN SPACE SYSTEM                          |
|  |                           |  | PROVINCIAL GREENBELT                       |

Last Amended Date

September 13, 2006

Printed Date

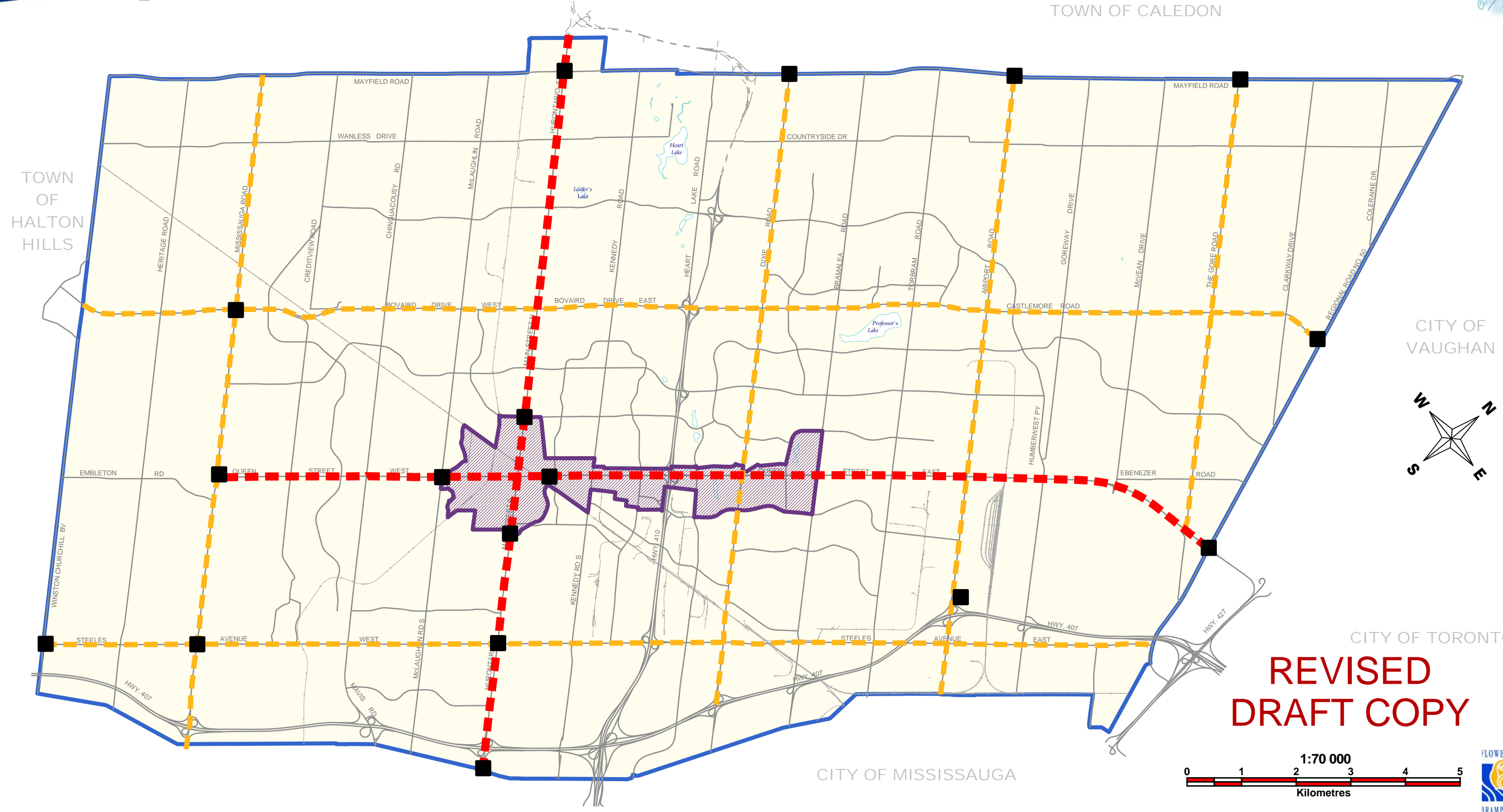
September 13, 2006

## NOTES:

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

# Schedule 1

## CITY CONCEPT



LEGEND

- |  |                               |  |              |
|--|-------------------------------|--|--------------|
|  | MAIN STREET PRIMARY CORRIDORS |  | GATEWAY      |
|  | PRIMARY CORRIDORS             |  | CENTRAL AREA |

Last Amended Date

September 13, 2006

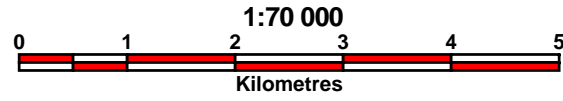
Printed Date

September 13, 2006

NOTES:

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*Schedule 2*  
*Flower City Strategy*  
*Street Corridor Master Plan*



Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan

TOWN OF HALTON HILLS

TOWN OF CALEDON

CITY OF VAUGHAN



CITY OF TORONTO

CITY OF MISSISSAUGA

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## LEGEND

|  |                     |  |                     |  |  |  |  |
|--|---------------------|--|---------------------|--|--|--|--|
|  | RESIDENTIAL         |  | OFFICE              |  | OPEN SPACE   |  | SPECIAL STUDY AREA<br><i>See Section 4.1.3</i> |
|  | VILLAGE RESIDENTIAL |  | BUSINESS CORRIDOR   |  | PROVINCIAL GREENBELT AREA                                |  | CORRIDOR PROTECTION AREA                       |
|  | ESTATE RESIDENTIAL  |  | INDUSTRIAL          |  | CENTRAL AREA BOUNDARY                                    |  | PARKWAY BELT WEST                              |
|  | REGIONAL RETAIL     |  | MAJOR INSTITUTIONAL |  | NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA               |  | PROVINCIAL HIGHWAYS                            |
|  |                     |  |                     |  | SPECIAL LAND USE POLICY AREA<br><i>See Section 4.1.3</i> |  | LBPIA OPERATING AREA                           |

