

OFFICE CONSOLIDATION

CHAPTER 41

BRAM EAST

SECONDARY PLAN

July 2026

EXPLANATORY NOTES

Office Consolidation BRAM EAST SECONDARY PLAN (Secondary Plan Area 41)

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.
- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 41, Bram East Secondary Plan)

This office consolidation of the Bram East Secondary Plan consists of Chapter 41 of the document known as the 1993 Official Plan.

Chapter 41 is based on Official Plan Amendment 84-236 to the document known as the 1984 Official Plan, and Official Plan Amendment 93-32 to the document known as the 1993 Official Plan, as adopted by City Council on March 27, 1995, and as approved by the Minister of Municipal Affairs and Housing on August 29, 1997. This office consolidation includes all of the modifications made by the Minister of Municipal Affairs and Housing on August 29, 1997, save and except for the following parts of this plan:

Deferral of Minister's Decision;

1. Policy 4.1.5, and Schedule A, General Land Use Designations, Schedule B, Major Road Network Right-of-Way Widths, and Schedule F, Bram East Secondary Plan Schedule SP41(a), insofar as they pertain to the designation of the Transportation Corridor Conceptual Alignment in northeast Brampton.

The following Official Plan Amendments, as approved by the Ministry of Municipal Affairs and Housing, the Region of Peel or the City of Brampton, and Ontario Municipal Board order(s), have also been incorporated:

		DATE OF ADOPTION	STATUS	APPROVED BY
OP84-236 (OP93-32)	Bram East Secondary Plan Policies and Schedules	Mar 27, 1995	Approved Except for Policy 5.6.1 & Schedule F	Ministry of Municipal Affairs and Housing
Bram East Secondary Plan subsequently further amended by:				
AMENDED BY	SECTION / SCHEDULE	DATE	STATUS	APPROVED BY
OP93-97	Secondary Plan Policies and Land Use Schedule	Aug 12, 1998	All Approved	Region of Peel (Sept 18. 1998)
OP93-112	Secondary Plan Policies and Land Use Schedule	Mar 29, 1999	All Approved	Region of Peel (May 3. 1999)
OP93-115	Secondary Plan Policies	Mar 29, 1999	All Approved	Region of Peel (May 12. 1999)
OP93-130	Secondary Plan Policies and Land Use Schedule Approved Except for Schedule C	Feb 14, 2000	All Approved	Region of Peel (Apr 27. 2000)
OP93-148	Secondary Plan Policies	Oct 30, 2000	All Approved	City of Brampton
OP93-150	Secondary Plan Policies and Land Use Schedule	Jan 29, 2001	All Approved	City of Brampton
OP93-156	Secondary Plan Policies and Land Use Schedule	Apr 23, 2001	All Approved	City of Brampton
OP93-168	Secondary Plan Land Use Schedule	Sept 10, 2001	All Approved	City of Brampton

OP93-173	Secondary Plan Land Use Schedule	Nov 14, 2001	All Approved	City of Brampton
OP93-174	Secondary Plan Land Use Schedule	Nov 14, 2001	All Approved	City of Brampton
OP93-183	Secondary Plan Policies and Land Use Schedule	Mar 25, 2002	All Approved	City of Brampton
OP93-185	Secondary Plan Policies and Land Use Schedule	May 13, 2002	All Approved	City of Brampton
OP93-233	Secondary Plan Policies and Land Use Schedule	June 28, 2004	All Approved	City of Brampton
OP93-238	Secondary Plan Policies	Sept 13, 2004	All Approved	City of Brampton
OP93-239	Secondary Plan Policies and Land Use Schedule	Sept 13, 2004	All Approved	City of Brampton
OP93-248	Secondary Plan Land Use Schedule	Aug 15, 2005	All Approved	City of Brampton
OP93-249	Secondary Plan Policies and Land Use Schedule	Aug 15, 2005	All Approved	City of Brampton
OP93-254	Secondary Plan Policies and Land Use Schedule	Nov 14, 2005	All Approved	City of Brampton
OP93-257	Secondary Plan Policies and Land Use Schedule	Jan 30, 2006	All Approved	City of Brampton
OP93-262	Secondary Plan Policies and Land Use Schedule	Apr 24, 2006	All Approved	City of Brampton
OP93-265	Secondary Plan Policies and Land Use Schedule	Jun 12, 2006	All Approved	City of Brampton
OP93-267	Secondary Plan Policies and Land Use Schedule	Sept 11, 2006	All Approved	City of Brampton
OP93-295	Secondary Plan Policies and Land Use Schedule	Apr 9, 2008	All Approved	City of Brampton
OP2006-015	Secondary Plan Policies and Land Use Schedule	Nov 26, 2008	All Approved	City of Brampton
OP2006-016	Secondary Plan Policies and Land Use Schedule	Dec 10, 2008	All Approved	City of Brampton
OP2006-022	Secondary Plan Policies	May 13, 2009	All Approved	City of Brampton
OP2006-029	Secondary Plan Policies and Land Use Schedule	Oct 7, 2009	All Approved	City of Brampton
OP2006-030	Secondary Plan Policies and Land Use Schedule	Oct 7, 2009	All Approved	City of Brampton
OP2006-034	Secondary Plan Policies and Land Use Schedule	Dec 9, 2009	All Approved	City of Brampton
OP2006-037	Secondary Plan Policies and Land Use Schedule	Feb 10, 2010	All Approved	City of Brampton
Ontario Municipal Board Decision	Referral of Secondary Plan Policy 5.6.1 and Land Use Schedule	Aug 25, 1998	Further Approval	Order #2123 (Refer to OP93-32)
Ontario Municipal Board Decision	Secondary Plan Policies 3.1.1 l), 3.1.1 m), 3.1.20d) and Land Use Schedule	Apr 7, 2006	Further Approval	Order #1018 (Refer to OP93-130)
OP2006-052	Land Use Schedule	Jan 26, 2011	All Approved	City of Brampton

OP2006-056	Secondary Plan Policies and Land Use Schedule	March 30, 2011	All Approved	City of Brampton
OP2006-069	Secondary Plan Policies and Land Use Schedule	June 20, 2012	All Approved	City of Brampton
Ontario Municipal Board Decision PL110947	Secondary Plan Policies and Land Use Schedule	June 8, 2012	All Approved	
OP2006-080	Secondary Plan Land Use Schedule	February 27, 2013	All Approved	City of Brampton
OP2006-096	Secondary Plan Land Use Schedule	December 16, 2013	All Approved	City of Brampton
OP2006-103	Secondary Plan Policies and Land Use Schedule	September 4, 2014	All Approved	City of Brampton
OP2006-106	Secondary Plan Land Use Schedule	October 6, 2014	All Approved	City of Brampton
OP2006-142	Secondary Plan Policies and Land Use Schedule	July 28, 2018	All Approved	City of Brampton
OP2006-182	Secondary Plan Policies and Land Use Schedule	July 27, 2020	All Approved	City of Brampton
OP2006-186	Secondary Plan Policies and Land Use Schedule	August 5, 2020	All Approved	City of Brampton
OP2006-192	Secondary Plan Policies and Land Use Schedule	January 27, 2021	All Approved	City of Brampton
OP2006-195	Secondary Plan Policies and Land Use Schedule	May 5, 2021	All Approved	City of Brampton
OP2006-199	Secondary Plan Policies and Land Use Schedule	July 7, 2021	All Approved	City of Brampton
OP2006-208	Secondary Plan Policies and Land Use Schedule	March 2, 2022	All Approved	City of Brampton
OP 2006-OLT OPA 1-2022	Secondary Plan Policies and Land Use Schedule	November 21, 2022	All Approved	Case # PL210289
OPA 2006-274	Secondary Plan Policies and Land Use Schedule	September 10, 2025	All Approved	City of Brampton
OPA 2023-021	Secondary Plan Policies and Land Use Schedule	February 04, 2026	All Approved	City of Brampton
OPA 2023-013	Secondary Plan Policies and Land Use Schedule	September 22, 2025	All Approved	City of Brampton
OPA 2023-027	Secondary Plan Policies and Land Use Schedule	April 29, 2026	All Approved	City of Brampton
OPA 2023-028	Secondary Plan Policies and Land Use Schedule	April 29, 2026	All Approved	City of Brampton

This office consolidation has been prepared without the following original documents:

OPA 23
OPA 103
OP93-167

OPA 80
OPA 120

OPA 97
OPA 229

OPA 101
OPA 263

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Chapter 41: THE BRAM EAST SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP41(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP41(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter will constitute the Bram East Secondary Plan.

2.0 LOCATION

The subject lands comprise an area of approximately 1,519 hectares (3,754 acres), and are generally situated between Goreway Drive and Highway 50, south of Castlemore Road and north of the Claireville Conservation Area. The lands comprise part of Lots 6 to 10 Concessions 8 N.D., part of Lots 3 to 10, Concession 9 N.D., part of Lots 2 to 10 Concession 10 N.D. and part of Lots 7 to 10 Concession 11 N.D. in the geographic Township of Toronto Gore, now in the City of Brampton, as shown on Schedule SP41(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP41(a) are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

Upscale Executive Housing Area 3A

3.1.1a

OP
93-130

OP
2006-037

The lands designated “Upscale Executive Housing Area 3A” shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a design vision that includes the following principles:

- (i) Establishment of community gateways through the use of design features such as gateway structures and special corner lots.

- (ii) Creation of special streets emphasizing distinctive character, emphasizing view corridors to the valley lands, through the use of design measures including vista blocks, and the location of neighbourhood parks.
- (iii) Provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

3.1.1b

In areas designated “Upscale Executive Housing Area 3A” on Schedule SP41 (a), the following policies shall apply:

OP
93-130

OP
2006-037

- (i) Only single detached structural dwelling units shall be permitted.
- (ii) A minimum of 145 upscale executive residential lots having a minimum lot width of 15.2 metres (50 feet) and a minimum lot area of 464.5 square metres (5,000 square feet) shall be provided. Within these 145 upscale executive residential lots, there will be opportunity for lot sizes greater than 464.5 metres.
- (iii) The minimum lot width shall be 12 metres (40 feet) for any lot, not considered part of the 145 upscale executive lots.
- (iv) The maximum overall density shall be 14.5 units per net residential hectare excluding any lots that do not meet the minimum lot area of 464.5 square metres.
- (v) Within the 145 upscale executive residential lots, a range of lot widths between 15.2 meters (50 feet) to 26 metres (85 feet) and beyond shall be provided.
- (vi) The essential open space design and architectural features, to be incorporated in the community, shall be described in a set of Community Design Guidelines.

3.1.1c

A transition area shall be provided to the existing “Estate Residential” lands by applying the following for all lots abutting the properties on the west side of Julian Drive and south of Princess Andrea Court:

OP
93-130

OP
2006-037

- (i) Providing a minimum lot width of 26.6 metres (87 feet) measured at the rear lot line and a minimum lot depth of 36 metres (118 feet), this may be reduced to 34 metres (111 feet)

for the lots located at the southwest corner of the Estate Residential lands.

- (ii) Providing upgraded landscaping (including larger coniferous trees) and a decorative wood and pillar fencing to provide a buffer.
- (iii) The presence of streetscape and architectural design and forms to promote distinctive and high quality buildings and a strong neighbourhood character.
- (iv) The appropriate integration of a community development concept with the natural environment.
- (v) The provision of appropriate architectural and landscaping design concepts to create an identifiable prestige streetscape.

3.1.1d

OP
93-130

OP93-156

Section 3.1.1d- 3.1.1f
deleted by OP 2006-037
and Section 3.1.1
renumbered accordingly

The special policy area designated as "Special Policy Area 4 (McVean Corridor)" is to be developed in accordance with a community vision that includes the following principles:

- Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;
- Establishment of community gateways, through the use of design features such as medians;
- Creation of special streets of distinctive character, emphasizing view corridors to the valley, through the use of design measures including medians, manor houses, and parkettes;
- Establishment of community focal points, through the location and design of neighbourhood parks, institutional uses (schools and churches), and traffic circles.
- Creation of a green corridor, extending from the Humber River easterly along the north side of Williams Parkway, and incorporating the existing woodlot;
- Provision of a variety housing choices of high-quality expressed through attention to ideal in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves, including upscale executive housing units, executive townhouses and manor houses.

3.1.1e

Within Special Policy Area 4 (McVean Corridor), a minimum of 200 upscale executive housing units on lots with minimum frontages of 18 metres (60 feet) are to be provided, exclusive of the lots within Special Policy Area 4B along the south side of Castlemore Road.

3.1.1f

Prior to draft plan of subdivision or zoning approval within Special Policy Area 4 (McVean Corridor), a "community vision block plan" shall be prepared which establishes a street hierarchy plan, a community open space plan, a built form plan and an enclaves plan to achieve the principles enunciated in Section 3.1.1d. The "community vision block plan" shall also address and incorporate the requirements of Section 5.7 regarding Urban Design Guidelines.

