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Report

Planning, Design & Development Committee

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

Date: November 2, 2009

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

File: P26 S50

DATE: December 7, 2009

Subject: **STATUS REPORT**, Vales of Humber Secondary Plan (Area 50)
Ward 10

Contact: David Waters, Manager, Land Use Policy (905-874-2074)
Karyn Poad, Policy Planner (905- 874-3480)

OVERVIEW:

- The Vales of Humber Secondary Plan is about 500 acres and is bounded by Mayfield Road to the North, Countryside Drive to the south, The Gore Road to the east and the West Humber River to the west.
- A long established estate residential community abuts the Vales of Humber to the east, west and south.
- Wildfield is located in the general area of Mayfield Road and The Gore Road and is referenced in the City's Official Plan as a historic settlement area.
- The Vales of Humber was identified as a new secondary plan area with the approval of OP93-253 in 2005. OP93-253 designates the Vales of Humber as Residential and as an Upscale Executive Housing Special Policy Area in the Official Plan.
- Policies in the Official Plan with respect to the Vales of Humber provide for secondary planning to be undertaken concurrently with block planning.
- The Terms of Reference divide the study requirements into two phases: 1) approval of the secondary plan concept and 2) the completion of the secondary plan and block plan process. At this time, Secondary Planning is nearing completion and staff are seeking authorization to proceed to Phase 2 where detailed block planning will be undertaken.
- This staff report requests endorsement in principle of the land use concept along with a community vision and planning principles for the Vales of Humber.

RECOMMENDATIONS

1. **THAT** the staff report dated November 2, 2009 and entitled "Status Report, Vales of Humber Secondary Plan (Area 50)" and attachments (File: P26 S50) be received;
2. **THAT** the Vales of Humber vision statement, planning principles and preferred land use concept attached hereto as Appendix A be endorsed in principle subject

to resolving the outstanding items listed herein and illustrated in Figure 5 of this report;

3. **THAT** Council authorize the commencement of the Phase 2 - Block Planning for the Vales of Humber; and
4. **THAT** staff report back with a detailed block plan concept and a draft Official Plan amendment prior to proceeding with further public consultation.

BACKGROUND

The Vales of Humber Secondary Plan area is about 500 acres and is bounded by Mayfield Road to the North, Countryside Drive to the south, The Gore Road to the east and Tributary 'A' of the West Humber River to the west. The Toronto Gore Rural Estate Area in North East Brampton abuts the Vales of Humber to the east, west and south (see Figure 1).

The Hamlet of Wildfield is located in the area of Mayfield Road and The Gore Road and is referenced in the City's Official Plan as one of a number of historical settlement areas. The lands are designated Residential and Open Space in Brampton's Official Plan.

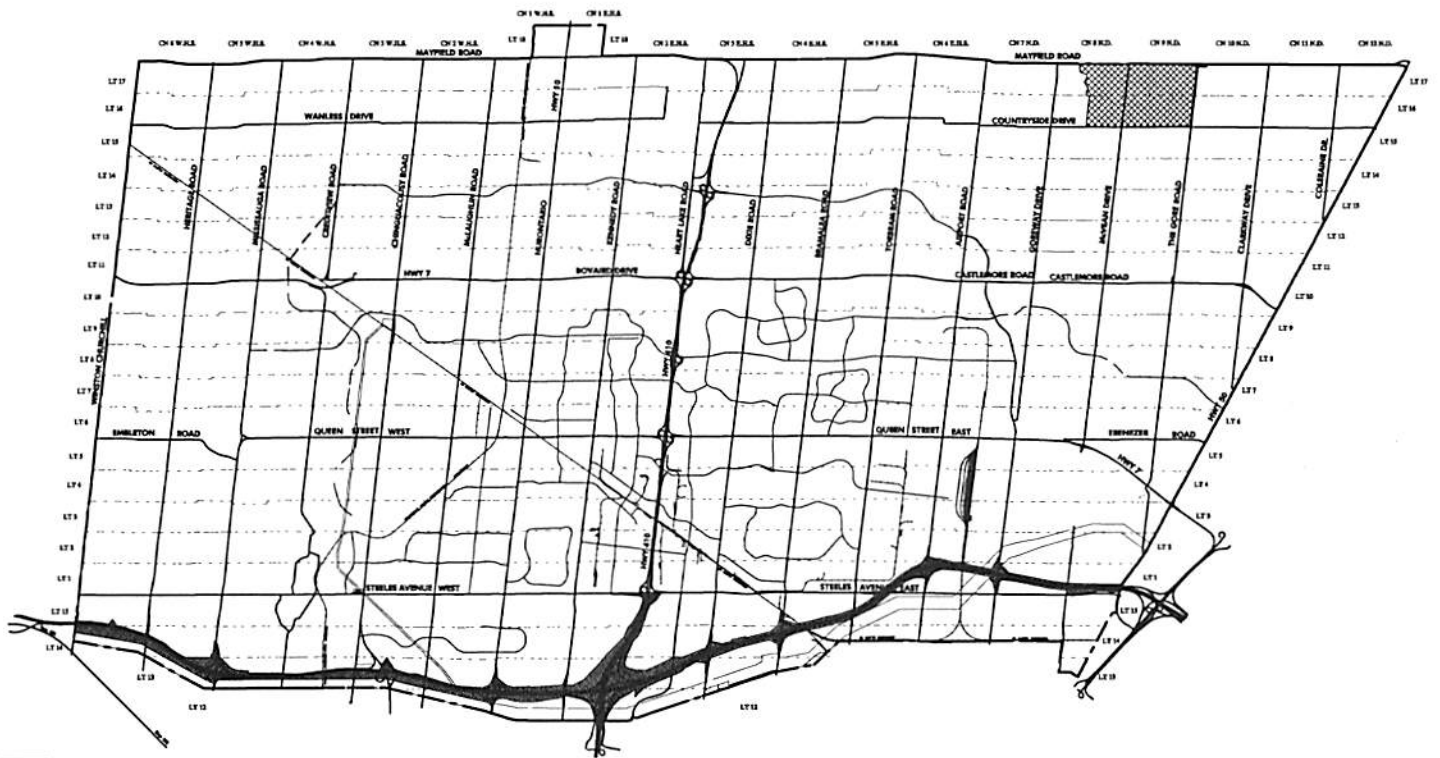
The lands to the north of Mayfield Road in Caledon are designated Agricultural in the Town's Official Plan. This is an important consideration given the fact that the component studies undertaken as part of Phase 1 and those to be completed for block planning are required to address land use, transportation and infrastructure issues in the general vicinity of the municipal boundary between Brampton and Caledon.