1

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

## NOTES:

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

# Schedule A

## GENERAL LAND USE DESIGNATIONS



# Schedule A1

## Upscale Executive Housing Special Policy Areas

TOWN OF CALEDON

TOWN  
OF  
HALTON  
HILLS

CITY OF  
VAUGHAN

CITY OF TORONTO

CITY OF MISSISSAUGA



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LEGEND



Regional Retail



DISTRICT RETAIL



NEIGHBOURHOOD RETAIL



CONVENIENCE RETAIL



L.B.P.I.A. OPERATING AREA

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

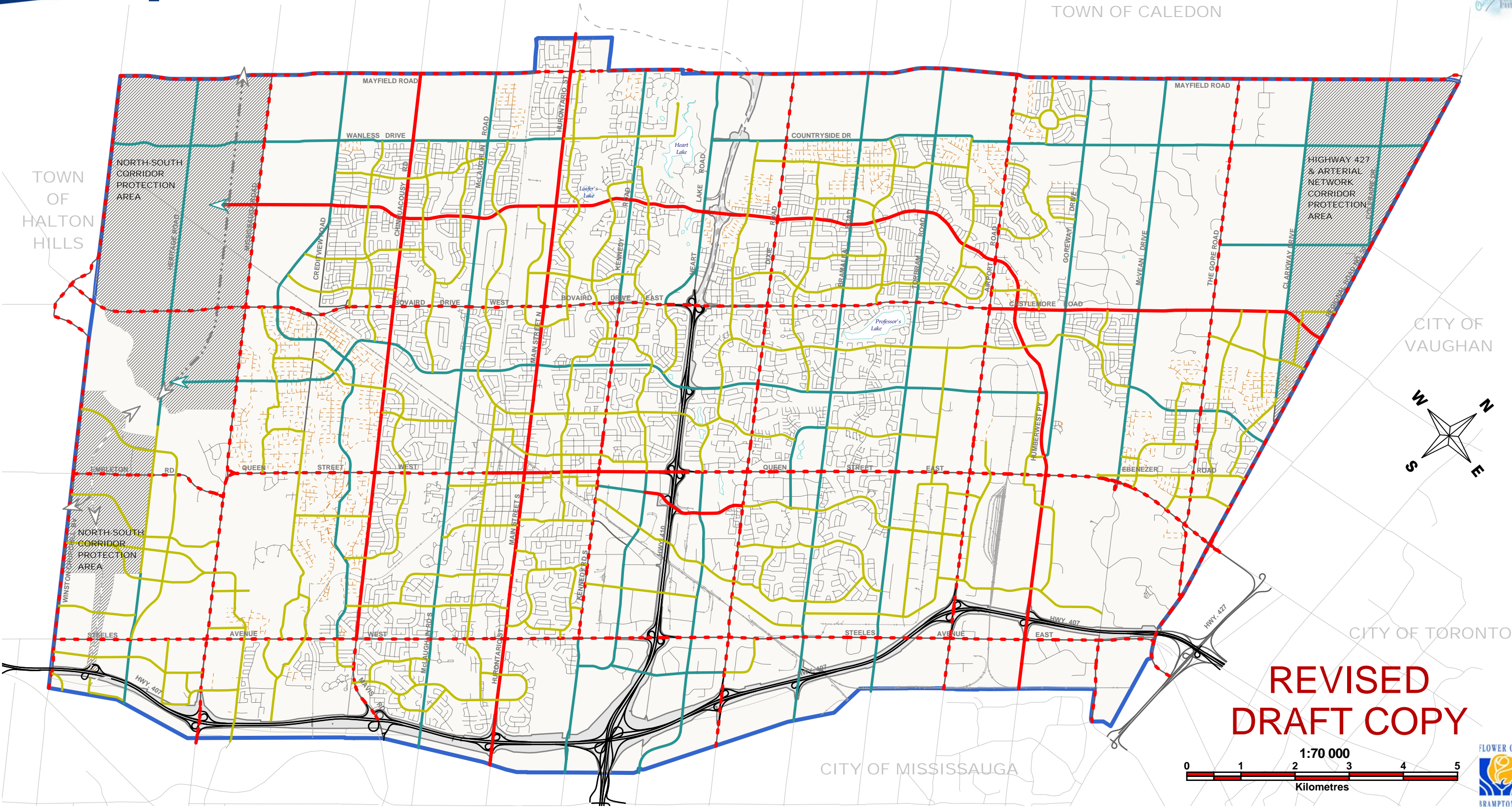
NOTES:

The boundaries and alignments of designations on this Schedule are approximate and are not to be scaled.  
This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans.

*Schedule A2*

*RETAIL  
STRUCTURE*





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|        |                           |  |                                     |
|--------|---------------------------|--|-------------------------------------|
| LEGEND |                           |  |                                     |
|        | MAJOR ARTERIAL (CITY)     |  | CORRIDOR PROTECTION AREA            |
|        | MAJOR ARTERIAL (REGIONAL) |  | PROPOSED PROVINCIAL HIGHWAY         |
|        | MINOR ARTERIAL            |  | NORTH-SOUTH TRANSPORTATION CORRIDOR |
|        | COLLECTOR                 |  | LOCAL ROAD                          |
|        |                           |  | PROPOSED LOCAL ROAD                 |

Last Amended Date  
September 13, 2006

Printed Date  
September 13, 2006

NOTES:  
The boundaries and alignments are approximate and not intended to be scaled, and are subject to an approval process as appropriate. This map forms part of the Official Plan of the City of Brampton, and must be read in conjunction with the text, other Schedules and Secondary Plans. All road alignments are conceptual, and subject to future Environmental Assessments. Minor collector or local roads are shown for orientation purposes only and are not Official Plan designations of this Plan. Regional Roads are specifically identified for convenience only, are not Official Plan designations of this Plan, and may be added or removed from this Schedule to reflect designation changes made to the Regional Official Plan, without an amendment to this Plan. All Regional roads, with the exception of Embleton Road, are equivalent to Arterials.