3.1.1g

As a condition of draft plan of subdivision approval within Special Policy Area 4 (McVean Corridor), proponents shall submit for the approval of the City and by a 'qualified architectural and landscape consultant' adequate architectural and urban design concepts in accordance with the overall community vision block plan required by policy 3.1.1f, and any special requirements set out in policy 3.1.20b.

3.1.1h

In accordance with Sections 3.3.14 and 5.5 of this Secondary Plan and the West Humber River Subwatershed Study, a master drainage plan for Special Policy Area 4 shall be approved by the City and the Toronto and Region Conservation Authority, prior to the registration of any individual plan of subdivision.

3.1.1i

OMB Order 1018

The special policy area designated as "Special Policy Area 3B (The Gore Road Upscale Executive Housing)" consists of a portion of Area 6 of the Upscale Executive Housing Areas in the Brampton Official Plan (Section 4.1.2 and Schedule A1). Special Policy Area 3B shall encompass an area 200 metres from the southerly limit of the Estate Residential lands along Princess Andrea Court and shall be developed in accordance with the following principles and with policies set out in Section 3.1.20d:

- (i) Provide a transition to the existing Estate Residential lands through a minimum lot width and size and use of landscaping and building design elements. Lots abutting the Estate Residential lands lots shall have mature landscaping (including mature coniferous trees) and a decorative wood and pillar fencing to provide a buffer.
- (ii) The presence of streetscape and architectural design and forms to promote distinctive and high quality buildings and a strong neighbourhood character.
- (iii) The appropriate integration of a community development concept with the natural environment.
- (iv) The provision of appropriate architectural and landscaping design concepts to create an identifiable prestige streetscape.

3.1.1j

OMB Order
1018

Upscale executive housing units provided within Special Policy Area 3B contribute towards the total allocation of 300 upscale executive housing units for Upscale Executive Housing Special Policy Area 3.

OP
2006-037

Housing Mix, Density and Plan Integration**3.1.2**

OP
93-115

Notwithstanding the housing policies for the various residential designations on Schedule 'SP41 (a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

3.1.3

Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 41.

3.1.4

Prior to draft plan of subdivision or zoning approval as appropriate, proponent(s) may be required to submit for the approval of the City a tertiary development concept for specific residential designations with difficult design features or limited access opportunities. Such tertiary development concept shall address relevant design issues and how these designations will develop and function.

Cluster and High Density Residential**3.1.5**

Prior to draft plan of subdivision or zoning approval as appropriate, proponent(s) may be required to submit for the approval of the City a tertiary development concept for specific residential designations with difficult design features or limited access opportunities. Such tertiary development concept shall address relevant design issues and how these designations will develop and function.

3.1.6

OP
93-115

In areas designated Cluster and High Density Residential on Schedule 'SP41(a)', residential uses within the High Density Residential category defined in Part I of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.7."

3.1.7

OP
93-115

The net density for Cluster and High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approval for an increase in density, to a maximum of 150 units per hectare (60

OP2023-021
deletes section
3.1.7.1

units per acre) may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Housing Policy Statement, will have a reasonable floor space index relative to density yield, and will have minimal impact on the local roads and services within the Secondary Plan Area.

3.1.7.2

OP2023-027

Any proposal for Notwithstanding the policies within the Cluster/High Density designation, lands shown outlined as "Special Policy Area 21" on Schedule 41(a) should be developed in accordance with the following:

a) A residential apartment building is permitted, with a maximum density of 530 units per net hectare, a maximum height of 18 storeys and an FSI of 3.5.

3.1.7.3

OP2023-028

Notwithstanding the policies within the Cluster/High Density designation, lands shown outlined as "Special Policy Area 20" on Schedule SP41(a) should be developed in accordance with the following:

1. Apartment buildings shall be permitted, in conjunction with ground floor commercial and office uses to a maximum combined density of 308 units per residential hectare, and a maximum building height of 14 storeys.
2. Upscale landscape treatment should be applied along Highway 50 to reflect an appropriate character given the importance of this area at the edge of the City of Brampton. In this regard, landscaping is to include upscale items such as decorative metal fencing, masonry columns, and significant plantings.
3. Service loading areas and garbage disposals should be incorporated into the building design and screened from view through appropriate fencing and landscaping

3.1.8

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

Medium Density Residential

3.1.9

OP
93-115

In areas designated Medium Density Residential on Schedule 'SP41(a)', residential uses within the Medium Density Residential

category defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.10.

3.1.10

OP
93-115

Nonprofit housing projects within the Medium Density designations on Schedule 'SP41(a)' may be developed at a maximum density of 75 units per net residential hectare (30 units per net residential acre) without further amendment to this Plan. Such proposals will have regard to policy 3.1.11 and will have minimal impact on the local roads and services within the Secondary Plan Area.

3.1.11

Any proposal for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development and for the provision of design and landscaping features to achieve effective separation and buffering from major roads or adjacent Mixed Commercial Industrial uses.

3.1.11a

OP93-183

In the area designated Medium Density Residential Special Policy Area 4C on the west side of McVean Drive, south of Bram East Corridor, the following policies will apply:

OP93-156

- i) Only an upscale townhouse development shall be permitted of high-quality expressed through attention to detail in the architecture, choice of building materials, siting, building elevations, roof lines, integration with natural features, landscaping and other special features.
- ii) Zoning for the intended use shall not proceed until detailed site and design plans have been submitted to the satisfaction of the City clearly demonstrating the upscale character of the project, careful integration with the surrounding upscale neighbourhood and natural features and the retention of existing mature vegetation wherever possible.

3.1.11b

OP2023-013

For the lands designated 'Medium Density' located on the west side of The Gore Road, north of Fitzpatrick Drive and municipally known as 9874 The Gore Road, the following policies will apply:

- i) The maximum density is 32 units per net residential hectare (13 units per net residential acre).
- ii) That driveway access only be permitted from The Gore Road.

3.1.12

OP2006-
199

Medium/High Density Residential

In areas designated Medium/High Density Residential on Schedule 'SP41(a)', residential uses within the High Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 65 units per net hectare (27 units per net acre)..

3.1.12A**Special Policy Area 9 (Medium Density Residential Lands)**

OP93-267

1. The lands shown outlined as “Special Policy Area 9 (Medium Density Residential)” on Schedule SP41(a) shall be developed for townhouses, as well as a limited number of buildings that are used for both residential and commercial purposes (live/work units).
2. The units next to the “District Retail” designation along the easterly boundary of Special Policy Area 9 (Medium Density Residential) shall be developed as live/work units.
3. A public road from Ebenezer Road to the townhouses will provide the primary vehicular access to the site.
4. The residential development on the subject site will be enhanced by residential and/or mixed residential and service commercial uses on lands within proximity to the site which includes lands at the south-west corner of Ebenezer Road and the public road access to the site.
5. Upscale landscaped treatment at the primary entrance to the site will create a desirable and appropriate entry feature.
6. The following shall apply to live/work units:
 - a) Live/work units shall have a ground floor level that is used primarily for commercial purposes, and upper floor(s) that are used solely for residential purposes.
 - b) Commercial uses within the live/work units shall be oriented exclusively toward the “District Retail” designation, including all “form and function” of the commercial use (i.e. access, parking, signage).
 - c) Parking areas for the residential uses within the live/work units shall be accessed from non-commercial development.
 - d) The building façade of the live/work units facing the residential development shall be compatible with and complement the townhouse development.
 - e) Commercial uses within the live/work units shall be limited to retail establishments, personal service shops, service shops, offices, medical offices, custom workshops and similar uses not requiring extensive loading and storage facilities.

- f) Outdoor storage in association with the commercial use is not permitted.
- g) Buildings will be designed with upscale building materials and architectural features, such as ground floor and second floor porches, and roofline variation to promote a residential character.

3.1.12B

The area designated Medium Density Residential at the south-east corner of Ebenezer Road and Nexus Avenue, and north-eastern corner of Fogal Road and Nexus Avenue shall be developed, maintained and used for townhouses and buildings used for both residential and commercial purposes (live-work units). The maximum density is 50 units per net residential hectare (20 units per net residential acre). Live-work units shall be provided in the development of the lands.

OP2006-103

OP2006-192

The development shall consist of a high-quality built form that is expressed through the attention to detail in the architecture; roof lines, building materials and through landscaping elements.

The following shall apply to live-work units:

- a) Live-work units shall have a ground floor level that is used primarily for commercial purposes, and upper floor(s) that are only used for residential purposes.
- b) Commercial uses within the live-work units shall be oriented exclusively toward the Nexus Avenue frontage or Fogal Road frontage, respectively, including all functional aspects of the commercial use (such as access, parking, signage, patio areas).
- c) The building facade of the live-work units facing the residential development shall be compatible with and complement the townhouse development.
- d) Commercial uses within the live-work units shall be limited to retail establishments, restaurants, personal service shops, service shops, offices, medical offices, custom workshops and similar uses not requiring extensive loading and storage facilities.
- e) Outdoor storage in association with the commercial use is not permitted,
- f) Buildings will be designed with upscale building materials, architectural features and roofline variations to promote a residential character.
- g) The massing and architectural details of the live-work building at the intersection of Ebenezer Road and Nexus Avenue, and Fogal Road and

Nexus Avenue, will be designed to emphasize this location as a gateway into the community.

h) The streetscape design along Nexus Avenue, and Fogal Road and Nexus Avenue shall complement and support the live-work uses. In this regard, it shall include:

i) a primarily hard surface treatment from the building face to the curb, that incorporates decorative paving elements; and,

ii) an enlarged space at the corner of Nexus Avenue and Ebenezer Road, and Fogal Road and Nexus Avenue, to accommodate seating or patio space.

Low and Medium Density Residential

3.1.13

OP
93-115

In areas designated Low and Medium Density Residential on Schedule 'SP41(a)', residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted at a maximum combined density of 29.6 units per net hectare (12 units per net acre), subject to policies 3.1.2 and 3.1.14. In addition, at least 60% of the development within the Low and Medium Density Residential designation shall be single detached structural units.

3.1.14

OP
93-115

Notwithstanding the foregoing housing mix and density policies, proposals for development within the "Low and Medium Density Residential" designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines.

3.1.15

The density range for the Low and Medium Density Residential designation within Secondary Plan Area 41 shall be 16 to 23.5 units per hectare (6.5 to 9.5 units per acre) of gross residential area.

3.1.16

Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to main collector roads shall generally maintain a minimum width of 12 metres, with a greater width or reverse frontage treatment possibly being required in the vicinity of major intersections.

3.1.17

In the Low and Medium Density Residential designation on the east side of the Woodlands Golf Course (OPA 201), north of Ebenezer Road, south of the designated Elementary School site abutting the northern side of the valleylands, golf course or related uses may be permitted.

Low Density Residential

3.1.19

OP
93-115

In areas designated Low Density Residential on Schedule SP41(a), residential uses within the pertinent Low Density Residential category as defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.20.

3.1.20

The density of the Low Density Residential designation on Schedule SP41(a) shall not exceed 7 units per hectare (2.8 units per acre) of gross residential area. Lots directly adjacent to Estate Residential designations shall have a minimum lot size of 2,000 square metres (0.5 acres) while lots directly abutting Estate Residential designations shall have a minimum lot size of 4,000 square metres (1.0 acre). Minimum lot width in the Low Density Residential designation shall be 15.2 metres (50 feet).

In the context of the above, "directly adjacent" refers to lotting situations where Low Density Residential lots are separated from a Rural Estate designation by either a road, valley or nonresidential designation and where there are no intervening lots, housing or nonresidential development.

3.1.20a

OP93-156

On the lands designated Low Density Residential Special Policy Area 4A (Executive Housing) in the vicinity of the West Humber River Valley, between Goreway Drive and McVean Drive, only upscale executive housing development is permitted, in accordance with Section 3.1.1h. The following policies will apply:

- i) Only single detached homes shall be permitted
- ii) At least 200 upscale executive lots shall be provided having a minimum lot frontage of 18 metres (60 feet) and at least 50 of the 200 lots shall have a lot frontage of 21 metres (70 feet) or greater.
- iii) The upscale executive lots shall have a minimum lot depth of 33 metres (110 feet) and a portion of the lots shall have a depth greater than the minimum.
- iv) Appropriate streetscape and landscaping enhancement shall be provided to enhance the executive housing areas.

3.1.20b

OP93-156

The architectural and urban design concepts applying to this area are intended to create upscale executive housing enclaves with a distinctive character. They shall be consistent with the policies applying to Executive Housing in Part I, Sections 3.3 and 4.1.2 of the Official Plan, and shall address not to be limited to the following:

- Appropriate integration of a community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands.