Policy Framework

In October 2005, City Council adopted Official Plan Amendment OP93-253 which re-designated the Vales of Humber to permit the development of urban housing on full municipal services. OP93-253 also identified the subject lands as a new secondary plan area referred to as the Vales of Humber (Area 50). The subject lands are identified as "Upscale Executive Housing Special Policy Area 4A" on Schedule 'A1' to the 2006 Official Plan with an upscale housing unit requirement of 1,000 units (see Figure 2).

OP93-253 contains fundamental policies with respect to community design, land use and growth management to guide the preparation of a secondary plan for the area. To promote the protection of the Wildfield area, policy statements are found in OP93-253 that direct the secondary plan to contain provisions to establish transition zones and buffer areas between the new community and the existing Hamlet. Based on the relatively small size of the secondary plan, OP93-253 provides for secondary planning for the Vales of Humber to be combined/integrated with the preparation of a block plan.

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VALES OF HUMBER SECONDARY PLAN (AREA 50)



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**FIGURE 1 - LOCATION MAP
VALES OF HUMBER SECONDARY PLAN**

Date: 2007 10 26 Drawn By: CJK

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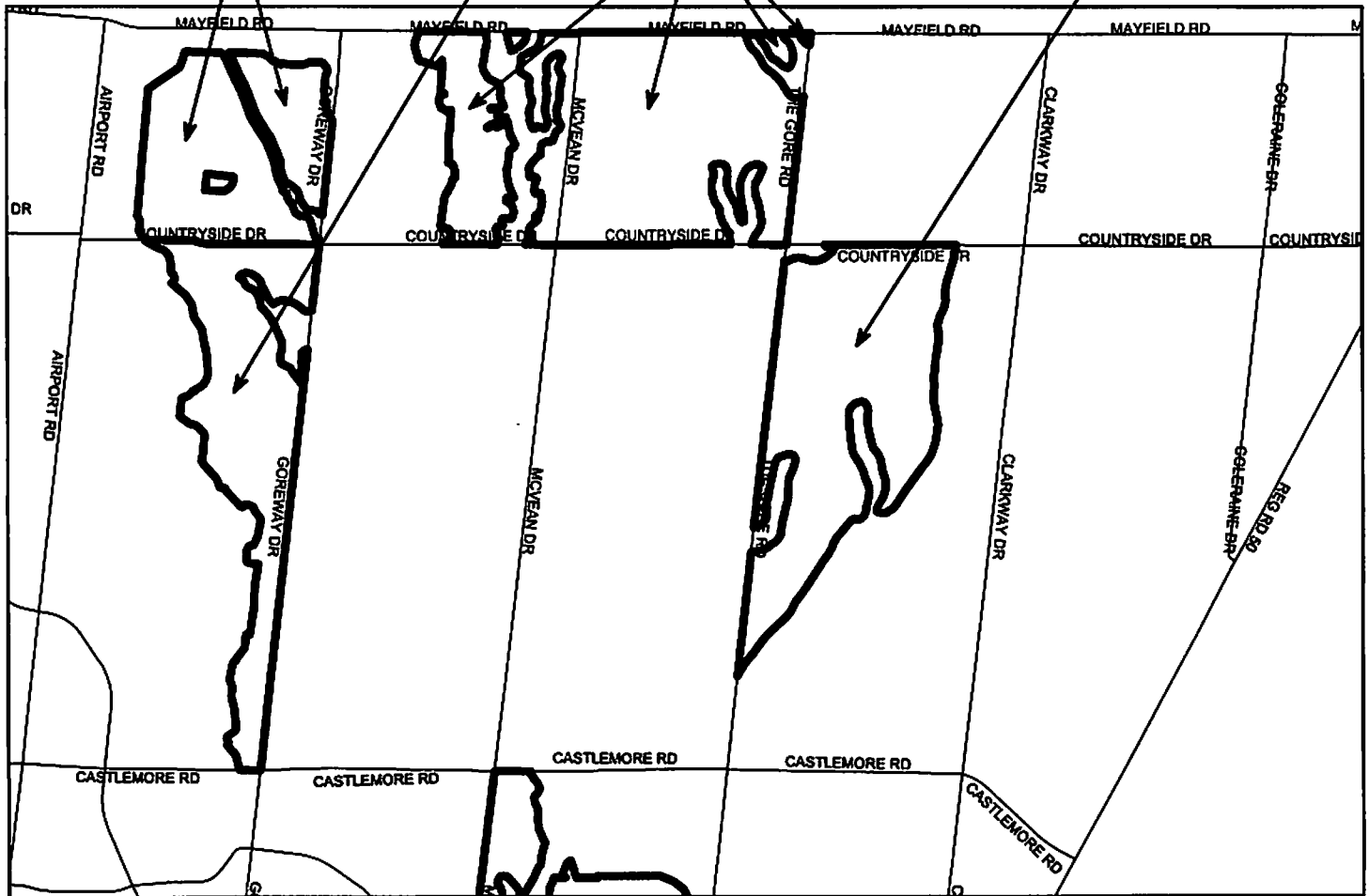
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AREA 4
Vales of Castlemore
North Secondary Plan