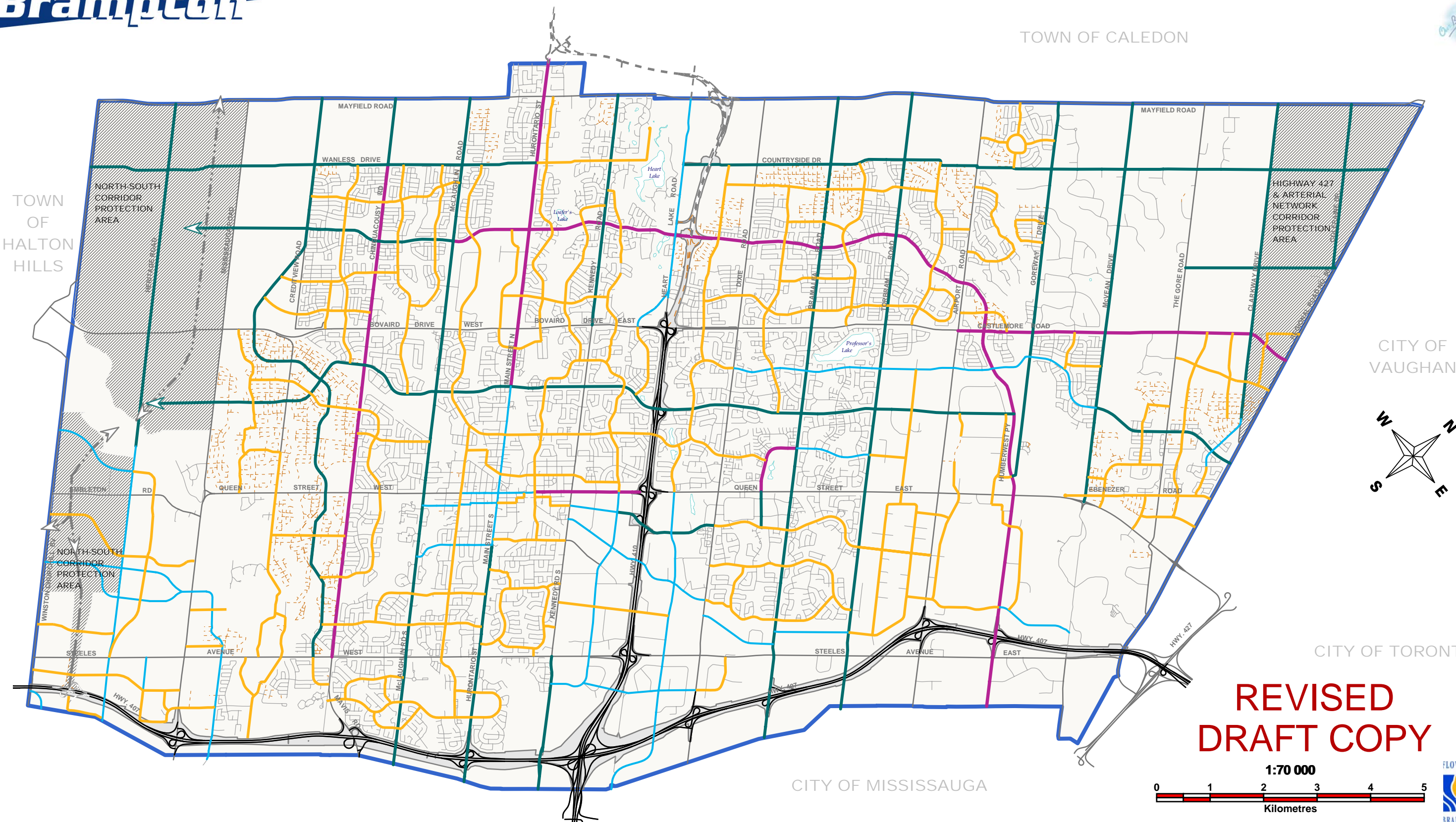
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Kilometres

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FLOWER CITY  
BRAMPTON.CA

Schedule B  
CITY ROAD HIERARCHY





LEGEND

40-100 Metres (131-328 Feet)

26-30 Metres (86-100 Feet)

PROVINCIAL HIGHWAY

40-45 Metres (130-150 Feet)

23-26 Metres (76-86 Feet)

PROPOSED PROVINCIAL HIGHWAY

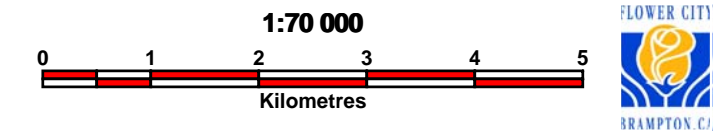
36 Metres (120 Feet)

CORRIDOR PROTECTION AREA

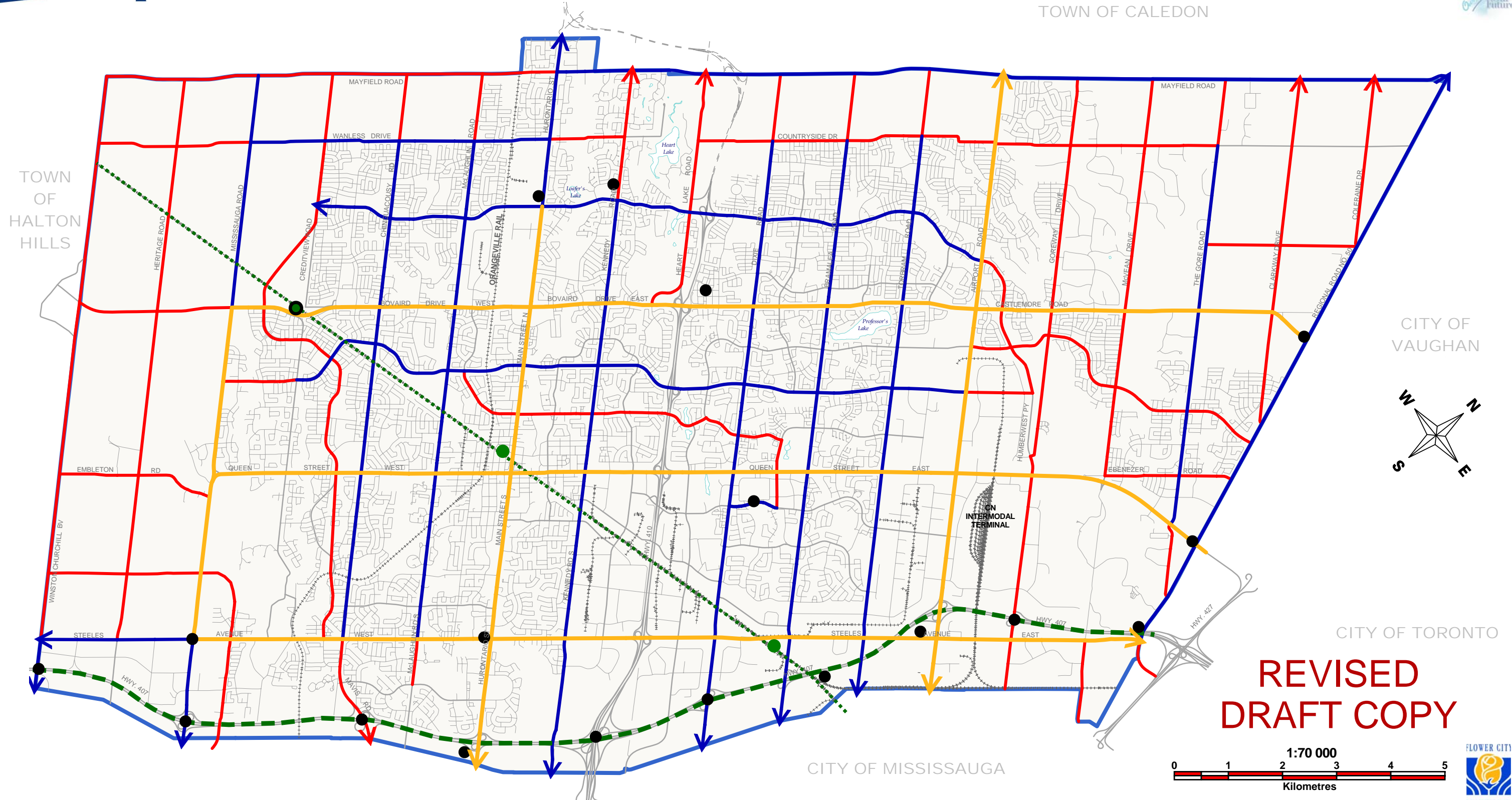
LOCAL ROAD

PROPOSED LOCAL ROAD

|                    |   |
|--------------------|---|
| Last Amended Date  | NOTES:<br>Right-of-Way in excess of that shown in this schedule may be required in certain locations in accordance with the policies of this Plan. The boundaries and alignments are approximate and not intended to be scaled, and are subject to an approval process as appropriate.<br>This map forms part of the Official Plan of the City of Brampton, and must be read in conjunction with the text, other Schedules and Secondary Plans.<br>Minor collector or local roads and Regional roads are shown for orientation purposes only and are not Official Plan designations of this Plan. |
| September 13, 2006 |   |
| Printed Date       |   |
| September 13, 2006 |   |



