



62-1

Report

Planning, Design & Development Committee

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

Date: November 4, 2009

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

File: P25 RE

DATE: December 7, 2009

Subject: **STATUS REPORT**
Initiation of Secondary Planning for the Lands West of
Mississauga Road in North West Brampton (Heritage Heights
Community), Ward 6

Contact: David Waters, Manager, Land Use Policy (905-874-2074)

OVERVIEW:

- In December 2006, OP93-245 was approved to expand the urban boundary of the Brampton Official Plan to include all of North West Brampton as a future urban area. The Mount Pleasant Secondary Plan was identified as the first phase of development and secondary planning is nearing completion.
- OP93-245 also establishes the general framework to guide secondary planning. Policies are also present for the protection of shale resources and the North-South Transportation Corridor.
- The Landowners' Group has identified the lands west of Mississauga Road as the "Heritage Heights Community", and propose to consolidate the remaining two North West Brampton secondary plans (SP52 and SP53) into one planning process.
- In accordance with the Master Timeline of OP93-245, staff are ready to initiate secondary planning for Heritage Heights in two phases.
- Phase 1 studies to be initiated include community visioning, subwatershed and transportation planning along with an employment implementation study to identify the employment lands west of Mississauga Road. The result of Phase 1 will be a community vision supported by a framework plan and guiding development principles to be used in detailed secondary planning.
- The findings of the Bram West Parkway/North South Corridor EA will contribute to the planning for Heritage Heights and the preparation of a framework plan and vision statement in Phase 1.
- In Phase 2, a secondary plan will be finalized for one or more of the lands west of Mississauga Road that includes the initiation of the remaining component studies. The result of Phase 2 will be the approval of a secondary plan.

RECOMMENDATIONS

1. **THAT** the staff report dated November 4, 2009 and entitled "Status Report, Initiation of Secondary Planning for the Land West of Mississauga Road in North West Brampton (Heritage Heights Community)" (File: P25 RE) be received; and,
2. **THAT** staff be authorized to initiate the secondary plan formulation process for Secondary Plan Areas 52 (Huttonville North) and 53 (Mount Pleasant West) in North West Brampton.

BACKGROUND

The lands designated as the North West Brampton Future Urban Development Area were added into the urban boundaries of the Region of Peel and Brampton Official Plans with the approval of ROPA 15 and OP93-245, respectively, by the Ontario Municipal Board in December 2006. The lands located west of Mississauga Road are designated: "Future Urban Development Area", "North West Brampton Policy Area" (NWBPA) and "Corridor Protection Area" in the Brampton Official Plan (see Figure 1).

As illustrated on Figure 2, OP93-245 created the following three new Secondary Planning Areas in North West Brampton: Mount Pleasant (SP51), Huttonville North (SP52), and Mount Pleasant West (SP53) with Mount Pleasant identified as the first phase of development. Secondary Planning for Mount Pleasant is well underway and staff are planning to present a final Official Plan Amendment for Council's adoption in early 2010.