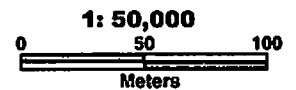
AREA 6
Vales of Castlemore
Secondary Plan

SUBJECT LANDS
AREA 4A - Vales of
Humber Secondary Plan

AREA 7
Highway 427 Industrial
Secondary Plan



EXTRACT FROM SCHEDULE A1(Upscale Executive Housing Special Policy Areas) OF THE DOCUMENT KNOWN AS THE CITY OF BRAMPTON 2006 OFFICIAL PLAN



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FIGURE 2 - VALES OF HUMBER EXECUTIVE HOUSING SPECIAL POLICY AREA

Date: 2009 04 21

Drawn By: CJK

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Planning Process

A detailed terms of reference outlining a two step planning process was approved by the City in April 2008. The planning process calls for the completion of component studies in Phase 1 support the preparation of a secondary plan, land use concept, vision statement and planning principles to be endorsed by Council before proceeding to block planning in Phase 2 (see Figure 3).

The Landowners' Group, responsible for managing and funding all the component studies as required for secondary planning, retained consultants to undertake the following Phase 1 component studies:

- Built Heritage and Cultural Heritage Landscapes;
- Phase 1 Archaeological Assessment;
- Commercial and Institutional Land Use Study;
- Community Design and Open Space Study: Part 1;
- Master Environmental Servicing Plan: Phase 1;
- Transportation Study & Collector Road EA: Phase I and II; and,
- Infrastructure Servicing Study: Phase 1.

The City circulated drafts of the above noted component studies to internal staff, the Region of Peel and to the relevant commenting agencies in February 2009. Comments have been received from internal staff, the Region of Peel and the relevant commenting agencies on the Phase 1 studies. These studies are now being finalized and are expected to be issued before the end of the year.

The Phase 1 component studies are intended to drive the formulation of a vision statement and related planning principles along with the preparation of a land use concept. A public open house was held on June 23, 2009 at which time a preliminary concept plan and vision statement was presented to local area residents (see Appendix A). At the Public Open House, comments were expressed on a number of issues relating to density targets, lot size, commercial designations, timing of servicing/infrastructure, community centres and the location of a proposed fire hall (Station 214).

Where appropriate, staff adjusted the land use concept, and issues around density and land use will be further addressed in detail during block planning in Stage 2. Residents were advised that the Vales of Humber would be developed for urban housing on municipal services and that efforts would be made to ensure that the planning for the Vales would be sensitive to the existing estate residential area and the Hamlet of Wildfield.

In addition to the land use concept, a vision statement and planning principles have been prepared which are based on key structural elements, including natural features and functions, the open space network (including parks) and stormwater management ponds, land use designations and a transportation network.