- The presence of architectural designs and forms to ensure distinctive and high quality buildings and a strong neighbourhood character; and
- Provision of appropriate architectural and landscaping design concepts to create an identifiable prestige streetscape consistent with the special attributes of the lands.

3.1.20c

OP93-156

In the area designated Low Density Residential Special policy Area 4B (Large Lot Detached Residential) on the south side of Castlemore Road, between Goreway Drive and McVean Drive, the following policies will apply:

- i) Only single detached homes shall be permitted.
- ii) Lots shall have a minimum frontage of 21 metres (70 feet) and a minimum lot depth of 42.5 metres (140 feet).
- iii) A high quality of architectural design will be required.
- iv) Notwithstanding Section 3.1.20.c.ii., within the lands that are municipally known as 3827, 3847, and 3863 Castlemore Road (which are located approximately 70m east of the intersection of Redwillow Road and Castlemore Road (west edge of the site), to approximately 205m (east edge of site), lots may have a minimum lot frontage of 15 metres and a minimum lot depth of 35 metres, provided it can be demonstrated that the lot configuration ensures a compatible transition and appropriate interface with the surrounding lotting pattern.

OP25-135

OP06-274

3.1.20d

OP93-130

OMB Order
1018

On lands designated Low Density Residential Special Policy Area 3B (The Gore Road Upscale Executive Housing), the lands shall be developed for executive housing that provides a transition to the Estate Residential lands in accordance with the following and the principles set out in Section 3.1.1i:

- i) The maximum net residential density shall be 15 units per hectare (6 units per acre).
- ii) The minimum lot frontage shall be 12 metres (39.3 ft) for any lot.
- iii) A minimum of 80 upscale executive housing units on lots having a minimum lot width of 15.2 metres (50 ft) and a minimum area of 464.5 square metres (5000 sq ft) shall be provided.
- iv) Notwithstanding Policy 3.1.20, within Special Policy Area 3B (The Gore Road Upscale Executive Housing) all lots abutting the properties on the south side of Princess Andrea Court shall

have a minimum lot width of 25.9 metres (85 ft) and a minimum lot depth of 33 metres (108 ft).

OMB Order 1018	v) The minimum interior side yard depth for dwellings on lots that abut lands designated “Estate Residential” shall be 2 metres (6.6.ft).
OMB Order 1018	vi) the presence of architectural designs and forms to promote distinctive and high quality buildings and strong neighbourhood character.
OMB Order 1018	vii) the appropriate integration of a community development concept with the natural environment.
OMB Order 1018	viii) the provision of appropriate architectural and landscaping design concepts to create an identifiable prestige streetscape.
OMB Order 1018	ix) Detailed community urban design guidelines shall be submitted prior to draft approval that demonstrate the effective implementation of policies vi), vii), and viii).

Special Policy Area 7 (Low Density Residential)

OP93-249	Notwithstanding the “Low Density Residential” designation and the requirements in Section 3.1.20 of this Secondary Plan having a minimum lot size of 2,000 square metres (0.5 acres) for all lots that are adjacent to “Estate Residential” designations and a minimum lot width requirement of 15.2m (50 feet), residential uses within the lands shown as “Special Policy Area 7” on Schedule SP41(a) are permitted at a maximum density of 23 units per net hectare (9.3 units per net acre) provided: i) Lots facing or abutting The Gore Road have a minimum lot size of 910 sq.m (9,800 sq. ft) and a minimum lot width of 21m (70 ft); and, ii) All dwellings have a design compatible with the Estate Residential dwellings, in accordance with approved design guidelines.
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3.1.21

The Low Density Residential lots and dwellings adjacent to the Office Node designation south of Highway 7 and west of The Gore Road shall be shaped, oriented and developed in a manner that enhances the degree of compatibility between those lots and the adjacent Office Node uses as well as the adjacent Estate Residential uses to the south.

OP93-295	Notwithstanding the maximum density policy for the “Low Density Residential” designation and minimum lot size requirement for lots
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abutting Estate Residential designations set out in subsection 3.2.10, the lands located west of The Gore Road immediately south of the terminus of Brewster Road shall also be subject to the following policies:

- (i) A maximum net residential density of 10.8 units per hectare.
- (ii) Lots abutting an Estate Residential designation shall have a minimum lot depth of 577 metres for lots.

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

Estate Residential

3.1.23 In areas designated Estate Residential on Schedule SP41(a), residential uses in accordance with the Rural Estate policies in Part I of the Official Plan are permitted, excepting that servicing by piped municipal sanitary and water services is not precluded.

Affordable Housing

3.1.24 Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents. Such opportunities shall include a minimum of 30% of new residential units to be affordable in accordance with the intent of the Provincial Housing Policy Statement.

3.1.25 Affordable housing will be integrated into the community so as not to isolate such housing in any one area and to ensure opportunities for affordable housing are available.

3.1.26 Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

3.2 Employment

The Bram East Secondary Plan area has significant locational and infrastructure attributes to attract a range of office, industrial and commercial uses. Due to its distant separation from the Central Area, this plan allows land uses that do not directly compete with the intended high order and high density uses within the Central Area.

OP93-150

District Retail

OP93-185

3.2.1 The lands designated District Retail on Schedule SP41(a) shall permit the range of uses and be developed in accordance with the Local

Retail policies of Part I, section 4.2 and other relevant policies of the Official Plan. In addition, the maximum permitted gross leasable floor area of a supermarket shall be 9,500 square metres (102,260 square feet).

District Retail: Special Policy Area #5

3.2.1.1

OP93-185

The lands shown outlined as Special Policy Area #5 on Schedule SP41(a) were originally intended to be developed for District Retail purposes in conjunction with the abutting lands to the north, south and east. However, it is recognized that the full planned commercial function of these lands for District Retail purposes may not be fully realized, given the redesignation of lands to the south for Neighbourhood Retail purposes, and the realignment and reduced right-of-way width of the Bram East Corridor (formerly Williams Parkway). In this regard, land within Special Policy Area #5 may be used for either District Retail purposes or for Medium density residential purposes. Lands that are to be developed for District Retail purposes, shall permit the full range of commercial uses permitted within Section 3.2.1, with the exception of a supermarket which shall not be permitted. In addition, lands which are to be developed for District Retail purposes within Special Policy Area #5 shall generally adhere to the following requirements, principles and guidelines:

- i) Provisions shall be made within the implementing zoning by-law and site development plan agreement(s) to demonstrate that comprehensive and orderly commercial development can be achieved within both the Neighbourhood Retail and District Retail designations. In the regard, a Tertiary Plan shall be required to demonstrate how the designated area(s) can develop comprehensively.
- ii) Parking and loading to trucks shall be located away from visually prominent locations, or appropriately screened to enhance streetscape amenity design to the greatest extent practicable.
- iii) The number of driveway connection(s) to the commercial development shall be minimised to the greatest extent practical. To achieve this, access and servicing easements amongst neighbouring land owners may be required and established in accordance with the requirements of the City and other road authorities.
- iv) Site architectural and landscape design elements shall be used to generate an attractive, built urban environment. In this regard, appropriate setbacks, design standards and guidelines respecting parking, landscaping, outdoor

display areas, service and loading areas shall be formulated and adopted by Council and incorporated in the implementing zoning by-laws and site plan agreements.

- v) Appropriate detail respecting the above referenced requirements, standards and guidelines shall be formulated with due regard to the surrounding land use designations. In particular, the scale and design characteristics of the commercial uses shall be compatible and sensitive to the adjacent residential uses, and shall incorporate appropriate landscaping and buffering.

Alternatively, lands within Special Policy Area #5 may be used for Medium density residential purposes in accordance with policies contained within the Residential Lands: Medium Density designation without further amendment to this plan.

District Retail: Special Policy Area #6

3.2.1.2

OP93-185

Lands within Special Policy Area #6 are intended to be developed for District Retail purposes, in conjunction with Special Policy Area #5 and in accordance with the provisions set out in section 3.2.1.1. However, if Special Policy Area #5 is developed for Medium Density residential purposes, the lands within Special Policy Area #6 may continue to be developed for limited commercial purposes, provided that commercial development within this area adheres to the following requirements:

- (i) Shall consist of the range of commercial uses permitted within a planned (District Retail) commercial shopping center, with the exception of a supermarket, a gas bar, a theatre, a taxi/bus station and/or a motor vehicle body shop/repair/washing establishment.
- (ii) Shall be subject to the requirements, principles and guidelines for commercial development set out in Section 3.2.1.1, above.

Neighbourhood Retail

3.2.2

The lands designated Neighbourhood Retail on Schedule SP41(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, section 4.2 and other relevant policies of the Official Plan. Each designation may accommodate up

to 7,500 m² (80,700 square feet) of gross leasable area on a site area up to 3.2 hectares (7.9 acres) in size.

3.2.2.1

OP93-185

Notwithstanding the above, the lands designated Neighbourhood Retail, at the north-west corner of Regional Road Number 50 and the Bram East Corridor (formerly Williams Parkway), shall permit the maximum gross leasable floor area of the retail establishment to be increased to 10,220 square metres (110,000 square feet), on a site not exceeding 4.0 hectares (10 acres) in size. Only one supermarket may be permitted and shall be limited to a maximum gross leasable floor area of 5,202 square metres (56,000 square feet). In addition, lands which are to be developed for Neighbourhood Retail purposes shall adhere to the following requirements:

- (i) Shall consist of the range of commercial uses permitted within a neighbourhood commercial shopping center, with the exception of a gas bar, a theatre, or a taxi/bus station, which shall not be permitted.
- (ii) Shall be subject to the requirements, principles and guidelines for commercial development set out in Section 3.2.1.1.

Convenience Retail

3.2.3

Lands designated Convenience Retail on Schedule SP41(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, section 4.2 and other relevant policies of the Official Plan. The designations will generally not exceed 1,400 square metres (15,100 square feet) of gross leasable area on a site of up to 0.8 hectares (2.0 acres) in size.

3.2.3.1

OP93-233

Notwithstanding the Convenience Retail designation on the north side of Regional Road 107 (Queen Street East) approximately 270 metres east of McVean Drive, an automobile service station and/or car wash shall also be permitted subject to:

- a. Approved urban design guidelines consistent with the design and architectural elements appropriate for this section of Regional Road 107 as a gateway to the City and compatible with the planned or approved development on adjacent properties.
- b. The implementation of road improvements and access restrictions recommended by an approved Traffic Impact Study. The need for a Traffic Impact Study shall be confirmed by the City and the Region of Peel.

3.2.3.2

OP93-254

The lands located at the south-west corner of Regional Road #50 and Cottrelle Boulevard having an area of approximately 0.91 hectares (2.25 acres) designated for Convenience Retail shall have a maximum gross leasable area of 2,000 square metres (21,529 square feet). In addition, the subject lands shall incorporate a site layout, building massing, landscaping and architectural design that is consistent with the prominent gateway feature.

3.2.3.3OMB PL110947
(June 8 2012)

The Convenience Retail designation on the lands located at the southeast corner of Castlemore Road and McVean Drive having an area of approximately 1.0 ha (2.47ac.) shall permit a maximum gross leasable area of 2,800 square metres (30,139 square feet).

3.2.4

In the interest of providing retail service to developing neighbourhoods within Secondary Plan Area 41, the City may permit additional Convenience Retail designations, notwithstanding the presence of nearby Convenience Retail designations, should it become evident that a desirable level of competition, retail and related services is not otherwise likely to be realized in a particular area within a reasonable period of time. Such an addition of a Convenience Retail designation, with or without the deletion of a corresponding designation in a nearby location, will require an official (secondary) plan amendment.

Office Node**3.2.5**

The development of lands designated Office Node on Schedule SP41(a) shall coincide with the Office Node policies of Part I, section 4.2 and other relevant policies of the Official Plan.

Permitted uses typically include business, professional or administrative offices, hotels, motels, financial institutions, accessory and personal service retailing, a supermarket, food and beverage establishments, recreation, institutional, convenience retail uses, business support activities, prestige types of manufacturing or assembly that are compatible with an office or research environment, and existing commercial, industrial or business uses that are reasonably compatible with the long term development strategy for the Office Node.

Outside or open storage of materials or goods shall not be permitted in the Office Node designation.

3.2.6

Individual primary office projects are permitted at a minimum density of 0.5 Floor Space Index (FSI) and a maximum density of 1.5 FSI coverage within the Office Node designation. The retail and service commercial component of office projects and blocks shall not exceed 20 percent of gross floor area. Lot sizes shall generally be a minimum of 0.8 hectares (2.0 acres) while larger lots are encouraged along major arterial roads.