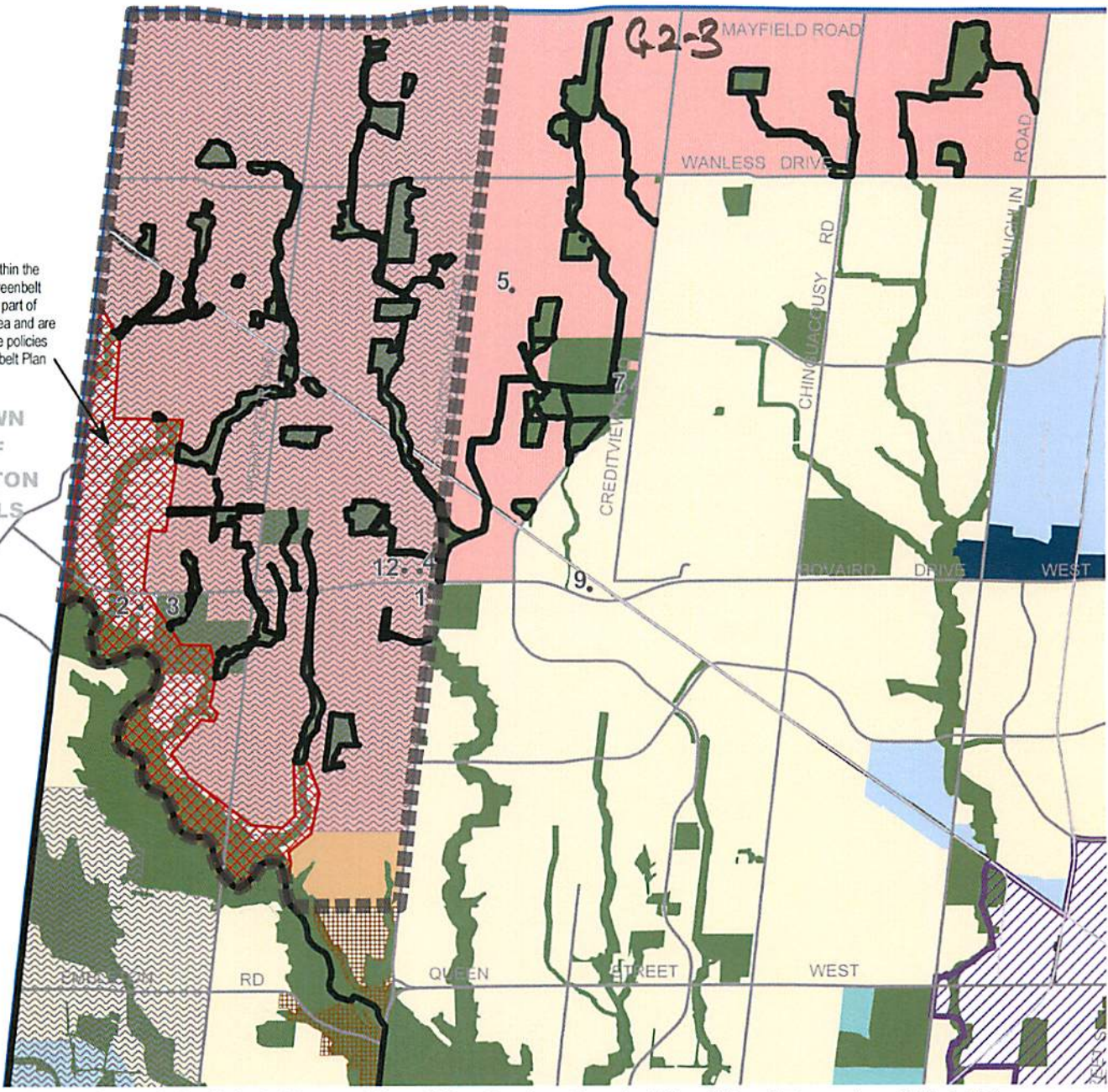
The purpose of this report is for staff to be authorized to formally initiate the long range planning program for the two remaining Secondary Planning Areas (52 and 53) in North West Brampton, which have been named "Heritage Heights" by the Landowners' Group.

With regards to OP93-245, this amendment sets out a framework for secondary planning of North West Brampton (see Appendix A). Some of the key principles of this framework include:

- maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;
- maximizing the opportunities for mixed-use and higher density development at appropriate locations while recognizing supply and demand needs;

Any lands within the Provincial Greenbelt Area are not part of the urban area and are subject to the policies of the Greenbelt Plan