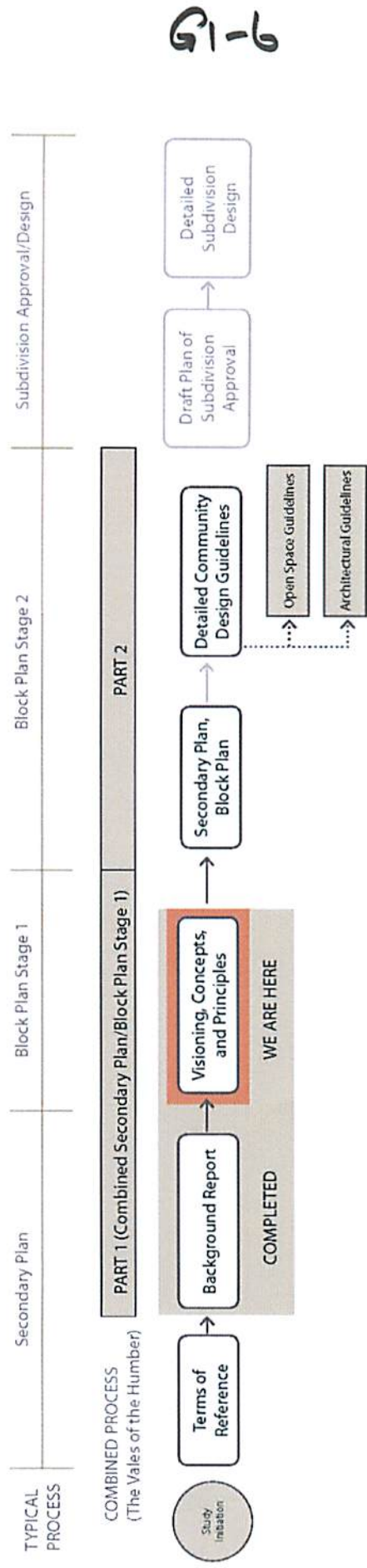


FIGURE 3- INTEGRATED PLANNING PROCESS FOR VALES OF HUMBER

The second stage of the combined planning process will focus on finalizing land uses policies at the secondary plan level and the preparation of a community block plan concept and related principles, all to be incorporated into the implementing official plan amendment for the Vales of Humber.

In accordance with the policies of OP93-253, the City will undertake its best efforts to manage the two planning programs concurrently but requires the community vision, planning principles and land use concept for the secondary plan to be endorsed by Council prior to proceeding with Phase 2 and detailed block planning. The following section of the report describes the land use plan, principles and vision statement prepared in support of the secondary plan.

Vision Statement

The vision document prepared by the Landowner's Group for Vales of Humber sets out the framework for the planning of a new community in terms of its major structural elements and key planning principles. The vision will also be embedded in the Community Design Framework, a key deliverable of Phase 2, Block Planning.

The vision for the Vales of Humber is to create an upscale executive housing community that complements and respects the surrounding estate residential neighbourhoods while creating a more compact, walkable and transit-supportive community. The community will be characterized by its unique environment and cultural heritage features which will then be integrated into Brampton's broader urban structure through a desirable interface of appropriate lot sizes and densities. Key aspects of the vision statement are set out in Appendix B.

This vision is keeping with the principles of the Sustainable City Concept of the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation. Staff support the vision statement for Vales of Humber and recommend its endorsement in principle by Council.