Schedule B1  
CITY ROAD  
RIGHT-OF-WAY WIDTHS



## LEGEND

- |  |  |   |
|--|--|---|
| <span style="color: yellow;">—</span> BRT CORRIDORS            | <span style="color: green;">- - -</span> GO RAIL         | <span style="color: green;">- - -</span> 407 TRANSITWAY |
| <span style="color: blue;">—</span> PRIMARY TRANSIT CORRIDORS  | <span style="color: green;">●</span> GO RAIL STATIONS    |   |
| <span style="color: red;">—</span> SECONDARY TRANSIT CORRIDORS | <span style="color: black;">●</span> MAJOR TRANSIT NODES |   |

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

## NOTES:

Designated Transit Corridors represent an aggregation of transit services or segments of transit routes, not specific transit routes, and must be interpreted in conjunction with the policies of this Plan.

Establishment of transit facilities and services in these corridors is subject to further operational planning, including EA studies where required.

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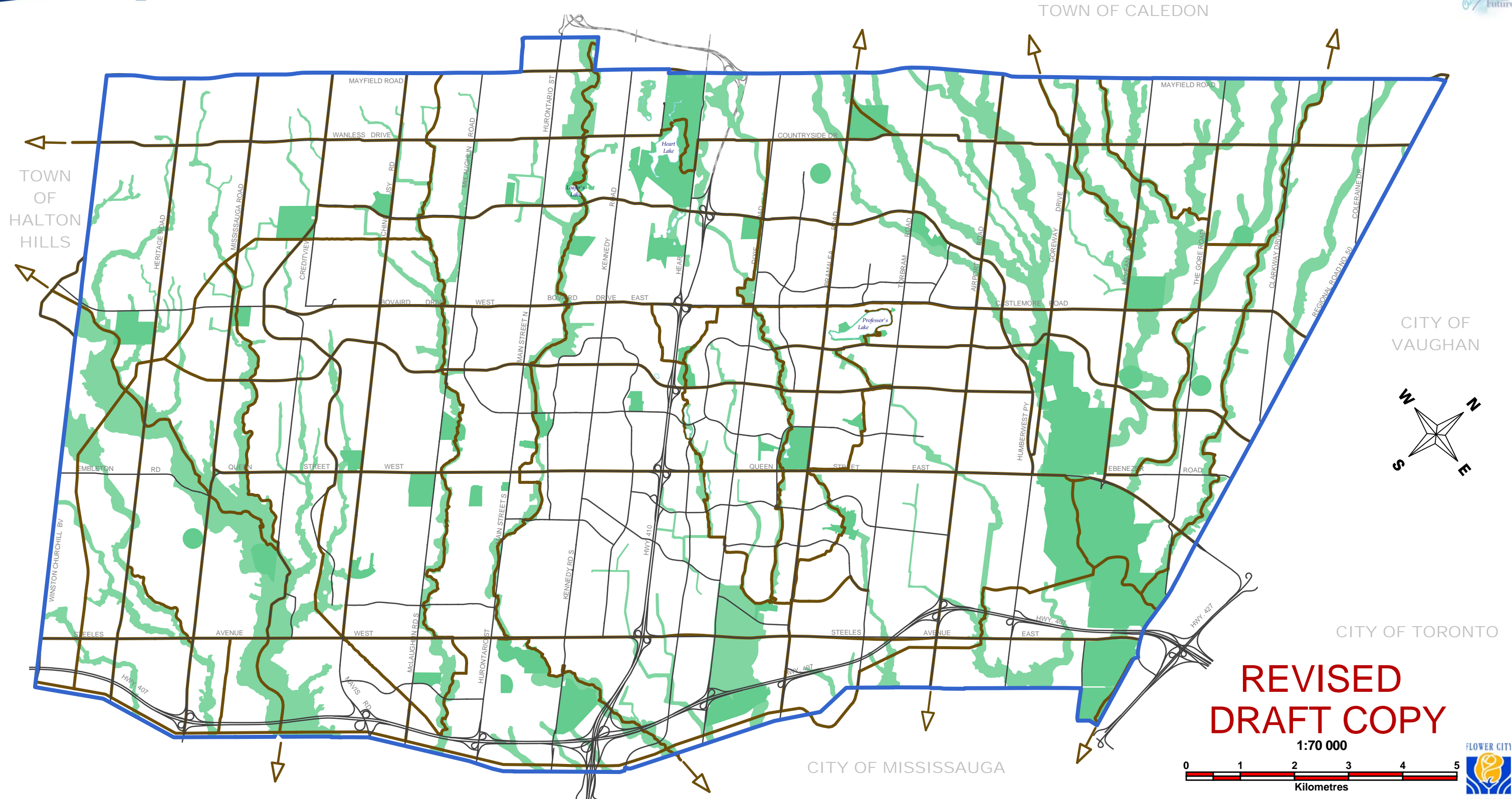
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*Schedule C*

*TRANSIT NETWORK*





## LEGEND

 CITYWIDE PATHWAY NETWORK

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

## NOTES:

 OPEN SPACE IS SHOWN FOR CONTEXT

This Schedule does not show future Pathways which are to be identified in the Secondary Plan and Subdivision Plans in accordance with the policies of this Plan. This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans. The boundaries and alignments of designations on this Schedule are approximate and are not intended to be scaled.