3.2.7

Development in the Office Node designation will generally adhere to the following requirements, principles and guidelines to contribute to a distinctive gateway character at the principal east entrance to Brampton:

- i) parking of cars and trucks shall be permitted only in structures or in yards removed from visually prominent locations to enhance streetscape amenity design to the greatest extent practicable;
- ii) superior site, and architectural and landscape design elements shall be used to generate an attractive, built urban environment;
- iii) a minimum Floor Space Index (FSI) strategy to be achieved if necessary by means of the staged development of particular projects;
- iv) a maximum percentage of retail allowable in appropriate circumstances;
- v) that there be no uses that harm or impair the overall environmental quality or urban design integrity in the area;
- vi) that appropriate minimum lot areas, setbacks, and other design standards and guidelines respecting parking, landscaping, outdoor display areas, service and loading areas be formulated and adopted by Council and incorporated as appropriate in the implementing by-laws; and,
- vii) that the detail respecting the above referenced requirements, standards and guidelines be formulated with due regard to the principles and recommendations of the Highway 7 Corridor Land Use and Transit Strategy Study (McCormick Rankin) and of the Transit-Supportive Land Use Planning Guidelines (Ministry of Transportation of Ontario and Ministry of Municipal Affairs, 1992)

OP2023-021 deletes
section 3.2.7.1 Special
Policy Area 20

3.2.8

To evaluate the merits of a development proposal within the Office Node designation, the City may require the submission of a tertiary development concept to demonstrate how the designated area can be comprehensively developed.

3.2.9

The City shall require that office buildings within the Office Node designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses. In particular the scale and characteristics of the Office Node uses located adjacent to the Low Density Residential

designation located south of Highway 7 and west of The Gore Road shall be sensitively selected for compatibility with adjacent Low Density Residential uses.

- 3.2.10** Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

Mixed Commercial Industrial

- 3.2.11** The development of lands designated Mixed Commercial Industrial on Schedule SP41(a) shall coincide with the Business Industrial policies of Part I, section 4.2 and other relevant policies of the Official Plan.

Permitted uses typically include motels, restaurants, retail warehousing (such as furniture and appliance stores, home improvement centres, toy and sporting goods stores), automotive sales, service and repair facilities, specialty food and grocery stores up to 600 m² (6,500 square feet), prestige industrial uses with or without ancillary retail, office or service functions, warehousing operations, parks, open space and community service uses.

Outdoor or open storage of materials or goods and automotive body shops are not permitted. Notwithstanding any other policies in this secondary plan, supermarkets are not permitted within the Mixed Commercial Industrial designations, except for within an area bounded by Fogal Road to the north, Highway 50 to the east, Queen Street East to the south and the Claireville Tributary to the west. Entertainment uses are not permitted unless they are regional serving entertainment uses in accordance with Official Plan policy 4.2.2.2. Hotels are not permitted except for those Mixed Commercial Industrial designations located east of The Gore Road and south of Ebenezer Road, and on the Woodlands site in accordance with policy 3.3.5.5 of this plan.

OP2006-030

OP2006-056

Special Policy Area 12 (Office Node and Mixed Commercial/Industrial)

The lands shown outlined as “Special Policy Area 12” on Schedule SP41(a) shall be used in accordance with the Office Node and Mixed Commercial/Industrial designations subject to:

- a) Encouraging the development of office space by applying a restriction on the amount of retail and service commercial development along the Regional Road 50 (Highway 50) frontage of the site until a minimum amount of office development has been developed anywhere on the

lands in advance of or in conjunction with retail and service commercial development.

- b) The land use permissions of both the Office Node and Mixed Commercial/Industrial designation shall apply to the entire lands of the Special Policy Area 12 subject to industrial uses requiring large outdoor storage areas, motor vehicle sales establishment, garden centres, automotive related uses, and stand alone retail uses with a gross floor area of less than 930 square metres not being prominently visible from Regional Road 107 (Queen Street).
- c) The on-site driveways shall operate as an internal road to accommodate access opportunities from the lands to the south to Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50).
- d) Development in the Office Node and Mixed Commercial Industrial designation shall adhere to the following Urban Design principles:
 - i. The Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) frontages shall have minimal or no parking located between buildings and the street. Additional landscaping will be required where areas with one row of parking are retained.
 - ii. A multiple storey building (minimum 3 storey building height) is to be located at the Regional Road 107 (Queen Street) and Regional Road 50 (Highway 50) corner of the site.
 - iii. A principal building associated with any gas bar shall be located adjacent to Regional Road 107 (Queen Street) or Regional Road 50 (Highway 50) so that the building can screen the gas bar pump islands from the street.
 - iv. Buildings shall have good quality and aesthetically attractive building materials and make use of glazing, roofline variation, and corner features.
 - v. Landscape treatments shall be applied along The Gore Road frontage to ensure appropriate landscape screening between the site and the adjacent residential uses.
 - vi. Convenient and safe pedestrian access shall be provided throughout the site and Pedestrian facilities such as street furniture will be provided along walkways between buildings and the adjacent public roads, and will include appropriate weather protection.
 - vii. Service and loading areas shall be screened from all streets.
 - viii. Drive-through facilities should not be located between buildings and any public roads.

OP93-262

Special Policy Area 8 (Office Node-Mixed Commercial/Industrial)

The lands shown outlined as "Special Policy Area 8" on Schedule SP41(a) shall be a Mixed Office/Commercial/Industrial centre with

office and commercial uses prominently situated along Regional Road 107, and any industrial uses and automobile related commercial uses with outdoor storage located further back from Regional Road 107. This juxtaposition of uses facilitates prominent office and commercial development along Regional Road 107 that reflects the location of this site as a City “Gateway”. The “Gateway” function of the site is emphasized with building located close to the street edge and multi-storey buildings at the intersections of Regional Roads 107 and 50, and Regional Road 107 and The Gore Road.

The development of each portion of the lands on either side of the valley shall be such that mutual vehicle and pedestrian access is facilitated and the necessary agreements are put in place for the maintenance of common elements (such as parking areas, landscaped areas). The development and ongoing operation of these lands shall be conducive to the overall “gateway” location within which they are located.

Uses permitted on land subject to “Special Policy Area 8” are those permitted by both the “Mixed Commercial/Industrial” and “Office Node” designations, subject to policies to ensure a minimum amount of office space and intended design elements.

- 3.2.11.1** The zoning by-law shall provide for a minimum of 9,290 square metres of office space on lands designated Special Policy Area 8. Lands within close proximity to the intersections of The Gore Road and Regional Road 107, and the Regional Roads 107 and 50 shall not develop for commercial uses (other than offices and accessory uses) until the minimum amount of office space exists within Special Policy Area 8.

To promote the development of the key intersection locations for office and accessory uses, holding zones will limit the use of these locations to only offices (and uses accessory to offices) and such holding zones will be lifted only when the minimum amount of office space specified in this policy and the zoning by-law exists within Special Policy Area 8. The lifting of the holding zones will permit a broader range of commercial uses at the key intersection locations if the required minimum amount of office space exists elsewhere within Special Policy Area 8.

- 3.2.11.2** Automotive related uses (excluding a gas station), uses requiring outdoor storage or drive-through facilities, convenience restaurants, and stand alone retail uses less than 930 sq.m. gross floor area shall not locate on prominent areas on the site to the extent that they will undermine the presence of the office and accessory office uses.

- 3.2.11.3** A motor vehicle body shop and a supermarket are not permitted.

- 3.2.11.4** Outdoor storage is permitted only in conjunction with a motor vehicle sales establishment, permitted warehouse uses and garden centre sales establishment.
- 3.2.11.5** The Zoning By-law shall have floor area restrictions for high traffic generating uses to respect the capacity of the surrounding arterial road network and provide for safe vehicular access to the site.
- 3.2.11.6** Pedestrian access to the site shall be close to planned transit stop locations and street intersections.
- 3.2.11.7** The urban design principles for Special Policy Area 8 are:
 - 3.2.11.7.1** Architectural enhancements and building articulation provided through, but not limited to, upscale materials, glazing, roofline variation, and corner features.
 - 3.2.11.7.2** Buildings situated close to the street edge along the Regional Road 107, Regional Road 50 and The Gore Road frontages.
 - 3.2.11.7.3** Taller buildings (two or more stories in height) located close to the intersections of Regional Roads 50 and 107, and Regional Road 107 and The Gore Road.
 - 3.2.11.7.4** Building designed with techniques to give an appearance of an additional storey (i.e. entrance canopies, changes of materials, use of glazing) are encouraged.
 - 3.2.11.7.5** Building entrances should face the street to facilitate pedestrian access from public roads and enhance building articulation from public roads.
 - 3.2.11.7.6** Service/loading and outdoor storage areas should be screened from all streets and pedestrian pathways.
- 3.2.12** Individual projects are permitted at a maximum density of 0.5 Floor Space Index (FSI) within the Mixed Commercial Industrial designation. Lot sizes shall generally be a minimum of 4,000 m² (1.0 acre) while larger lots are encouraged along major roads.
- 3.2.13** Free standing retail establishments, excluding food, shall be restricted to a minimum of 1,850 m² (20,000 square feet) of Gross Leasable Area (GLA), and where any lot or group of lots contains more than one such large retail establishment, up to 10% of the GLA devoted to such large retail establishments on the lot or lots may be contained within a building or unit in a building or part thereof, as the case may be with a minimum GLA of 460 m² (5,000 square feet).

- 3.2.14** Development in the Mixed Commercial Industrial designation will generally adhere to the following requirements, principles and guidelines:
- i) parking of cars and trucks shall only be provided, where feasible, in yards away from visually prominent locations to enhance streetscape amenity design. Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
 - ii) limited outdoor display areas shall be permitted for visually unobtrusive finished products;
 - iii) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
 - iv) that there be no uses that harm or impair the overall environmental quality or urban design integrity in the area;
 - v) appropriate minimum lot areas, setbacks and other design standards/guidelines respecting parking, landscaping, outdoor display areas, service and loading areas be formulated and adopted by Council and incorporated as appropriate in the implementing by-laws; and
 - vi) that the detail respecting the above referenced requirements, standards and guidelines for lands adjacent to Highway 7 be formulated with due regard to the principles and recommendations of the Highway 7 Corridor Land Use and Transit Strategy Study (McCormick Rankin) and of the Transit-Supportive Land Use Planning Guidelines (Ministry of Transportation of Ontario and Ministry of Municipal Affairs, 1992).
- 3.2.15** To evaluate the merits of a development proposal within the Mixed Commercial Industrial designation, the City may require the submission of a tertiary development concept to demonstrate how the designated area can be comprehensively developed.
- 3.2.16** Common access arrangements and linked parking areas may be required to serve multiple land uses within a Mixed Commercial Industrial area.
- 3.2.17** In the area designated Mixed Commercial Industrial Special Policy Area 1 (Office) at the northwest corner of Highway 7 and McVean Drive, there shall be a predominance of office uses and associated commercial uses with a high standard of design and landscaping that

is complementary to the adjacent Conservation Area lands. Industrial uses shall not be permitted in this area.

3.2.18

In the area designated Mixed Commercial Industrial Special Policy Area 2 (Public Use/Commercial) at the southwest corner of Highway 7 and McVean Drive, there shall be public uses and associated commercial uses that are compatible with the existing or potential high intensity recreational and educational uses, facilities or services with a high standard of design and landscaping that is complementary to the adjacent Conservation Area lands. Industrial uses shall not be permitted in this area.

3.2.19

Notwithstanding the other policies in this plan, in the Mixed Commercial Industrial designation located on the southeast corner of Goreway Drive and Highway 7, the following development permissions/restrictions shall apply:

- a) office uses shall be restricted to a maximum Gross Leasable Area of 929 m² (10,000 square feet);
- b) retail warehousing uses shall be restricted to a minimum Gross Leasable Area per unit of 1,858 m² (20,000 square feet);
- c) retail establishments having no outside storage shall be restricted to 15% of the total Gross Leasable Area to a maximum of 1,393 m² (15,000 square feet);
- d) the maximum Gross Leasable Area devoted to the sale of food within any retail establishment shall not exceed 929 m² (10,000 square feet); and
- e) a restaurant campus shall not be permitted.

OP2023-021 deletes
section 3.2.20, 3.2.21,
3.2.22, 3.2.23, 3.2.24

3.2.25

Lands designated Mixed Commercial/ Industrial on the southeast corner of The Gore Road and Castlemore Road shall only be permitted as a gas bar and ancillary uses subject to the following requirements:

OMB Order
#2123

- a. Notwithstanding Policy 5.6.1 the gas bar shall be permitted to develop on a private individual sanitary sewage system on an interim basis until such time as full municipal services are available;
- b. The gas bar and appropriate ancillary uses shall be able to function effectively with appropriate accesses and road geometric requirements on The Gore Road and Castlemore Road;

- c. Development of a gas bar and ancillary uses may only proceed in a phased manner in conjunction with the development of the general urban area, taking into consideration the associated impacts of such development; and
- d. Full scale ancillary uses including a car wash shall only be developed based upon piped water and sewer services.