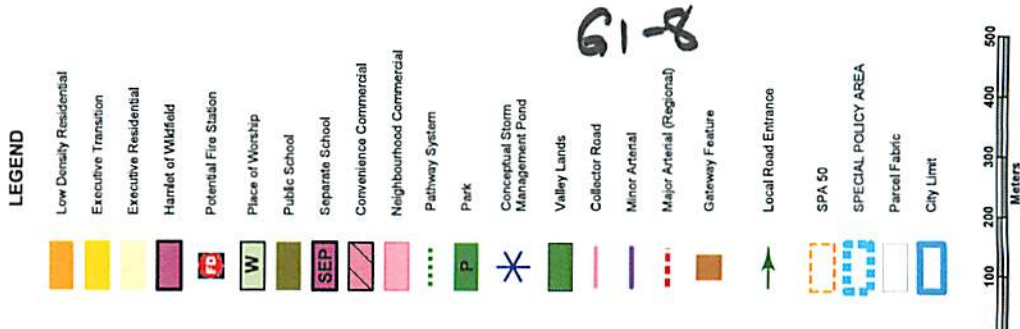
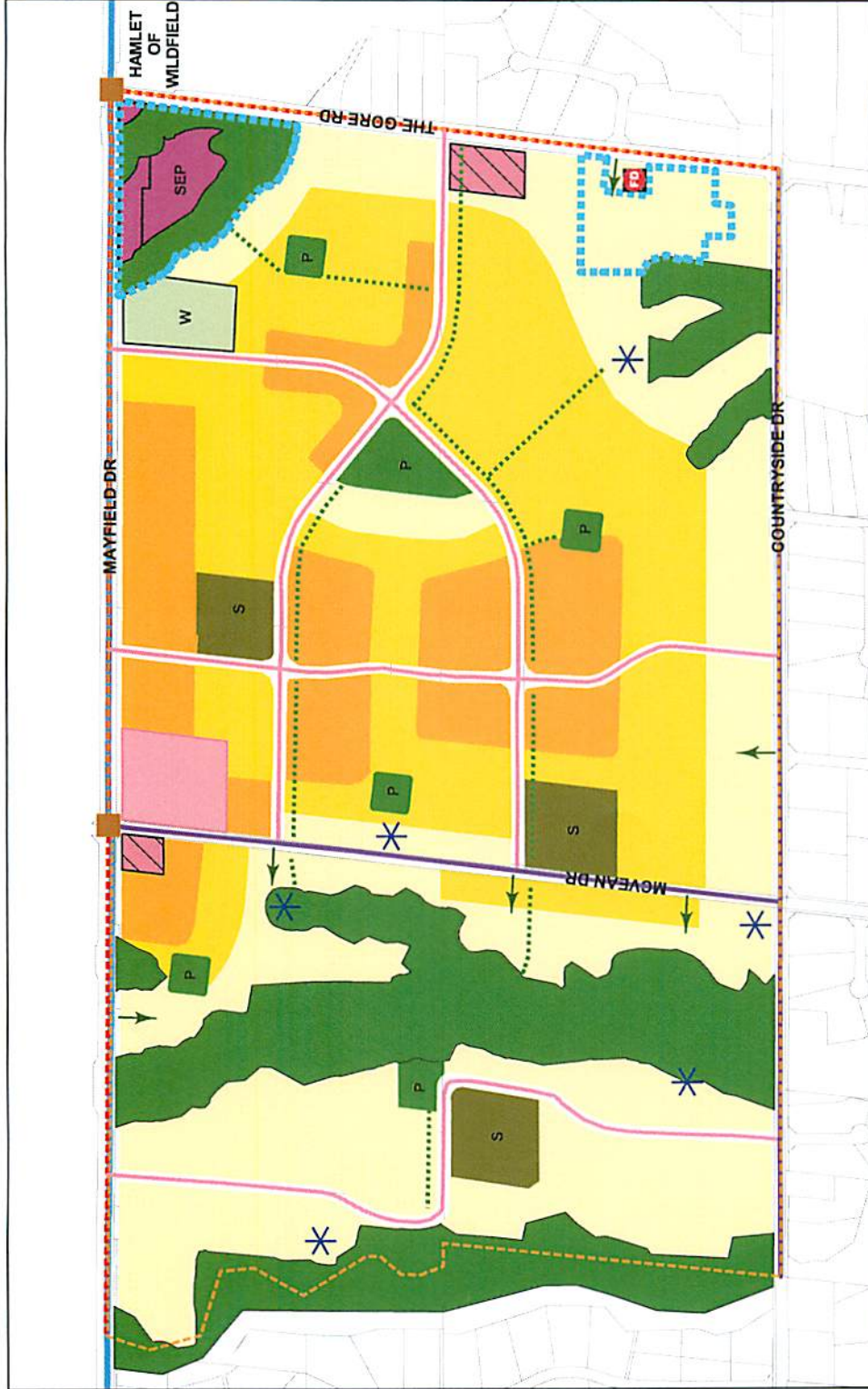
Planning Principles

Based on the development issues and opportunities identified in the Phase 1 component studies, a number of key planning and design principles have been formulated to guide the preparation of the Secondary Plan. These key policy principles (which are found in Appendix B) relate to natural heritage, environment and open space, transportation and community/ neighbourhood design.

LAND USE CONCEPT

The current land use concept for the Vales of Humber concept has the capacity to accommodate up to 2,700 dwelling units. The concept plan (see Figure 4) is generally consistent with the version that was presented at the June 2009 public open house,

TOWN OF CALEDON



VALES OF HUMBER CONCEPT PLAN (REVISED NOV. 12, 2009)

FIGURE 4 - CITY'S VERSION OF VALES OF HUMBER SECONDARY PLAN



except for the following adjustments which are noted below in the description of the major structural elements of the plan:

- a pedestrian-scaled neighbourhood and streets within a walkable community;
- a series of lot sizes ranging from 40/45 feet to 80 feet;
- 40 to 49 feet lots adjacent to Mayfield Road;
- concentrating executive lots adjacent to natural features and the existing estate housing community;
- an executive housing buffer surrounding the Hamlet of Wildfield and adjacent to natural features and existing estate housing;
- a pathway system linking the stormwater management ponds, open spaces, parks and schools;
- opportunity for an expanded St. Patrick Separate Elementary School and designating three Public Schools (2 elementary and 1 middle school);
- adding new place of worship site on Mayfield Road;
- adding a special policy area around the proposed fire station.

The Vales of Humber land use plan contains several key features that represent the foundation for creating a new executive housing community. These include an executive housing neighbourhood with a requirement of 1,000 executive housing units consisting of only single detached dwellings on lots with a minimum frontage of 50 feet (and other requirements as per the City's Upscale Executive Design Guidelines). A centrally located park as well as a series of smaller parks combined with an open space network of amenity spaces, vista blocks and view terminations throughout the community. The road network will promote safe, efficient movement of vehicles, cyclists and pedestrians and establish gateway features at main entry points into the secondary plan area.