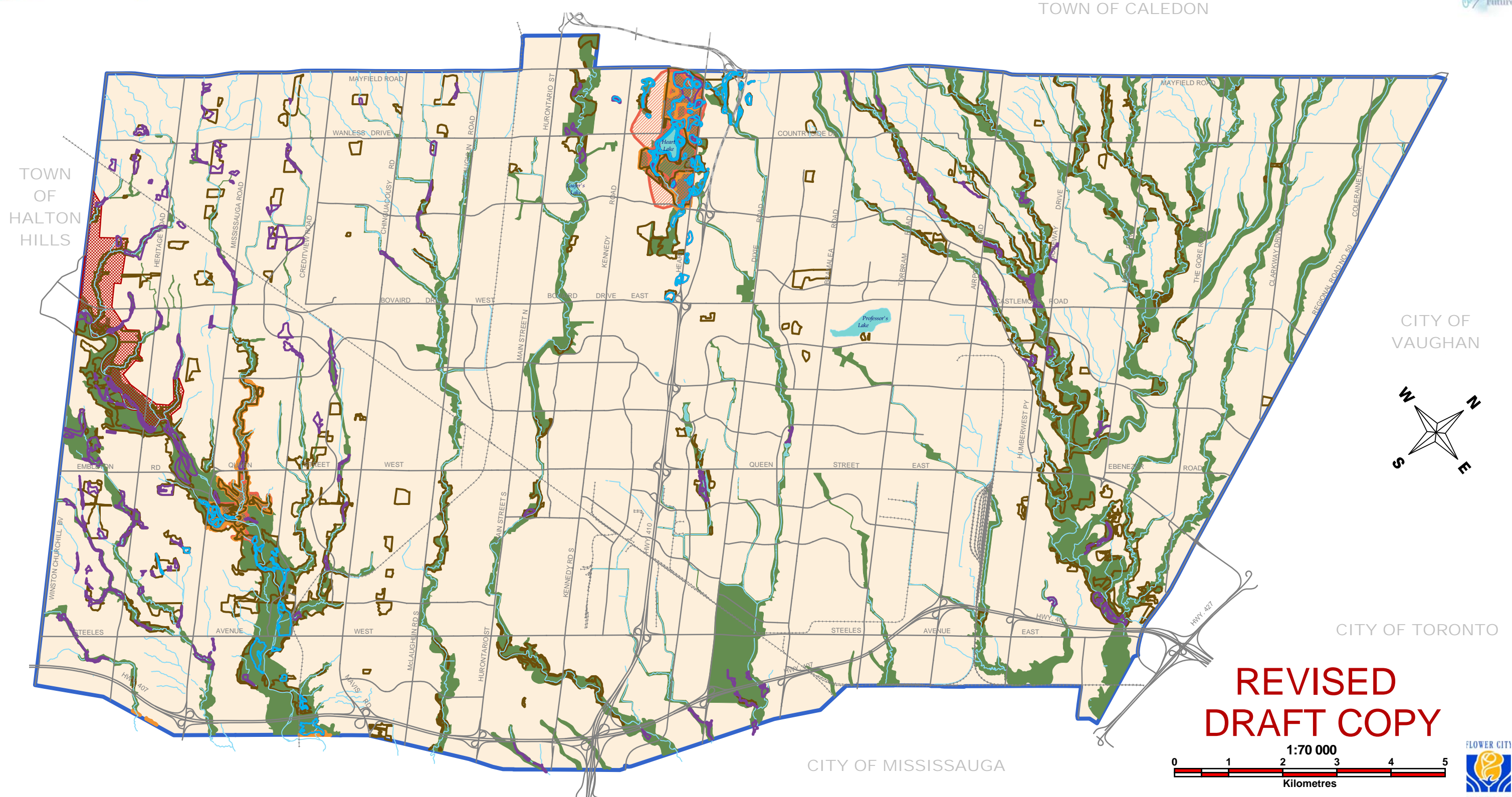
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*Schedule C1*  
**MAJOR PATHWAY  
NETWORK**



## LEGEND

|  |                                   |  |   |  |   |
|--|-----------------------------------|--|---|--|---|
|  | VALLEYLAND / WATERCOURSE CORRIDOR |  | OTHER WETLANDS                                |  | AREAS OF NATURAL AND SCIENTIFIC INTEREST - LIFE SCIENCE |
|  | WOODLANDS                         |  | ENVIRONMENTALLY SENSITIVE / SIGNIFICANT AREAS |  | PROVINCIAL GREENBELT                                    |
|  | PROVINCIAL SIGNIFICANT WETLAND    |  |   |  |   |

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

## NOTES:

WATERCOURSES AND TRIBUTARIES ARE SHOWN FOR CONTEXT PURPOSES

The boundaries and alignments of designations on this Schedule are approximate and are not to be scaled. This map forms part of the Official Plan of The City of Brampton and must be read in conjunction with the text, other Schedules and Secondary Plans. Mapping for the Conservation Authorities Regulation 2006 is not reflected in this Schedule. The Toronto and Region Conservation Authority and Credit Valley Conservation Authority should be contacted for details regarding requirements for the areas regulated under the said Regulation.

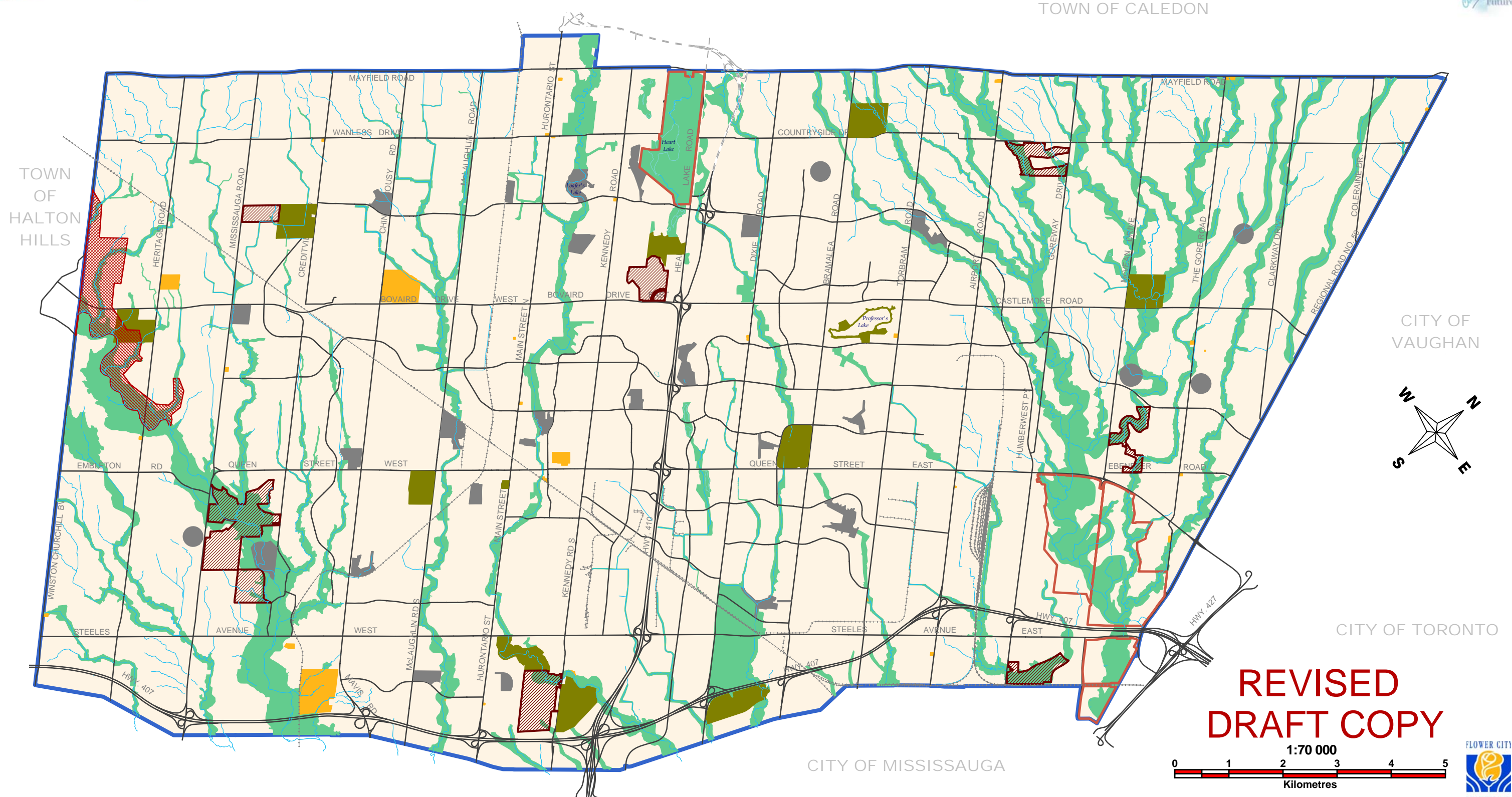
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*Schedule D*  
**NATURAL HERITAGE  
FEATURES  
AND AREAS**