If a satisfactory site plan arrangement cannot be achieved for the proper functioning of a gas bar and ancillary uses at this location, the lands may be used for Low Density Residential designation purposes without further amendment to this plan.

Highway and Service Commercial

3.2.26

OP93-265

Lands designated “Highway and Service Commercial” on Schedule SP41(a) are intended generally for uses which accommodate the traveling public and rely on considerable public exposure, thereby requiring a location in proximity to major roads. Permitted uses include retail and service uses, restaurants, hotels and motels, automobile sales and service establishments, gas bars and related activities, which may include a drive-through.

3.2.27

OP06-034

Highway and Service Commercial designations shall adhere to the following urban design principles together with appropriate approved design guidelines:

- a) Pedestrian access to the site shall be provided in proximity to planned transit stop locations and the street intersection.
- b) All structures shall have enhancements and building articulation provided through, but not limited to upscale materials, glazing, roofline variation, and corner features.
- c) Rooftop mechanical equipment shall be screened.
- d) Buildings should be situated close to the street edge in order to reinforce the street edge and create a pedestrian scale.
- e) Service/loading and outdoor storage areas should be screened from streets and pedestrian pathways.
- f) Minimize the visual impact of parking areas as much as possible through their configuration and use of landscaping and grading.

3.2.28

OP2006-182

The lands located at 9416 Highway 50 have an area of approximately 0.746 hectares (1.844 acres) designated “Highway/Service Commercial” may be used for convenience retail uses; a retail

establishment having no outside storage; personal service retail uses; business, professional, administrative and medical offices; financial institutions; day-care centre; private school and restaurant uses.

The buildings shall be designed with a prominent building mass along the Highway 50 frontage.

Special Policy Area 11 (Mixed Commercial/Industrial)

3.2.29

OP06-034

The lands shown as “Special Policy Area 11 (Mixed Commercial/Industrial)” on Schedule SP41(a) shall be developed for mixed commercial/industrial uses in accordance with policy 3.2.11, excluding any policies related to “Special Policy Area 8”. Additional uses that maybe permitted under Special Policy Area 11 (Mixed Commercial/Industrial)” shall include a hotel, supermarket, office and retail related uses. Warehouse distribution centres shall not be permitted within the “Special Policy Area 11 (Mixed Commercial/Industrial)’ designation.

3.2.30

OP06-034

Non-industrial buildings, excluding specialty food and grocery stores, shall be restricted to a minimum Gross Leasable Area (GLA) of 697 square metres (7,500 square feet). Units within those non-industrial buildings shall have a minimum GLA of 232 square metres (2,500 square feet).

3.2.31

OP06-034

Individual developments are permitted at a maximum density of 0.5 Floor Space Index (FSI) within the “Special Policy Area 11 (Mixed Commercial/Industrial)” designation. Lot sizes shall generally be a minimum of 3,000 square metres.

3.2.32

OP06-034

To evaluate the merits of a development proposal within the “Special Policy Area 11 (Mixed Commercial/Industrial)” designation, the City may require the submission of a tertiary development concept to demonstrate how the area can be comprehensively developed.

3.2.33

OP06-034

The following urban design and development principles shall apply to “Special Policy Area 11) Mixed Commercial/Industrial)”:

- i. All buildings shall have significant articulation and superior architectural treatment, with upscale building materials, glazing, roofline variation, and corner features;
- ii. Convenient, safe pedestrian access shall be provided to the subject site and supported with articulated entrances facing the street;
- iii. Service loading area shall be incorporated into building designs and screened from view through appropriate fencing and landscaping;

- iv. No parking shall be permitted between buildings and Queen Street East, McVean Drive and Ebenezer Road. In areas where parking is abutting the street, appropriate landscaping shall be required to provide adequate screening to improve the visual amenity of the area;
- v. Drive-through facilities shall only be permitted in association with a bank, trust company or financial company
- vi. Building facades along Queen Street East shall include glass fenestration and be supportive of active pedestrian uses, i.e. patios, restaurants, double-sided retail opportunities;
- vii. Built form and architecture along Ebenezer Road frontage shall be sympathetic to adjacent residential uses;
- viii. The northeast Corner of Queen Street East and McVean Drive will feature a multiple storey building that will be four or more storeys in height;
- ix. Upscale landscaped treatment shall be provided along Queen Street East, McVean Drive and Ebenezer Road in recognition of this visibly prominent location and its proximity to residential uses.

Special Policy Area 17 (Office/Mixed Use)

3.2.34

OP2006-142

The lands shown as 'Special Policy Area 17 (Office/Mixed Use)' on Schedule SP41(a) shall be developed for commercial, employment and mixed residential uses in accordance with Section 3.2.5 'Office Node' of this Plan, and the following:

- i. Permitted uses include a combination of office, commercial, institutional, cultural and entertainment uses, hotel, conference centre, retail uses, restaurants, high density residential uses (including higher density mixed use built form), live-work units and related community facilities and parking structures; and,
- ii. Drive through facilities, warehouse facilities, distribution centres, motor vehicle sales or leasing establishments, motor vehicle repair facilities, motor vehicle body repair shops, motor vehicle washing facilities and other motor vehicle commercial uses are not permitted.

3.2.35

OP2006-142

The lands designated 'Special Policy Area 17 (Office/Mixed Use)' on Schedule SP41(a) are to develop with a minimum combined Gross Floor Area of 17,000 square metres (182,986 square feet) of Retail,

Office and Hotel uses, of which a minimum Gross Floor Area of 6,500 square metres (70,000 square feet) shall be comprised of Office uses.

3.2.36

OP2006-142

A supermarket with a minimum Gross Floor Area of 900 square metres (9,688 square feet) is required to be developed, which may be counted towards the 17,000 square metres of Retail, Office and Hotel use requirement as identified in Section 3.2.34.

3.2.37

OP2006-142

The maximum overall Floor Space Index (FSI) for lands designated 'Special Policy Area 17 (Office/Mixed Use)' will be 2.12.

3.2.38

OP2006-142

Low rise building forms are only to be permitted on a small portion of the site for restaurant uses.

3.2.39

OP2006-142

Development in the 'Special Policy Area 17 (Office/Mixed Use)' designation is to adhere to the following Urban Design principles:

- i. All buildings are to have significant articulation and superior architectural treatment, with upscale building materials, glazing, roofline variation, and corner features;
- ii. The architecture and built form are to provide landmark building elements that will establish lands within this designation as a focal point along the Queen Street East corridor;
- iii. Convenient, safe pedestrian access is to be provided and supported with entrances facing the street, both within the site and with the surrounding context;
- iv. Service/loading areas are to be incorporated into building designs and screened from view through appropriate fencing and landscaping;
- v. No parking is to be permitted between buildings and Queen Street East, McVean Drive and Ebenezer Road. In areas where parking is abutting the street, appropriate landscaping shall be required to provide adequate screening to the street;
- vi. Building facades along Queen Street East are to include glass fenestrations and building articulation and be supportive of active pedestrian uses (i.e. retail and live/work opportunities);
- vii. Built form and architecture along the Ebenezer Road frontage is to be designed so that building height and

style is compatible with the adjacent residential land-uses;

- viii. In recognition of the visibly prominent location of the lands within this designation and its proximity to existing residential uses, upscale landscaped treatment shall be provided along Queen Street East, McVean Drive and Ebenezer Road;
- ix. A private open space amenity in the form of a central square that is publicly accessible and designed to be barrier free and highly visible shall be provided within this designation. The square shall provide opportunities for active and passive forms of leisure and recreation;
- x. The majority of vehicle parking spaces on the lands are to be located below grade.

OP2023-021 deletes policies Special Policy Area 18 and Special Policy Area 19

3.3 Open Space

Valleyland

- 3.3.1** Lands designated Valleyland on Schedule SP41(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility and contribution to the ecological integrity of the West Humber Watershed. Designated Valleylands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.
- 3.3.2** Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. Setbacks shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
- 3.3.3** Some of the Valleyland designations on Schedule SP41(a) reflect the Metro Toronto and Region Conservation Authority (MTRCA) fill line extension program. If such lands are determined to not form part of the valley and stream corridor, then the relevant adjacent land use

designation(s) will apply to the area affected by the fill permit without further amendment to this plan.

Conservation Lands

- 3.3.4** Lands designated Conservation Lands on Schedule SP41(a) shall be used for conservation purposes or public outdoor recreation in accordance with the Conservation Area policies of Part I, section 4.5 and other relevant policies of the Official Plan.

Special Policy Area 10

- 3.3.5** Lands located within this Special Policy Area are intended to recognize the existing limits of the Riverstone Golf Course, the proposed limits of the area for the potential golf course expansion, and the performance criteria that must be satisfied to permit the expansion to occur.

OP06-029
replaces
OP93-239

Open Space

- 3.3.5.1** Lands designated “Open Space: Private Commercial Recreation” as delineated by Special Policy Area 10 on Schedule SP41(a) may be used for a golf course and related uses, a recreation facility and accessory uses.

- 3.3.5.2** Lands designated “Open Space: Valleyland” located within Lots 6 and 7, Concession 9, Northern Division, as delineated by Special Policy Area 10 on Schedule SP41(a) may be used for a golf course and related accessory uses. The valleylands within the West Humber River and its tributary shall be conveyed to the City as open space upon the cessation of the golf course operation.

OP06-029
replaces
OP93-239

- 3.3.5.3** Lands designated “Open Space: Valleyland” located within Lots 8 and 9, Concession 9, Northern Division, as delineated by Special Policy Area 10 on Schedule SP41 (a) may be used for golf expansion and related accessory uses, subject to the following development approval process being met and requisite technical studies being submitted and approved by the Toronto and Region Conservation Authority and the City in support of this development:

OP06-029
replaces
OP93-239

- (i) An Environmental Impact Study (EIS) and related supporting technical reports shall be submitted and approved by the City and the local Area Conservation Authority. This submission shall include the identification of all environmental features and functions within the West Humber River Tributary valley corridor, and an assessment of the potential environmental impacts of the proposed golf course expansion, including but not limited to grading, vegetation removal, watercourses,

vegetation, fish and wildlife habitat, wetland, woodlands, water quality and quantity, etc. The EIS shall include recommendations that will demonstrate how the golf course expansion will have no net negative impacts on the West Humber River Tributary valley corridor natural features or their ecological functions, and further, how a net gain in natural features and functions can be achieved through site design and environmental management. The City of Brampton supports the golf course expansion and the existing Riverstone Golf Course, being designed and managed to achieve Audoban certification.

- (ii) The delineation of the valley limits shall be confirmed through a top-of-bank walk between the City and the Local Area Conservation Authority, and any refinements to the limits of development will not necessitate a further amendment to this plan;
- (iii) Lands proposed for golf course purposes shall be appropriately zoned to allow for this use, and shall be subject to site plan approval;
- (iv) The valleylands within the West Humber River and its tributary, not currently owned by the City, shall be conveyed to the City as open space upon cessation of the golf course operation; and,
- (v) As a condition of rezoning and/or site plan approval for the development of the golf course, arrangements, satisfactory to the City, shall be made to enter into an agreement to address matters of land and environmental stewardship, lease arrangements, cessation of use, and the first right-of-refusal for the land acquisition of the golf course.

3.3.5.4

OP06-029
replaces
OP93-239

Development of the lands within Special Policy Area 10- may require the construction of a golf cart pedestrian grade separations at all public road crossings, if requested by the City.

3.3.5.5

OP06-029
replaces
OP93-239

Upon cessation of the golf course, a public pedestrian and cycling trail along the length of the West Humber River and tributary through the subject property shall be provided in addition to a pedestrian bridge crossing of the West Humber River at no cost to the municipality.

3.3.5.6

OP06-029
ADDS

A pedestrian bridge, to be constructed by the municipality at the intersection of the West Humber River and McVean Drive shall be modified at no cost to the municipality, to incorporate an underpass for a pedestrian and cycling trail.

3.3.5.7

OP06-029 ADDS

Notwithstanding Policy 4.6.6.2 of the Official Plan, lands located within Special Policy Area 10 will not require an Official Plan Amendment to designate a golf course on Schedule E of the Official Plan.

Mixed Commercial Industrial

OP06-029 ADDS

3.3.5.8

In addition to the policies of Section 3.2.11, lands designated “Employment Lands, Mixed Commercial/Industrial”, as delineated by Special Policy Area 10 on Schedule SP41(a) also permit restaurants and retail establishments which are compatible with abutting residential development.