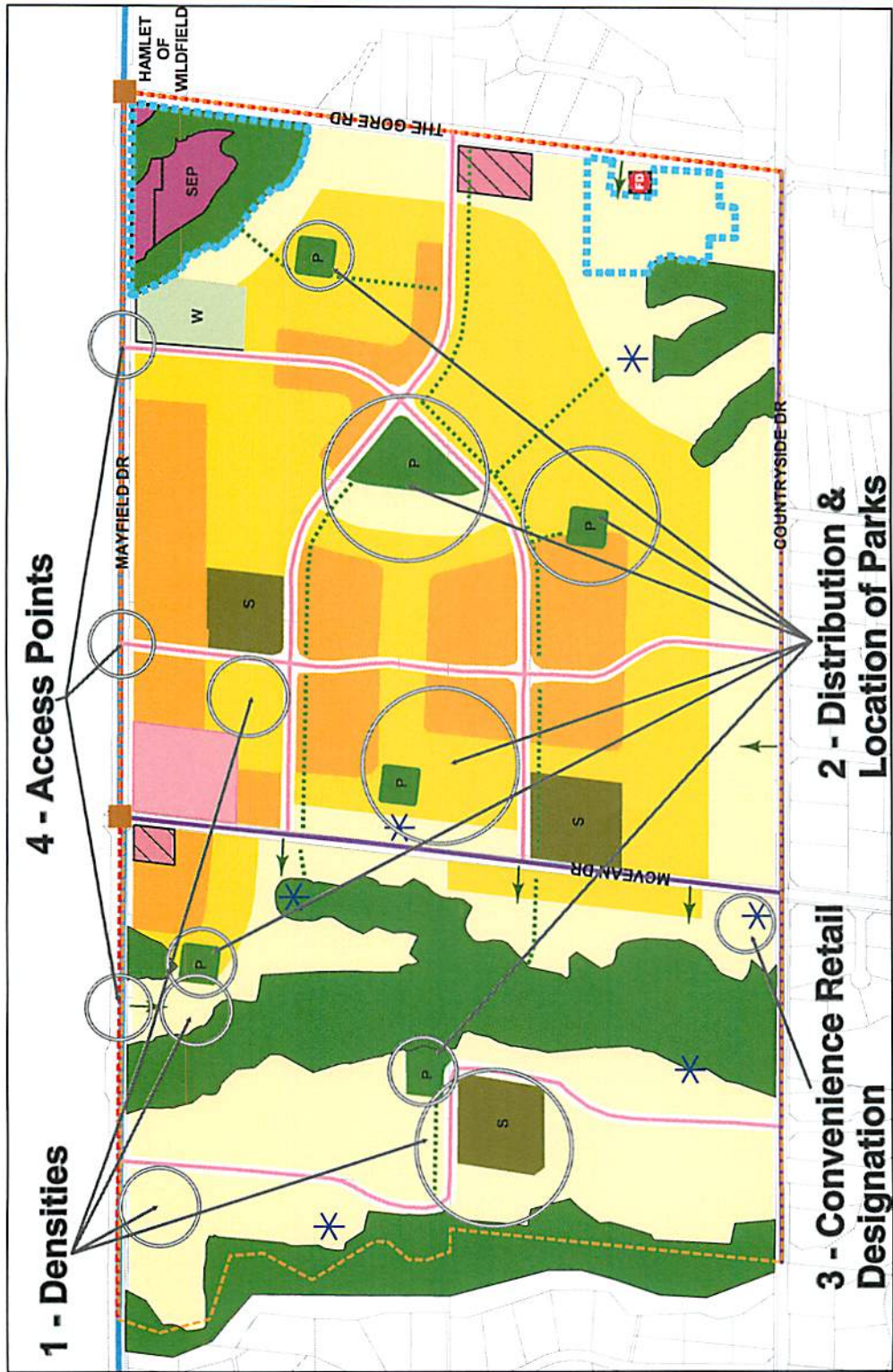
The Vales of Humber Secondary Plan will designate local serving retail sites in key locations, an open space network, school sites and a place of worship to service new and existing residents. The area will be planned at a net average residential density of 14.25 units/hectare or 6 units/acre with a dwelling unit capacity of 2,700. The ultimate number of units depends on the number and location of smaller lot frontages that are permitted across the secondary planning area. The will be determined through block planning in the stage of planning for the Vales of Humber.

Although, no Alternative Development Standards have been identified within the Vales of Humber Secondary Plan, a proposal exists to include roundabouts in the area which will be determined at the block plan stage.