## LEGEND

|   |                |   |                               |  |                   |
|---|----------------|---|-------------------------------|--|-------------------|
|  | CITY PARK      |  | PRIVATE COMMERCIAL RECREATION |  | CONSERVATION AREA |
|  | COMMUNITY PARK |  | CEMETERY                      |  |                   |



Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

## NOTES:

 VALLEYLAND / WATERCOURSE CORRIDOR and  PROVINCIAL GREENBELT

are shown for context purposes only. This schedule depicts existing and future City and Community Parks. The boundaries and alignments of designations on this Schedule are approximate and are not intended to be scaled.

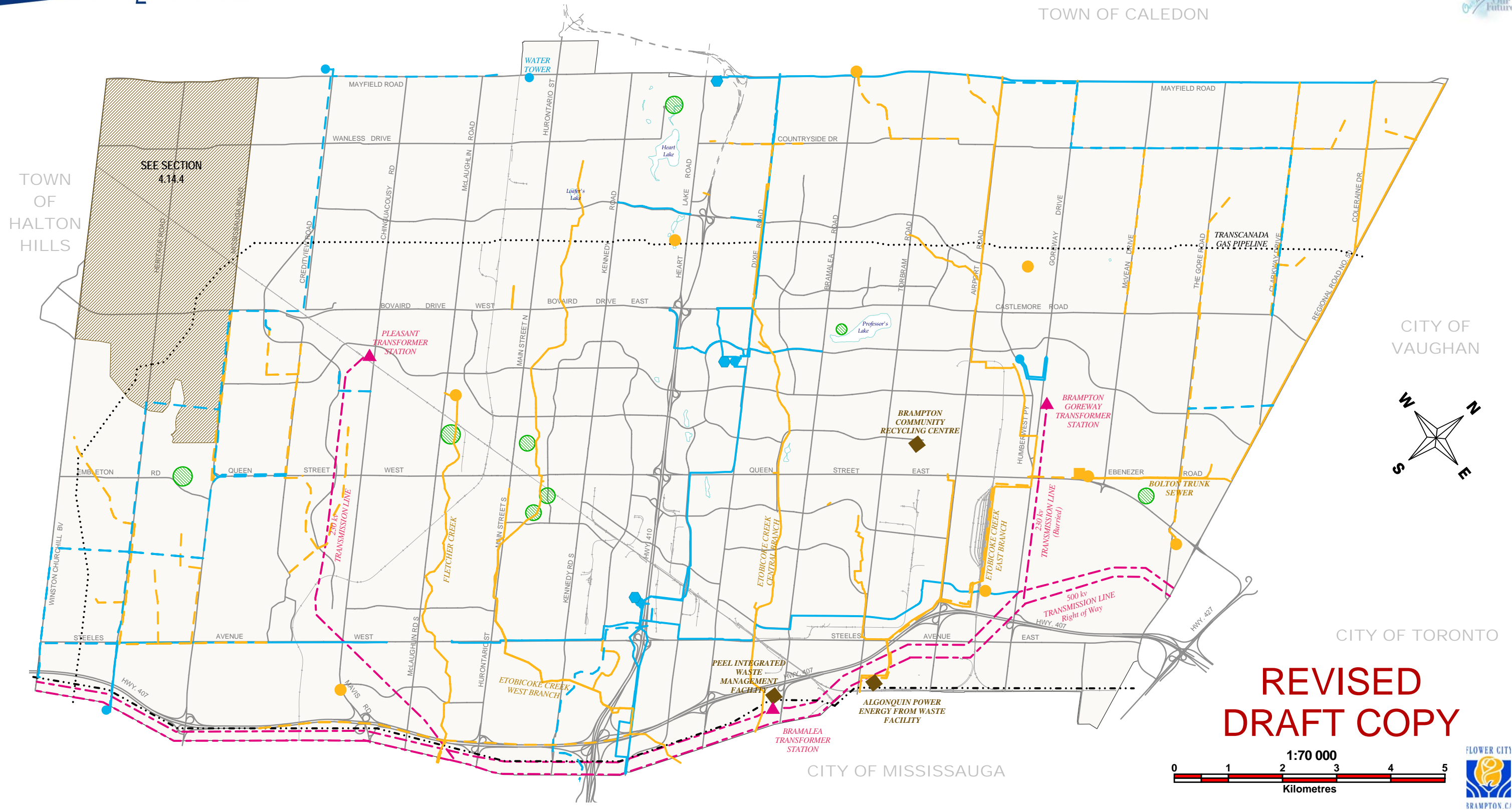
This map forms part of the Official Plan of The City of Brampton, and must be read in conjunction with the text, other Schedules and Secondary Plans.