Community Park**3.3.6**

The lands designated Community Park shall be developed in the general locations indicated on Schedule SP41(a) in accordance with the Community Park policies of Part I, section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the size and location of a Community Park through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

Neighbourhood Park**3.3.7**

Lands designated Neighbourhood Park shall be developed in the general locations indicated on Schedule SP41(a) in accordance with the Neighbourhood Park policies of Part I, section 4.5 and other relevant policies of the Official Plan. Provided the general intent of this Secondary Plan is respected, adjustments may be made to the size and location of Neighbourhood Parks through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.7a

OP93-183

OP93-156

Notwithstanding the Neighbourhood Park policies of Part 1, Section 4.5 and other relevant policies, the Neighbourhood Park identified on SP41(a) on the north side of Bram East Corridor west of McVean Drive may be increased in size up to 10 hectares (25 acres) in the event that the community park functions required for the Bram East Secondary Plan cannot be met at Community Park designations elsewhere in the Secondary Plan area.

General**3.3.8**

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

- 3.3.9** In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate to the extent practicable localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.
- 3.3.10** Where Open Space facilities designated on Schedule SP41(a) abut school sites, it is the intent of the City to cooperate with the relevant school board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of the school and park facilities.

Woodlot

- 3.3.11** Lands designated Woodlot on Schedule SP41(a) are tableland woodlots identified for acquisition and preservation to the extent practicable by the City. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. Studies relating to the preservation or treatment of woodlots, shall be submitted at the draft plan of subdivision or zoning approval stage in accordance with the City's Woodlot Development Guidelines (AgPlan Limited, 1992). Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

Storm Water Management Facility

- 3.3.12** Lands designated Storm Water Management Facility on Schedule SP41(a) recognize the requirement for such facilities within the Secondary Plan Area. Due to their detention function, secondary uses shall primarily consist of activities associated with the Link and Environmental Park policies of Part I, section 4.5 and other relevant policies of the Official Plan.
- 3.3.13** Storm Water Management Facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP41(a). This conceptual designation reflects the general findings of the West Humber River Subwatershed Study (Aquafor Beech Limited) and the preliminary assessment that approximately 250 cubic metres of storm water storage will be required per hectare of developable land.
- 3.3.14** The Storm Water Management Facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of storm water management facilities will be determined prior to the registration of subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.5 of this Secondary Plan and the relevant recommendations of the West Humber Subwatershed Study.

The locations, size and function of storm water management facilities may be amalgamated, subject to the approval of the City of Brampton and the Metropolitan Toronto and Region Conservation Authority, in order to reduce the total number of facilities required in Bram East. Due to the conceptual nature of the Storm Water Management Facility Designation, all noted alterations are permitted without amendment to this Plan.

Cemetery

- 3.3.15** Lands designated Cemetery on Schedule SP41(a) recognize existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.
- 3.3.16** The regulations set out in the Cemeteries Act shall apply when development may impact burial sites which are not registered

3.4 Institutional

School Sites

- 3.4.1** Lands designated Elementary School, Senior Public School and Secondary School are required in the general locations indicated on Schedule SP41(a), in accordance with the Community Services and Education Facilities policies of Part I, section 4.8 and other relevant policies of the Official Plan. If any school site or part thereof is not required by either the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this plan.
- 3.4.2** Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage in order to improve the centrality of the site to its service area or its functionality.
- 3.4.3** School sites are designated on Schedule SP41(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by one School Board, then the other Board may utilize the site regardless of whether it is for the educational level implied by the designation.
- 3.4.4** Relevant draft plans of subdivision shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the

relevant School Board. Developers will be required to demonstrate at the draft plan of subdivision stage how school sites can be redeveloped for suitable alternate residential use should any particular school site be released or not required for school or park purposes.

3.4.5 Prior to approval of plans of subdivision, the City shall require landowners within Secondary Plan Area 41 to enter into agreements with each other and the School Boards for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP41(a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

3.4.6 Where considered acceptable by the City, school sites may be pre-zoned and/or pre-subdivided for alternative low density residential purposes compatible with and capable of integration with adjacent residential designations.

Places of Worship

3.4.7 Lands designated Place of Worship indicate sites to be reserved for such purposes on the advice of the Interfaith Regional Planning Association. Reserve Place of Worship sites are intended to be generally 0.8 to 1.2 hectares (2.0 to 3.0 acres) in size and subject to the Community Services and Place of Worship policies of Part I, section 4.8 and other relevant policies of the Official Plan. Notwithstanding the specific Place of Worship designations on Schedule SP41(a), an owner of land accommodating such a designation may shift its location to another location on his lands without further amendment to this Plan, provided that all of these policies respecting Places of Worship are respected.

3.4.8 Place of Worship reserve sites shall be included in the relevant draft plans of subdivision where feasible in a manner that establishes a Low Density Residential alternate use value, and shall be held for acquisition and use for worship purposes for a period of 3 years after subdivision plan registration. However, in certain locations, it is recognized that a Low Density or Low/Medium Density residential designation is inappropriate and in such cases a Cluster/High Density residential or other suitable designation will be acceptable.

3.4.9 Place of Worship reserve sites may be pre-zoned for alternate purposes, recognizing the 3 year reserve period, which are compatible and suitable for integration with abutting development without further amendment to this plan.

3.4.10 Place of Worship reserve sites will generally possess arterial road exposure but gain access to the collector or local road network. Developers may be required to illustrate at the draft plan of subdivision

stage how reserve worship sites can be redeveloped for suitable alternate uses should any particular Place of Worship reserve site not be acquired for such purposes.

Existing Institutional

- 3.4.11** Schedule SP41(a) recognizes Existing Institutional sites within the Secondary Plan area. These uses are permitted in accordance with Part I, section 4.8 and other relevant policies of the Official Plan.

Libraries

- 3.4.12** Libraries are not designated on Schedule SP41(a), however they are permitted in all Retail (commercial) and Open Space designations as a free standing facility or an integrated component of a commercial development or recreation centre facility.
- 3.4.13** Retail centres and/or parks may be sized at the draft plan of subdivision stage in order to account for a future library use and to compensate for the land and building area to be occupied by the library. Library sites are acknowledged as having an alternative use of low density residential for the purpose of land valuation.

Fire Stations

- 3.4.14** Although a detailed fire location analysis has not been performed in conjunction with this Secondary Plan, it is anticipated that Secondary Plan Area 41 will generate a need for three future stations. These stations have not been specifically located but will likely be required in the following generalized locations:

OP93-183

- Highway 7 and The Gore Road;
- Bram East Corridor and McVean Drive; and
- Castlemore Road and Clarkway Drive.

- 3.4.15** Fire stations are permitted in all land use designations except the Open Space Valleyland designation, subject to the policies of Part I, section 4.8 of the Official Plan and will be determined at the subdivision approval process. Fire station sites will be approximately 0.4 hectares (1.0 acre) in size and acknowledged as having an alternative use of low density residential for the purpose of land valuation.

3.5 The McVean and Castlemore Special Study Area (deleted, see OP2006-37)

OP2023-021
deletes section
3.6

PL110947
(June 8 2012)

The lands identified as the Special Policy Area 13 (Low/Medium Density Residential) shall permit a range of housing forms including single detached, semi-detached, and townhouses at a maximum net residential density of 42 units per hectare. In addition at least 9% of the development within this designation shall be single detached units. Development shall have regard for high quality urban design and architecture adjacent to McVean Drive and Castlemore Road and landscape and open space design elements which are complementary to the upscale executive housing standards of this community.

4.0 TRANSPORTATION POLICIES

4.1 *Roads*

4.1.1 Road facilities in Secondary Plan Area Number 41 are intended to develop and function in accordance with Part I, section 4.2 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an environmentally conscious manner with regard for the recommendations of the West Humber Subwatershed Study.

4.1.2 The right-of-way requirement for Highway 7 shall be sufficient to accommodate a 6 lane arterial road with centre median. Appropriate road widenings necessary to achieve the right-of-way requirement, shall be conveyed as a prerequisite to development within the Secondary Plan Area Number 41.

Additional right-of-way dedications may be required at major intersections and other identified locations for the construction of turning lanes, other auxiliary lanes, and/or utilities.

4.1.3

OP93-183

The right-of-way requirement for Highway 50 shall be sufficient to accommodate a 4 lane arterial road north of Bram East Corridor and south of Highway 7 and a 6 lane arterial road between Bram East Corridor and Highway 7. Appropriate road widenings necessary to achieve the right-of-way requirement shall be conveyed as a prerequisite to development within the Secondary Plan Area.

Additional right-of-way dedications may be required at major intersections and other identified locations for the construction of turning lanes, other auxiliary lanes, and/or utilities.

4.1.4

Accesses to Highways 7 and 50 shall require the approval of the Ministry of Transportation of Ontario (MTO). The Ministry and the City will encourage the consolidation of existing accesses to Highways 7 and 50 to the extent practicable. New direct accesses to individual properties from these Highways will generally not be permitted

particularly in close proximity to key intersections such as the intersection of Highway 7 and Highway 50 although right-in, right-out accesses may be considered at appropriate locations where primary access can be provided from an internal road system.

DEFERRED 4.1.5

The City shall work cooperatively with the adjacent local municipalities, the Ministry of Transportation and the Region 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 to service northeast Brampton. All parties are urged to participate in a comprehensive study that adequately addresses need and justification, feasibility, environmental, and other impacts, evaluation of alternatives and public input.

4.1.6

Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within Secondary Plan Area Number 41 to achieve the following Major and Minor Arterial rights-of-way:

OP93-183

- Bram East Corridor (East of McVean) 36m
- Castlemore Road 40 - 45m
- The Gore Road (south of Hwy 7) 36m
- The Gore Road (north of Hwy 7) 45m
- McVean Drive 30m

Additional right-of-way dedications may be required at major intersections and other identified locations for the construction of turning lanes, other auxiliary lanes, and/or utilities

4.1.7

To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.

4.1.8

Other than those indicated on Schedule SP41(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.

4.1.9

OP93-183

A 30 to 36 metre right-of-way will be established for the extension and construction of Bram East Corridor within the secondary plan area through the subdivision approval process and other appropriate means as necessary. The Bram East Corridor is to be reserved until EA approval is secured in conjunction with the planning process or by separate future Class EA studies. Environmental Approval of the section of the Bram East Corridor east of McVean Drive is to be secured by the finalization of the original Williams parkway EA study for the Corridor east of McVean.

The alignment of the road is subject to an environmental assessment to review alternative locations and construction techniques. The Williams Parkway Environmental Assessment will demonstrate a clear need for the transportation capacity that would be provided by such a facility; fully explore and evaluate all alternatives to the undertaking before such alternatives are constrained by further development; and fully assess the social and environmental impacts of each such alternative (with or without mitigation). If the final alignment remains within the Clairville Conservation lands, section 9.4.2 of the Clairville Conservation Area Management Plan shall be considered.

The alignment of the road will be finalized through such processes and particular attention shall be given to the Clairville Conservation lands, the valley crossings, the intersection of Williams Parkway with Goreway Drive relative to the location of a Brampton Hydro Transformer Station and the intersection of Williams Parkway and Highway 50, relative to the alignment of Langstaff Road in the City of Vaughan.

4.1.10 In accordance with the York-Peel Boundary Transportation Study (Region of Peel, 1991), the intersection of arterial roads in Brampton with Highway 50 shall be aligned with arterial roads in Vaughan to the greatest extent practicable.

4.1.11 The right-of-way requirement for Collector Roads designated on Schedule SP41(a) shall generally be 23 to 26 metres except for the following:

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- Bram East Corridor, which shall be 40 metres between Goreway Drive and McVean Drive;
- Ebenezer Road, which shall be 30 metres; and,
- A portion of Clarkway Drive, between Castlemore Road to a point located approximately 650.0 metres north of Ebenezer Road, which shall be 30 metres.

Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within Secondary Plan Area 41. Additional right-of-way dedications may be required at major intersections and other identified locations for the construction of turning lanes, other auxiliary lanes, and/or utilities.

4.1.12 Residential development shall generally be subject to reverse frontage treatment on Major Collector Roads. Direct vehicle access will generally be permitted for commercial, institutional and similar uses.

- 4.1.13** The local road system will be subject to approval as part of the subdivision approval process. However, a few key local roads are shown on Schedule SP41(a) to identify important connections to existing development areas or to show the general locations where local road intersections with arterial roads or highways are required to provide adequate internal road access to designated land uses. The location of these local roads and intersection points on Schedule SP41(a) are to be interpreted schematically so as not to prejudice their final location in subsequent subdivision or development plans.

4.2 Public Transit

- 4.2.1** The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.
- 4.2.2** Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate residents who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 4.2.3** Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.
- 4.2.4** It is anticipated that the City will establish a transit terminal in the general vicinity of Highway 7 and The Gore Road. Such use is permitted in the Office Node and Mixed Commercial Industrial designations of this plan.

4.3 Pedestrian/Cyclist Links

- 4.3.1** Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including tableland parks, school sites and valleylands in an environmentally conscious manner.
- 4.3.2** Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.
- 4.3.3** To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as Williams Parkway and Highway 7 shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical.