Outstanding Issues

There are still some land use, parks planning urban design issues that need to be resolved before finalizing the secondary plan and proceeding forward with future public consultation as part of block planning. The issues are set out below and illustrated on Figure 5:

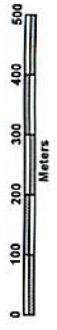
TOWN OF CALEDON



LEGEND

- Low Density Residential
- Executive Transition
- Executive Residential
- Hamlet of Wildfield
- Potential Fire Station
- Place of Worship
- Public School
- Separate School
- Convenience Commercial
- Neighbourhood Commercial
- Pathway System
- Park
- Conceptual Storm Management Pond
- Valley Lands
- Collector Road
- Minor Arterial
- Major Arterial (Regional)
- Gateway Feature
- Local Road Entrance
- SPA 50
- SPECIAL POLICY AREA
- Parcel Fabric
- City Limit

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VALES OF HUMBER CONCEPT PLAN (REVISED NOV. 12, 2009)

FIGURE 5 - OUTSTANDING LAND USE & TRANSPORTATION ISSUES

Date: 2009 11 10



Prepared by: Technical Services - Planning, Design & Development, Dufferin & Associates

Commercial

- The appropriateness of designating a Convenience Retail site at the northwest corner of Countryside Drive and McVean Drive; and,
- The final configuration of the Neighbourhood Retail designation at the south east corner of Mayfield Road and McVean Drive.

Fire Station 214

- The details of a Special Policy Area surrounding the proposed fire station on the west side of The Gore Road with regards to lot frontages and densities.

Open Space/Parks

- The location and configuration of a park block between McVean Drive and the Gore Road that may impact road network alignments in this general area; and,
- The location and number of smaller park blocks across the secondary plan area.

Land Use, Density and Built Form

- Lot frontages and the distribution of densities;
- The location of neighbourhood nodes and related densities; and,
- The extent of low density and executive transitional housing at the north end of the planning area, west of McVean Drive and adjacent to the elementary school site between the two valley corridors.

Schools

- The ultimate location of the elementary school and the alignment of the collector road west of McVean between the two valley corridors.

Transportation

- Final access points on Regional Concession Roads like Mayfield Road and The Gore Road.

Staff are of the view that secondary planning will benefit from having these issues addressed in detail at the block plan stage and are recommending that the planning process proceed to Phase 2.

CONCLUSION

This staff report provides a status update on the planning undertaken to date for Phase 1 of the planning program for the Vales of Humber. A land use concept plan, vision and planning principles have been prepared to the point where these documents can be

endorsed by Council in principle, subject to further refinement at the block planning stage.

Staff are seeking Council authorization to begin the Phase 2 block planning process in order to work towards drafting secondary plan policies and to prepare a community block plan concept. Phase 2 will consist of finalizing a secondary plan land use concept and related policies, preparation of a block plan, and related principles to include as part of the implementing official plan amendment.

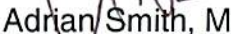
Community Design Guidelines will be completed to form the second part of the Community Design and Open Space Study and as a supporting study at the block plan level. Further Phase 2 studies include a Infrastructure Servicing Study, Master Environmental Servicing Plan, and Transportation Study.

Staff are planning to report back to Council with a detailed block plan concept and a draft Official Plan Amendment prior to proceeding with further public consultation.

Respectfully submitted,

Original Signed By

Original Signed By


Adrian Smith, MCIP, RPP
Director, Planning & Land
Development Services


John Corbett, MCIP, RPP
Commissioner, Planning
Design & Development

Authored by Karyn Poad/ David Waters

Attachments:

Appendix A: June 2009 Land Use Concept

Appendix B: Vision Statement & Planning Principles (November 2009)

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Appendix A
June 2009 Land Use Concept



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LEGEND

[Orange Box]	Low Density Residential
[Yellow Box]	Executive Transition
[Light Yellow Box]	Executive Residential
[Pink Box]	Hamlet of Wildfield
[Blue Triangle]	Potential Fire Station
[Light Green Box]	Place of Worship
[Dark Green Box]	Public School
[Pink Box]	Separate School
[Pink Box]	Convenience Commercial
[Pink Box]	Neighbourhood Commercial
[Dotted Line]	Pathway System
[Green Box]	Park
[Blue Star]	Conceptual Storm Management Pond
[Green Box]	Natural Feature Valley Lands
[Pink Line]	Collector Road
[Purple Line]	Minor Arterial
[Red Dashed Line]	Major Arterial (Regional)
[Orange Box]	Gateway Feature
[Green Arrow]	Local Road Entrance
[Green Circle]	Main Gateway
[Orange Dashed Box]	SPA 50
[White Box]	Parcel Fabric
[Blue Box]	City Limit



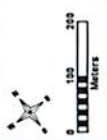
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VALES OF THE HUMBER CONCEPT PLAN

BRAMPTON, ONTARIO

FIGURE 5 - CITY'S VERSION OF VALES OF HUMBER SECONDARY PLAN

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Appendix B
Vision Statement & Planning Principles
(November 2009)

COMMUNITY VISION

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The vision for the Vales of the Humber Secondary Plan Community is to create an upscale executive housing community that complements and respects the surrounding residential neighbourhoods while creating a more compact, walkable and transit-supportive community.

Protection, integration and enhancement of the area's and natural heritage features lie at the heart of the community vision. The existing natural features inherent to the area serve as the main structuring elements of the community.

Provision of a continuous pedestrian and cycling "green pathway" system, connecting to external areas and linking through parks, schools, stormwater management areas and along public roads, ensures that both the active and passive recreational needs of community residents are met in a manner that appropriately integrates existing and planned open space and natural systems.