TOWN OF HALTON HILLS

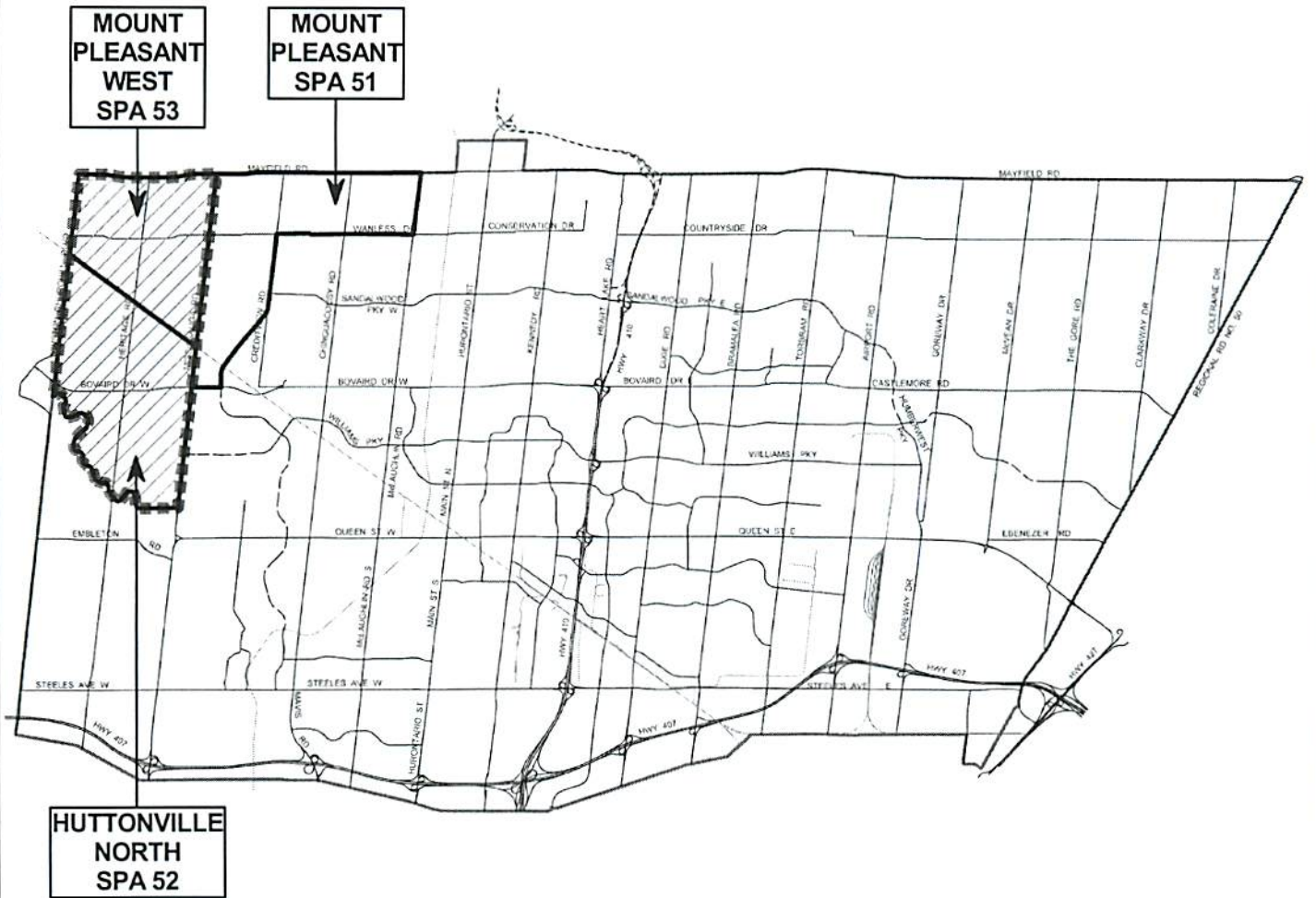




Extract from Schedule A (General Land Use Designations) of the City of Brampton Official Plan

- | | | | | | |
|---|----------------------------|---|---|--|--|
|  | HERITAGE HEIGHTS COMMUNITY |  | INDUSTRIAL |  | CENTRAL AREA |
|  | APPEALED TO THE OMB |  | MAJOR INSTITUTIONAL |  | N-W BRAMPTON URBAN DEVELOPMENT AREA |
|  | RESIDENTIAL |  | OPEN SPACE |  | SPECIAL LAND USE POLICY AREA <i>See Section 4.13</i> |
|  | ESTATE RESIDENTIAL |  | PROVINCIAL GREENBELT AREA/PROTECTED COUNTRYSIDE |  | CORRIDOR PROTECTION AREA |
|  | VILLAGE RESIDENTIAL | | | | |



G2-4



-  HERITAGE HEIGHTS COMMUNITY
-  SECONDARY PLAN AREA BOUNDARY



- creating viable employment areas that provide a range of feasible employment opportunities with access to rail and future and existing highways and arterial roads;
- integrating the logical and cost effective extension of Regional and City services;
- phasing development in an efficient manner recognizing land use, servicing, transportation and other growth management considerations;
- incorporating measures intended to conserve energy and increase the usage of public transit;
- promoting nodal development at a community and neighbourhood scale at appropriate locations;
- promoting live/work/play/shop opportunities;
- protecting and preserving natural features; and,
- supporting the implementation of the City's Transportation and Transit Master Plan.