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*Schedule E*  
**MAJOR RECREATIONAL  
OPEN SPACE**



## LEGEND

|  |                               |  |                                     |  |                                 |
|--|-------------------------------|--|-------------------------------------|--|---------------------------------|
|  | EXISTING WATERMAIN TRUNKS     |  | PROPOSED SANITARY TRUNK SEWER       |  | HYDRO TRANSMISSION LINE         |
|  | PROPOSED WATERMAIN TRUNK      |  | PUMPING STATION                     |  | FUTURE UTILITY CORRIDOR         |
|  | RESERVOIR                     |  | TREATMENT PLANT                     |  | TRANSCANADA GAS PIPELINE        |
|  | TREATMENT PLANT               |  | WASTE MANAGEMENT/RECYCLING FACILITY |  | FORMER WASTE DISPOSAL SITE      |
|  | EXISTING SANITARY TRUNK SEWER |  | TRANSFORMER STATION                 |  | NORTH WEST BRAMPTON POLICY AREA |

Last Amended Date

September 13, 2006

Printed Date

September 13, 2006

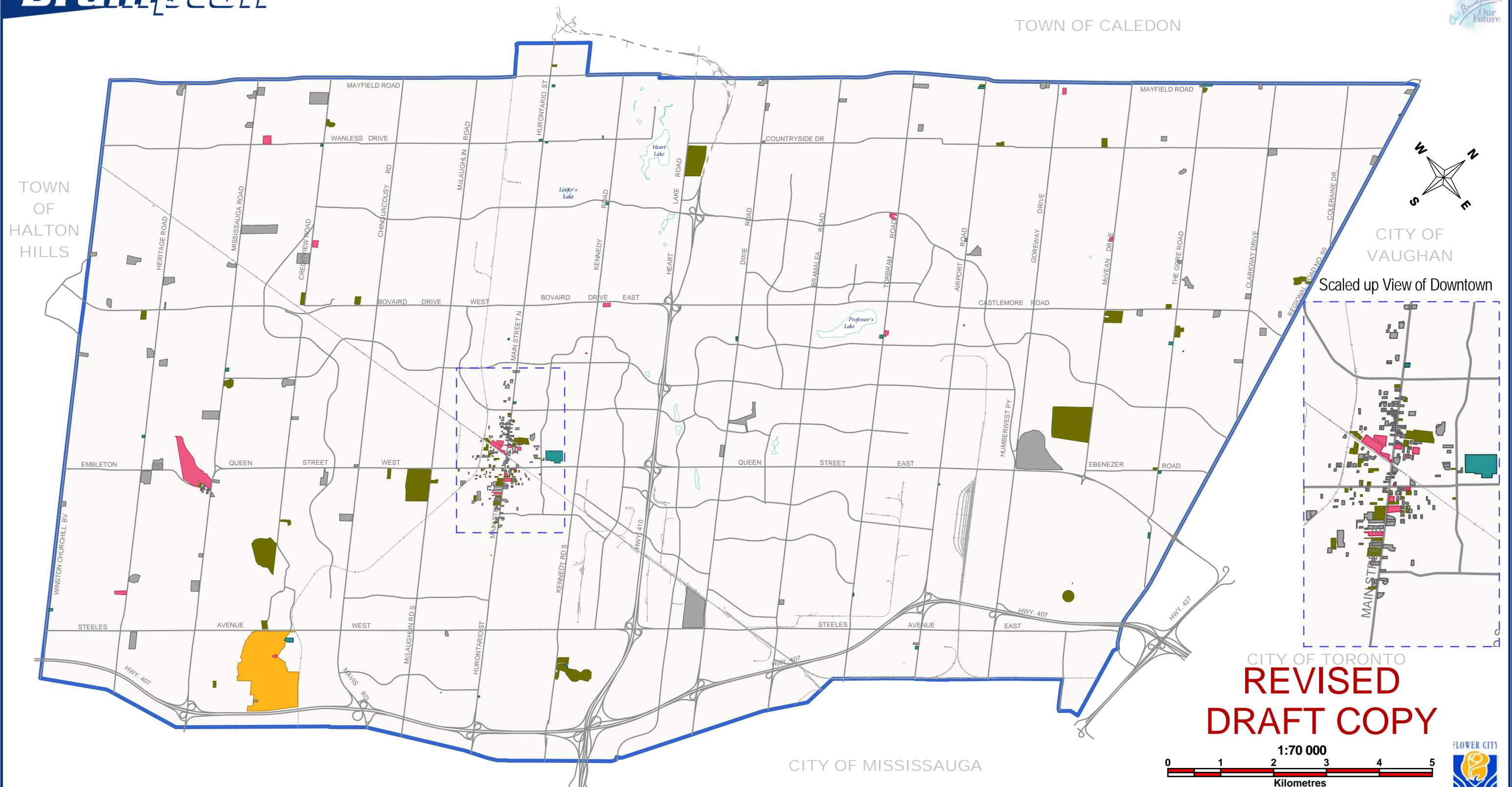
## NOTES:

This map forms part of the Official Plan of the City of Brampton and must be read in conjunction with the text, other schedules and secondary plans. The boundaries and alignments of designations on this schedule are approximate and are not intended to be scaled.

Information regarding existing or former waste disposal sites has been compiled based on information from the Ministry of Environment or the Region of Peel. Please contact the Ministry of Environment or the Region of Peel directly for further information and/or clarification regarding the status of these sites.

*Schedule F*  
*Infrastructure, Utilities  
and Resources*





## LEGEND

- HERITAGE CEMETERY
- CLASS A HERITAGE RESOURCES
- CLASS B HERITAGE RESOURCES

- DESIGNATED HERITAGE RESOURCES UNDER PART IV OF THE ONTARIO HERITAGE ACT
- DESIGNATED HERITAGE RESOURCES UNDER PART V OF THE ONTARIO HERITAGE ACT (HERITAGE CONSERVATION DISTRICT)