5.0 ENVIRONMENTAL, SERVICING AND DESIGN CONSIDERATIONS

5.1 Woodlots and Valleylands

- 5.1.1** The City may require a proponent of development to submit an Environmental Sensitivity Report in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992) where the development may impact on environmentally sensitive areas as shown on Schedule D to the Official Plan.

5.2 Tree Preservation

- 5.2.1** It is intended that significant, high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of Secondary Plan Area 41.
- 5.2.2** The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992).

5.3 Heritage Resource Preservation

- 5.3.1** The City may require a proponent of development to submit a Heritage Impact Assessment to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals which provides information and makes recommendations about how to avoid, lessen or enhance the effects of development on identified heritage resources.

- 5.3.2** The "Heritage Resource" designation on Schedule SP 41(a) identifies a listed heritage resource which has been categorized as a Class B Heritage Resource on the Cultural Heritage Map of the City of Brampton Official Plan. Development of these lands will require an appropriate Heritage Impact Assessment, to the satisfaction of the Commissioner of Planning Design and Development, and will be subject to the recommendations therein. Where possible, proponents of development should retain and conserve buildings of architectural or historic merit on their original sites, and promote integration of these resources into any plans which may be prepared for such development. All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.

OP
2006-037

5.4 Noise Attenuation

- 5.4.1** In the case of low and medium density residential uses adjacent to Provincial Highways and Major Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls.

The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1,000 feet), unless otherwise authorized by the City.

A second method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

- 5.4.2** In the case of either road noise attenuation treatment, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate a satisfactory safety fence between the arterial road and the local service road.

- 5.4.3** A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.

- 5.4.4** Where residential development, for which noise control measures will be required, precede the presence of the noise source, the City will require, as a condition of development approval, that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.

5.5 Storm Water Management

- 5.5.1** In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule SP41(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

- 5.5.2** Storm water management practices within Secondary Plan Area 41 shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within

the West Humber River shall be determined by the Conservation Authority and the City in accordance with the Subwatershed Management Study (Aquafor Beech Limited). Storage requirements within the Bram East Secondary Plan Area Number 41 will be approximately 250 cubic metres per hectare of developable land in order to address the above noted concerns.

- 5.5.3** A detailed drainage and engineering report will be undertaken for any development in Secondary Plan Area Number 41 and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage impacts on provincial roads.

This drainage and engineering report will describe the storm water management techniques and best management practices required to control the quantity and quality of storm water drainage, to minimize environmental impacts, and will propose methods for minimizing erosion and siltation in the West Humber River and associated tributaries during and after the construction period. The storm water management reports will be consistent with and implement the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited), as approved by relevant agencies.

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

5.6 Sanitary Sewage and Water Supply

- 5.6.1** Development within Secondary Plan Area Number 41 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers, with the exception of Estate Residential development.

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- 5.6.2** Proponents of development may be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to continue in use should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 5.6.3** The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an environmentally conscious manner with regard for the recommendations of the West Humber Subwatershed Study.

5.7 Urban Design Guidelines

- 5.7.1** The design requirements governing the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate.
- 5.7.2** All development within Secondary Plan Area Number 41 shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.
- 5.7.3** Where Residential land use designations interface with Commercial and/or Industrial land use designations on Schedule SP41(a), the City will require buffering measures to be implemented in accordance with Part I, section 4.4 and other relevant policies of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer on the Commercial/Industrial frontage.
- 5.7.4** Where Office Node or Mixed Commercial/Industrial designations abut Highways 7 or 50, the City may require a landscaped buffer of up to 9.0 metres in width. This requirement may vary depending on the nature of the proposed development and site specific details.
- 5.7.5** Designated retail centres (ie District Retail, Neighbourhood Retail and Convenience Retail) shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of the larger such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the whole centre and no such portion shall be developed until the integrated plan for the whole retail centre has been approved by the City.

5.8 Public Utilities and Facilities

- 5.8.1** Public utility and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any designation on Schedule SP41(a) provided all other necessary approvals are obtained, but within the valley and stream corridor, shall also be subject to the approval of the Metropolitan Toronto and Region Conservation Authority.

6.0 IMPLEMENTATION AND INTERPRETATION

6.1 Development Phasing

- 6.1.1** The phasing policies of Part I, section 4.11 of the Official Plan shall apply to the development of Secondary Plan Area 41. Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.
- 6.1.2** The intent of the City is that essential services will be provided in conjunction with residential development in Secondary Plan Area 41. In accordance with Part I, section 4.11 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which sewer and water services, storm water management facilities, schools, roads or any other essential service are not available or committed.
- 6.1.3** In accordance with Part I, section 4.11 and other relevant policies in its Official Plan, the City acknowledges that servicing or phasing agreements with developers may be necessary to ensure that development does not outpace the Region's ability to finance and construct new services.
- 6.1.4** In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in Secondary Plan Area 41 and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

6.2 Implementation Measures

Small Holdings

- 6.2.1** Owners of small holdings of less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 6.2.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP41(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.
- 6.2.3** Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings

and to provide for their redevelopment in accordance with this Chapter.

Cost Sharing

- 6.2.4** The City may require the use of Cost Sharing Agreements amongst landowners in order to equalize the cost of development for common infrastructure, facilities and works, including the provision of school sites.

Conditions of Development Approval

- 6.2.5** A number of consultant studies were undertaken as background information for the formulation of this secondary plan. The cost of these studies were front-ended by a variety of landowners in Secondary Plan Area 41. The costs of these studies is estimated at \$170.00 per tableland acre which may be adjusted by the City upon final determination of tableland acreage. In accordance with the City's commitment/agreement with front-ending landowners, these study costs are also subject to interest charges and an administration fee.
- 6.2.6** As a condition of development approval, landowners who did not contribute their full share to these Secondary Plan Area 41 background studies shall be required to pay to the City the adjustable \$170.00 per tableland acre, plus interest and administration charges. The City shall subsequently reimburse front-ending landowners in accordance with the terms of the City's commitment/agreement with these landowners.

Environmental Assessment Act

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

Interpretation and Implementation

- 6.2.8** Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP41(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Bram East Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically,

this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:

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

6.2.9 The provisions of Part I, section 5 and other relevant policies of the Official Plan shall also apply to the implementation and interpretation of this chapter."

6.2.10 The submission and approval of a Community Block Plan is a prerequisite to the approval of applications for plans of subdivisions within sub-areas 1 and 2 of this Secondary Plan. Community Block Plans shall be prepared in accordance with Section 7.0 of this chapter (Chapter 41, The Bram East Secondary Plan).

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7.0 COMMUNITY BLOCK PLAN

7.1 *General Provisions*

7.1.1 The Community Block Plan establishes an overall unifying vision for the community it represents, and shall consist of the following components:

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- i. Community Structure
- ii. Open Space
- iii. Street Network
- iv. Streetscapes
- v. Edges and Gateways
- vi. Site Planning and Built Form
- vii. Growth Management

The Community Block Plan may comprise smaller neighbourhoods each reflecting an individual theme or focus element but still reflecting, in whole or in part, the overall community vision.

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

- i) Refining a concept plan to include an accurate layout of the Arterial and Collector roads, development blocks, buffers, open space and stormwater management facilities;
- ii) Schematically indicating residential lot sizes and lot density mixes in the various development blocks where applicable;
- iii) Overlaying the existing property ownership and any current draft plans of subdivision;
- iv) Highlighting special community features to be incorporated;
- v) Providing additional text and graphics necessary to explain how the block plan conforms to the community vision; and,
- vi) Instituting the City's Growth Management Program.

7.1.3 A Community Block Plan is required prior to draft plan of subdivision approval of the first subdivision application in any sub area of the Secondary Plan. The sub areas for the Bram East Secondary Plan area are shown on Appendix A to this Plan. The Community Block Plan must meet the design objectives of this Secondary Plan and the City's Development Design Guidelines. Design principles shall include those requirements established for open space, street network, streetscapes, edges and gateways and built form.

7.1.4 As part of the Block Plan process, a Master Environmental Servicing Plan (MESP) shall be prepared, to the satisfaction of the City and the Toronto and Region Conservation Authority to demonstrate that issues of stormwater management, infiltration are addressed and that limits of constraints of valleylands, woodlots, wetlands and field swales are properly defined.

7.2 Design Objectives

The following design policies, in conjunction with the City's Development Design Guidelines, shall be incorporated into the Community Block Plan to provide criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

- 7.2.1** Development will be based on an interconnected system of public streets and pedestrian routes that facilitate continuous and direct movement throughout the Secondary Plan Area;
- 7.2.2** Streets and buildings will be designed and developed to ensure attractive streetscapes, and to promote social interaction, transit use and safety;
- 7.2.3** The layout of the streets, configuration of lots and siting of buildings shall ensure that:

- i) there are a variety of frontage arrangements adjacent to primary public streets;
- ii) unobstructed road frontage adjacent to public open spaces will be encouraged;
- iii) streets and open spaces have an appropriate degree of continuity and enclosure, and opportunities are provided for the creation of significant views;
- iv) service and parking facilities are integrated into the design of buildings to minimize disruption to the safety and attractiveness of the adjacent public realm;
- v) pedestrian ease of access and enjoyment of public streets and other outdoor spaces are encouraged; and,
- vi) the safety and security for all persons in public places including streets, parks, and amenity areas are promoted through the design and siting of buildings, entrances, walkways, and parking areas to provide visibility and opportunities for informal surveillance.

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

7.2.5 Development will be compatible with adjacent and neighbouring development.

7.3 Community Structure

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

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

7.4 Open Space

7.4.1 The open space component of the Community Block Plan will:

- i) have a system of public parks, open spaces, linkages and roads to serve the community based on the assessment of anticipated

- population, the locations of significant natural features and proposed public and community facilities;
- ii) show the size, location and configuration of parks, open space and community facilities;
- iii) link existing and proposed open space to create a continuous, co-ordinated open space through the community;
- iv) confirm the extent of continuous and unobstructed road frontage to parks and open space subject to section 7.2.3 of this Chapter;
- v) use Green Connector Roads and the Pedestrian/Bikeway System to connect open space, community facilities, and destinations of public interest;
- vi) connect the open space to adjacent open space systems and the city-wide system of open space;
- vii) promote community accessibility and movement through a system of pedestrian trails and bikeways within the natural valleylands in a sustainable manner;
- viii) identify limits of all stormwater management features proposed within and outside of the public park system;
- ix) identify locations of landmark landscape features for detailed design consideration and establish a design vision for parks, open space and community facilities; and,
- x) be supported by an approved implementation strategy.

7.5 Street Network

7.5.1 The purpose of the street network component of the Community Block Plan is to ensure that the public realm is recognized and enhanced. This can occur through the following:

- i) the establishment of a hierarchy of primary streets within the community to ensure connection through the street network to facilitate ease of movement;
- ii) street patterns which create and reinforce major focal points within the community;
- iii) a street network to reinforce pedestrian and bicycle activity together with the open space;
- iv) street alignments which facilitate accessibility and visibility to existing features and open space;
- v) requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- vi) requirements for traffic calming measures.

7.6 Streetscape

- 7.6.1** The streetscape component of the Community Block Plan shall express the image and character of the community through the relationship of the built form to the street and the role and significance of the overall hierarchy of the road network..
- 7.6.2** Typical street sections shall be developed with Community Block Plans to illustrate how the components of the streetscape combine to achieve a high quality environment and enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the community. These shall illustrate:
- i) Width of street right-of-way;
 - ii) Roadway pavement width;
 - iii) Boulevard widths, boulevard landscaping / tree locations;
 - v) Pedestrian sidewalks;
 - vi) Bicycle paths, if applicable;
 - vii) Streetlight locations;
 - viii) Minimum building setbacks and projections;
 - ix) Relationship to garages; and,
 - x) Signing and seating locations.

7.7 Edges and Gateways

- 7.7.1** Edges have a significant role in determining the interface with adjacent land uses and blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (window streets).
- 7.7.2** Gateway intersections usually occur at the intersection of Arterial Roads with Primary Roads of the community. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity shall be conveyed through detail design, built form and entrance features.
- 7.7.3** Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

7.8 Built Form

- 7.8.1** In order to achieve high quality streetscapes a high standard of built form is required. In residential areas this shall include:
- i) Diversity in lot widths, house forms and lot depths;
 - ii) Gradual transition of height, setback, scale and massing along individual streetscapes;

- iii) Streetscape variety through alternatives in façade treatment, massing, roof lines and architecture; and
- iv) Innovative housing forms and housing types; and,
- v) Garage placement.