This upscale executive housing community includes a series of neighbourhood nodes consisting of neighbourhood facilities (schools, parks and commercial) around which smaller lot detached housing will be clustered. These neighbourhood nodes are located in the interior of the community with detached housing densities gradually transitioning to executive housing and then further to large-lot executive housing along community edges, and adjacent to the valleylands, natural heritage features and the Hamlet of Wildfield.

Three distinct, yet incremental residential categories are strategically distributed throughout the community in a manner that responds to the area's unique natural and locational attributes while ensuring that the established surrounding land use contexts are protected, respected and reinforced.

A range of architectural housing styles, designs and elements will be employed within the community to promote its upscale, executive character in keeping with the standards established in the City's Upscale Executive Design Workbook and to avoid repetitious building facades within residential blocks. Window streets and flankage lots will be used along priority community edges and adjacent to established neighbouring estate residential areas.

A network of east-west and north-south collector roads provided through the community ensures the safe and convenient movement of pedestrians, cyclists, cars and public transit. This internal road system includes two east-west internal "green spine" collector roads that will incorporate designated on-road bike lanes and enhanced streetscape elements. The introduction of decorative street lighting and street furniture in key locations will further enforce the community's upscale, executive character.

The creation of pedestrian-scaled neighbourhoods and streets contained within a walkable community offers multiple possibilities for outdoor activity and access to daily amenities. Mingling and interaction amongst residents is promoted through incorporation of meaningful public spaces into the overall community design.

A series of primary gateways and neighbourhood entry features or secondary gateways create a sense of arrival to the community, establish the character of the community, and function as integral components of the primary streets on which they are located. Planned landmarks and inter-connected focal points identify the community and define individual, distinct neighbourhoods.

KEY PLANNING POLICY PRINCIPLES FOR THE SECONDARY PLAN

Based on a review of the prevailing policy context affecting SPA 50 and identification of development issues and opportunities associated with the area as documented in the various Part 1 background studies, a number of key planning and design principles have been developed to guide development of the Secondary Plan during Part 2 of the Vales of Humber Secondary Planning process. These key policy principles are summarized in the following discussion under the general headings of: Natural Heritage, Environment & Open Space; Transportation; and Community & Neighbourhood Design.

Natural Heritage, Environment & Open Space

- Identify, establish, and protect a sustainable natural heritage/open space system, incorporating significant natural features;
- Preserve and protect the function of natural heritage features; require the use of appropriate development setbacks and buffers measured from such features and, in the case of the three Special Study Areas identified within SPA 50, require the preparation of Environmental Impact Studies;
- Provide a healthy balance between active and passive recreational activities;
- Create a system of linked open spaces through pedestrian trails in natural areas, through parks, schools, and stormwater management facilities and along public streets;
- Integrate stormwater features to complement the open space network and the natural environment and design them to function as amenity spaces;
- Integrate views and vistas of the natural heritage and open system within community design and develop such features as visual and functional community focal points.

Transportation

- Create a system of roads, cycleways and walkways that promote the safe, efficient movement of traffic, including transit services (both primary and secondary), cyclists and pedestrians;
- Design an internal community road system that provides suitable access to the existing external road network and provides convenient vehicular connectivity between and within the local community, but discourages through traffic patterns;
- Establish a series of east-west and north-south collector roads through SPA 50 that take advantage of established intersections and that provide multiple connections to the arterial road network;

- Encourage the use of alternate modes of travel other than the automobile through the delivery of transit services to the area and the expansion of the local pathway network to foster cycling and walking to access daily amenities.

Community & Neighbourhood Design

- Create a land use pattern that complements and integrates enduring built-form elements, and that enhances and integrates the area's natural heritage and open space system so as to contribute to a unique community structure;
- Create varied and distinct human-scale urban spaces and residential neighbourhoods that provide a strong and identifiable sense of place for residents;
- Balance the need to provide transit-supportive development densities with the desire to create an upscale executive housing community that is compatible with the adjacent estate residential community;
- Respond to the identified need for upscale, executive housing in the area, including the provision of a minimum of 1,000 detached dwellings on lots with minimum frontages of 15.2 m and in keeping with the principles of the Upscale Executive Design Workbook;
- Introduce a limited range of architectural styles and themes throughout the community that provide visual diversity yet compatibility, to reflect the community's planned, upscale, executive character;
- Create attractive edges and gateways to the community through the sensitive interplay of architectural form and landscape design;
- Create an appropriate interface along the boundary arterial road and a transition area adjacent to estate residential community;
- Provide superior quality residential forms on large lots;
- Create a streetscape along Countryside Drive, which is comfortable for pedestrians while respecting the existing estate residential character;
- Protect the historic Hamlet of Wildfield through the use of appropriate lot and street patterns, buffers, transition areas and requisite site planning/built-form guidelines;
- Protect and enhance confirmed cultural heritage resources, with a Heritage Impact Assessment to be undertaken for those resources warranting further investigation in order to determine an appropriate heritage strategy;
- Provide local service retail opportunities to serve both new residents and those from Wildfield and the existing estate residential community.