Last Amended Date  
September 13, 2006

Printed Date  
September 13, 2006

## NOTES:

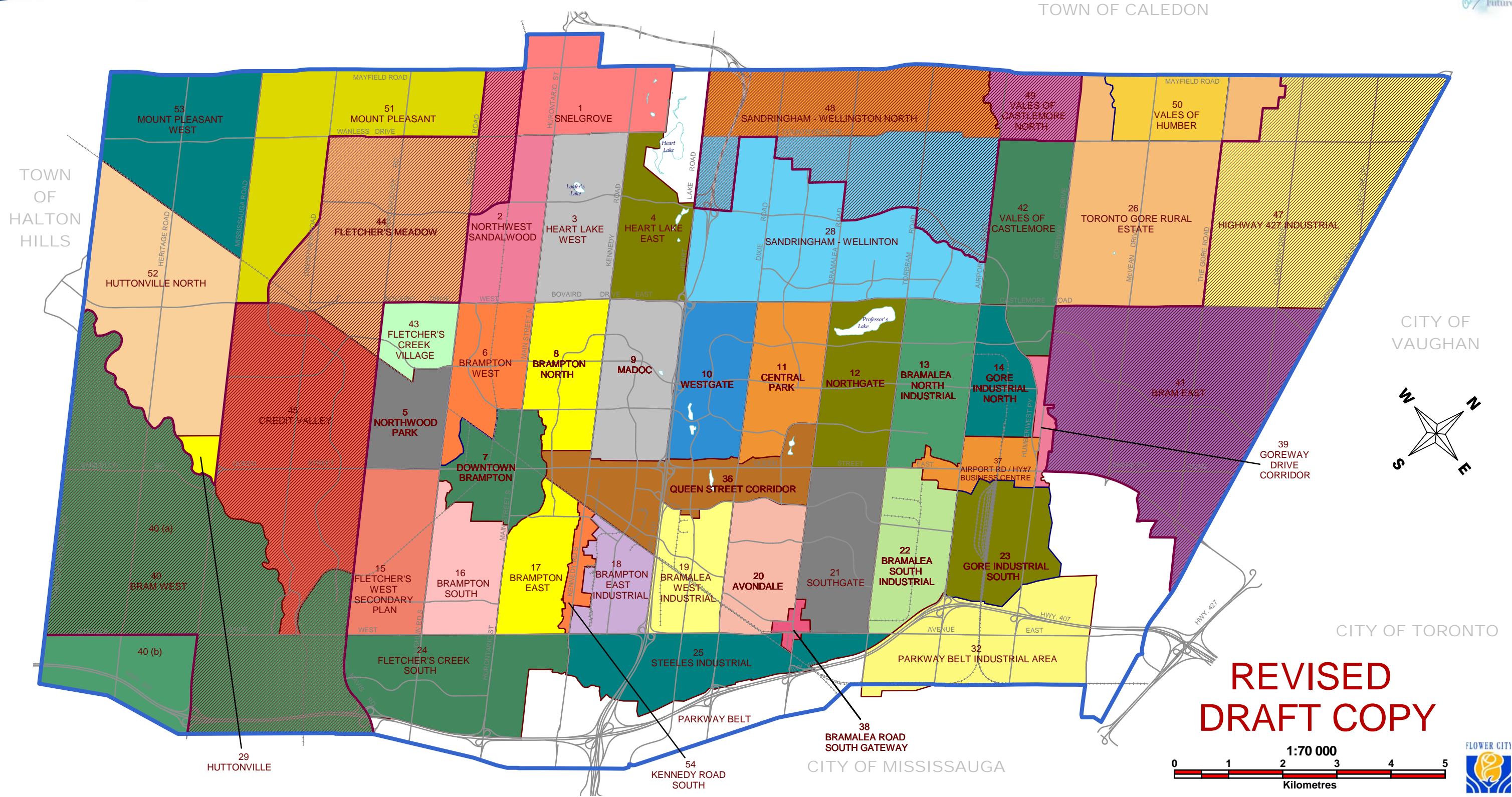
The area extent of each listed property shown on this map is subject to refinement. Please contact the City's Heritage Coordinator for details. This map does not form part of the Official Plan of the City of Brampton.

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Kilometres

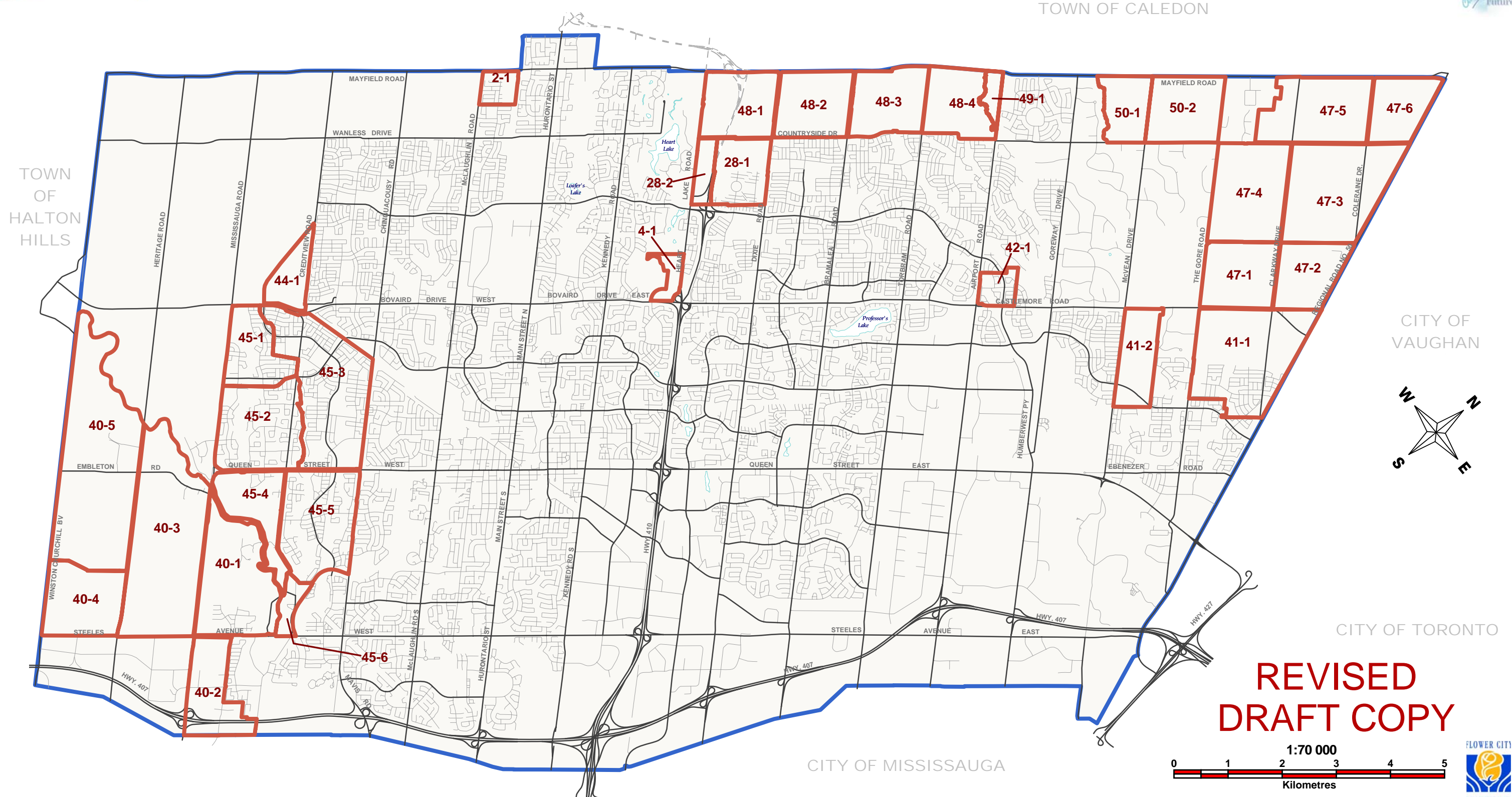


CULTURAL HERITAGE  
MAP





## Schedule G SECONDARY PLAN AREAS



## LEGEND

BLOCK PLAN AREA

Last Amended Date  
September 13, 2006

Printed Date  
September 13, 2006

## NOTES:

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*Schedule H*  
*COMMUNITY BLOCK  
PLAN AREAS*