7.9 Growth Management

7.9.1 The growth management component of the Community Block Plan will ensure that growth and development is staged and sequenced in a manner that ensures coordination between the development that occurs and the infrastructure required to support that growth. This part of the plan will be undertaken in accordance with the City's growth management objectives and guidelines for the relevant sub area as well as the overall City and will address the following matters:

- i) Coordination of the planned arterial and collector road network improvements with the level and distribution of development such that components of the transportation system required for any portion of the sub area are committed or operational prior to, or coincident with development;
- ii) provision of school sites within the various stages of development, including the initial stage, to reasonably accommodate the planned levels of growth;
- iii) the efficient utilization of public investments in sanitary sewer and water supply infrastructure;
- iv) accommodations to allow the early and efficient delivery of transit service;
- v) appropriate staging of implementing the recommendations of the Master Environmental Servicing Plan including construction of stormwater management facilities; and,
- vi) Staging and sequencing issues associated with other public objectives such as the timely provision of recreation facilities for new residents, the image and quality presented by the City's public realm, and maintaining a viable upscale image throughout the construction period in upscale executive areas.

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

8.0 **THE GORE MAJOR TRANSIT STATION AREA (MTSA)**

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8.1 **Vision**

The Gore MTSA is a strategic growth area in the City where population, employment and office growth are to be directed to support transit investment and create land use patterns that make use of land more efficiently. The Gore MTSA will transition over time into a vibrant, pedestrian and transit-oriented place, functioning as both an origin and destination for employees and residents. It will continue to be a focus area for employment and office growth in the City, while introducing compatible mixed-use development, including residential uses, primarily through mid-rise and high-rise built forms. Multi-modal streets will facilitate connectivity between the bus rapid transit stop and the surrounding transit-oriented community.

8.2 Population and Jobs

- a) In accordance with the Provincial Planning Statement, 2024, The Gore MTSA is planned to achieve a minimum gross density of 160 residents and jobs combined per hectare by 2051. The target of a minimum of 160 people and jobs per hectare will not be applied on a site-specific basis and will only be applied cumulatively for all lands within the MTSA boundary. As part of a development application, the applicant shall demonstrate how the proposed development contributes to meeting the minimum MTSA density target.
- b) The overall mix of residents and jobs within each MTSA will be achieved over the long term and shall be monitored at intervals not less frequently than every 5 years. Monitoring is intended to assess progress toward achieving the general target proportion of residents and jobs. If there are significant deficits or deviations from these targets, a strategy may be developed to address them.

8.3 Land Use

Lands fronting the south side of Queen Street East are protected Employment Areas, where a diverse range of light industrial and ancillary uses are to be provided to meet Brampton's job targets and to help support the long-term economic success of the City.

Portions of The Gore MTSA are to be developed for mixed-use, including major offices, business parks and institutional. Retail, commercial, hotels, and other ancillary uses are permitted within a mixed-use building where people can easily access a range of services. Compatible residential uses may be permitted subject to the relevant policies of Brampton Plan.

- a) The use of land within the area delineated as 'The Gore MTSA' on Schedule SP41(a) shall be developed in accordance with *Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan* included as Appendix B to this Secondary Plan and the associated land use policies found in Chapters 2 and 4 of *Brampton Plan*.
- b) Automobile sales and automobile related uses that existed on the day of the Secondary Plan adoption are permitted to continue, including automobile service stations and drive-through facilities. The development and expansion of new automobile-oriented land uses, such as gas bars and drive through establishments, are prohibited within any land use designation.

- c) The full extent of maximum development permissions may not be achievable on every site, due to site-specific factors including, but not limited to, minimum lot area requirements, design principles, compatibility and transition to adjacent development, negative environmental impacts, transportation, stormwater management, cultural heritage resources, land use compatibility and/or infrastructure capacity.
- d) To maintain the intent of the office node function of the 'Office Mixed-Use' designation on MTSA Land Use Schedule 13k, office, business and institutional uses shall be provided either as a stand-alone building or a mixed-use building and shall be developed in advance of, or concurrently with non-office/business uses.

8.4 Built Form, Height and Density

A variety of built form and height are encouraged to help activate the public realm and to achieve a diversity in design. Buildings are to be transit-supportive and pedestrian-friendly to create a desirable urban environment. The distribution and hierarchy of height and density is important to create a well-balanced community, and to generate place-making activity in public spaces.

Building heights and densities shall generally correspond to the land use designations on Schedule 13c in *Brampton Plan*. A potential range of building heights and densities are illustrated on Appendix I of this Plan.

- a) The scale of development will respond appropriately to its existing and planned context, its relationship to adjacent and nearby lower-scale neighbourhoods, access to supporting infrastructure, and the relationship to the public realm.
- b) Mid and high-rise buildings shall have consideration for the building design principles in Brampton's Urban Design Guidelines, including minimum lot area, tower separation, overlook, relative height, floor plate area, building length, tower placement, orientation and building proportion, among others.
- c) Building heights and densities beyond those prescribed in the Zoning By-law may be considered through a development application that satisfies all the following criteria:
 - i. the overall intent, goals, objectives, and policies of the MTSA and *Brampton Plan* are achieved;
 - ii. developable site area is appropriate to accommodate the proposed height and density;
 - iii. the type and scale of the development is appropriate and compatible with the surrounding context, land uses, and planned character of the area;

- iv. the proposed height provides for an appropriate transition to adjacent land uses and buildings, including a built-form design minimizing visual impact, overall massing, shadow, and overlook;
 - v. infrastructure capacity such as water, stormwater and wastewater, transit, street network, and community services, are sufficient to support the development;
 - vi. development is phased in accordance with the timing and delivery of transportation, engineering services such as water, stormwater and wastewater, and transit infrastructure, in terms of, but not limited to, network distribution, connections, capacity, and frequency of service; and
 - vii. the development achieves a Sustainability Score that falls within the Gold Sustainability Score Threshold.
- d) It will be the responsibility of proponents of development applications to comply with Airport related height restrictions, including those of Greater Toronto Airports Authority, NAV CANADA and Transport Canada. As a result of any regulations by these agencies, the range of building heights indicated on the MTSA Height and Density Distribution Plan found in Appendix B1 to this Plan and the maximum building height provisions in the Zoning By-law may not be achievable.
- e) Any new construction shall be compatible with the requirements of the Airport, including height limitations, navigational aids, visibility and communications.

8.5 Public Realm

The successful development of The Gore MTSA as a transit-oriented community will require the provision of a high-quality public realm that supports safe and comfortable pedestrian movement and activities. Public realm guidance is provided in Brampton Plan, Urban Design Guidelines and in the Precinct Area Plan Guidelines. Conceptual public realm elements have been identified on Appendix K – The Gore MTSA Potential Demonstration Plan to this Plan.

- a) New developments shall provide public realm improvements that include safe, direct and welcoming bicycle and pedestrian connections from planned transit stops for all users. Improvements may include, but are not limited to, wayfinding solutions, pathways and weather protected links.

8.6 Parks and Open Space System

Parks and open spaces are fundamental to a walkable, healthy and complete community.

- a) Development shall contribute to a system of well-connected parks and open space system, which will support the creation of sustainable, livable and resilient communities. The following types of parks and open space system are generally shown on Schedule 13k and on Appendix K – The Gore MTSA Potential Demonstration Plan:
 - i. Neighbourhood Park
 - ii. Urban Park

8.7 Mobility and Transportation

The long-term vision for The Gore MTSA is to establish and reinforce a transit-supportive environment that prioritizes access by walking, cycling, and transit. A network of multimodal streets will play a functional role in providing access to planned high-order transit stations, moving people and be a defining element, shaping development and contributing to the public realm's character and connectedness.

Planning for and supporting a transportation network that accommodates efficient goods movement by truck is key to the future economic prosperity of Brampton.

- a) Development shall support a pedestrian-scaled network of connected streets, sidewalks and bicycle lanes linking neighbourhoods, transit, parks, services and other major trip generators as illustrated on both Schedule 13k – Brampton Major Transit Station Areas QUE-14 The Gore Land Use Plan and The Gore Potential Demonstration Plan found in Appendices A and C to this Plan, respectively.
- b) Development proposals shall include comfortable and direct access to the planned BRT stop for all modes of active transportation.
- c) Development proposals are encouraged to be located on public streets, unless it can be satisfactorily demonstrated to the City that a private street is equally desirable from the standpoints of functionality, community safety, efficiency, servicing, neighborhood connectivity, supports active transportation and provides access to transit stations/stops.
- d) All new local public streets will be developed in accordance with Brampton's Complete Street Guidelines and shall accommodate sidewalks on both sides; bicycle facilities; vehicle travel lanes; and *low impact development* (LID) stormwater management facilities, such as bio-swales, where appropriate. An example of a 25.2 metre right-of-way cross section implementing these measures is included in Appendix E.

- e) Any public right-of-way identified through the development application process shall be protected and secured through the submission of a Draft Plan of Subdivision Application.
- f) Future streets in proximity to bus rapid transit facilities may require special rights-of-way widths, functional considerations, and facility requirements to accommodate transit infrastructure and connections, including pick-up and drop-off areas. Final street design will be determined through the submission of a Transportation Impact Study that is required to be approved to the satisfaction of the City, in conjunction with Metrolinx.
- g) The street network within and adjacent to Employment Areas shall accommodate efficient goods movement by truck and shall adhere to the Brampton Complete Streets Guide which provides design guidelines to balance the movement of goods while accommodating the safety and comfort of all users that travel alongside trucks.

8.8 Active Transportation Network

Creating a safe and continuous pedestrian and cycling network can help reduce traffic congestion, reduce carbon emissions, and contribute to the livability and vibrancy of the area. A well-connected active transportation network will support safe and efficient travel, provide space for recreation and enjoyment, and support connections to transit and major trip generators, such as parks and open spaces, shopping, and public service uses.

- a) Development shall support a pedestrian-scaled network of connected local streets, sidewalks and bicycle lanes.
- b) Continuous sidewalks shall be provided to prioritize pedestrians and cyclists by creating an uninterrupted path for active travelers. Where continuous sidewalks or raised crosswalks are utilized, tactile indicators or other devices should be implemented to help ensure that visually impaired users are able to discern different travel spaces.
- c) Cycling facilities and amenities, such as bicycle parking and lock-up areas, are encouraged at all public destinations within the MTSA, including, but not limited to, transit stations/stops, parks, schools, community centres, other public institutions and retail uses.

8.9 Servicing and Stormwater

The Gore MTSA will be planned as a resilient complete community that reduces environmental impacts by combining sustainable planning, servicing, building, design, and *low impact development* (LID) practices with a mixed-use, transit-supportive environment by implementing the goals and actions of Brampton's Community Energy and Emissions Reduction Plan (CEERP).

- a) A Functional Servicing Report (FSR) shall be submitted with a development application in accordance with the City's and Infrastructure Provider's Terms of Reference. The FSR shall expand on the findings of the MTSA Master Servicing Report prepared by ARUP dated March 2025.
- b) If a development proposal includes lands dedicated for a public street, the exact retention swale dimensions of the complete street right-of-way should be calculated as part of a FSR to ensure that the development does not create and/or increase risk.
- c) Development shall have adequate regard for sustainable water conservation technologies and low impact development (LID) measures for stormwater volume control.

8.10 Healthy Communities and Sustainability

- a) Development shall implement the applicable recommendations of the Region of Peel's Healthy Development Framework.
- b) Buildings are encouraged to include universal accessibility and design features and unit types (e.g. rough-ins, size, or configuration) that respond to community needs to support age-friendly healthy built environments, multi-generational households, and core housing needs.
- c) Area Plans, Draft Plan of Subdivision and Site Plan Applications must achieve a minimum Sustainability Score that falls within the Silver Sustainability Score Threshold.
- d) Development will advance and, as appropriate, implement the recommendations of Brampton's Community Energy and Emissions Reduction Plan (CERRP), and support the achievement of low/zero carbon energy using district energy systems, renewable and alternative energy, sustainable building measures, and other innovative approaches.

- e) Infrastructure to support vehicle and transit electrification, such as electric vehicle (EV) ready parking, is encouraged.

8.11 Implementation and Monitoring

- a) Through the development application process, development proponents shall collaborate with the City and applicable external agencies to address public service facility needs such as, but not limited to licensed child care or early years centres, parks, recreation centres, fire and emergency services, higher-order transit infrastructure, active transportation networks and schools necessary to accommodate growth in the Secondary Plan.
- b) The timing and progression of development will be phased in coordination with service and infrastructure providers and plans, and subject to the availability of required infrastructure, including transportation, transit, sewage and water, parkland and public service facilities, and if applicable, the delivery of jobs in accordance with the policies of this Plan.
- c) The City will monitor the level of development within The Gore MTSA to ensure the minimum density targets prescribed in Section 8.2 – Population and Jobs are being met.
- d) The City may, in conjunction with the planning application process, monitor the level of development against:
 - i. the delivery of higher order transit;
 - ii. the ratio of jobs to residents;
 - iii. the provision of servicing infrastructure and,
 - iv. the identification and need for public service facilities, as applicable.

APPENDIX A

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BRAM EAST SECONDARY PLAN SUB AREAS