Staff note that secondary planning for Mount Pleasant have incorporated the planning principles of OP93-245 and expect the same to be applied to the planning for Heritage Heights.

CURRENT SITUATION

The following section of the report provides a general overview of the policies related to Corridor Protection and the North West Brampton Policy Area (shale protection) in the Brampton Official Plan.

Corridor Protection

OP93-245 implemented policies and related mapping to protect an area of North West Brampton for the planning and development of the North-South Transportation Corridor. OP93-245 includes a policy that requires the North South Transportation Corridor to be planned, designed and constructed in accordance with the recommendation of an Environmental Assessment Study prior to the full development of North West Brampton. In July of this year, Council directed staff to initiate the Environmental Assessment study for Bram West Parkway, following the presentation of the final draft Transportation and Transit Master Plan (TTMP) update to Council. Staff expect to commence the Environmental Assessment study following the completion of the Halton Peel

Boundary Area Transportation Study (HPBATS) which is expected by the end of February 2010.

North West Brampton Policy Area

OP93-245 implements a Special Policy Area for the protection of shale for lands west of Mississauga Road in North West Brampton. The North West Brampton Policy Area (NWBPA) enables interim shale extraction to occur through the appropriate approval process, while recognizing the ultimate long term need of these lands for urban development. Accordingly, the purpose of the NWBPA is to provide for the protection and potential use of the shale resource for a period of 10 years following the approval of OP93-245. However, the policies enable all long range planning to proceed during this time on the basis that all lands will ultimately be developed for urban purposes.

Following the expiry of the 10-year period in 2016, the Region of Peel, in consultation with the City, will undertake a review to determine whether it is in the public interest to amend the Region and Brampton Official Plans and establish general urban land use designations for this area. During this 10 year period, all necessary background studies can be finalized and endorsed by City Council, but no development can take place.

With the initiation of long range planning for the lands west of Mississauga Road, comprehensive land use planning can begin that will set the stage for the development of these lands for urban uses.

Secondary Planning Program

In accordance with the timelines and policies of OP93-245, the Landowners' Group is requesting the City initiate the planning program for Heritage Heights and begin drafting draft terms of reference for the following component studies:

- Subwatershed;
- Servicing and Infrastructure
- Transportation and Transit;
- Commercial and Institutional
- Community Design and Open Space;
- Cultural and Archaeological Heritage;
- Preliminary Noise Assessment;
- Growth Management, Staging and Sequencing Analysis;
- Alternative Development Standards

Considering the time it will take to complete component studies like subwatershed and transportation planning and the Environmental Assessment for the North-South Corridor, staff believe it's in the City's interest to initiate the long range planning program for lands west of Mississauga Road. This will send

a clear message that the City expects all of Heritage Heights to be designated for urban uses following the expiry of the shale protection policies.

Staff note that the landscape scale analysis and subwatershed study being prepared as part of secondary planning for Mount Pleasant includes Huttonville Creek, a portion of which drains to the lands west of Mississauga Road. The remaining watershed in North West Brampton to be studied as part of the planning for Heritage Heights is the Credit River Tributary.

With regards to the Credit River Tributary, a three-year monitoring program has been initiated by the North West Brampton Landowners Group in coordination with the Credit Valley Conservation Authority (CVC). The monitoring program was endorsed by CVC in late 2007 and will extend through 2010. After completion of the three years of monitoring, CVC will review the need to extend it for two additional years until 2012.

Staff are proposing to structure the secondary planning program for Heritage Heights in two phases. In addition to community visioning, Phase 1 will include the initiation of subwatershed, transportation and employment implementation studies to be completed for the balance of North West Brampton. The employment implementation study will identify the geographic location of the employment precinct for the Heritage Heights community.

The Environmental Assessment Study for Bram West Parkway and the North-South Corridor will be underway at the same time as the Phase 1 studies for Heritage Heights. The planning program for Heritage Heights will be structured to incorporate key findings of the EA study when developing a framework plan and community vision in Phase 1 and detailed secondary planning in Phase 2.

The Phase 1 studies will establish the natural heritage system for Heritage Heights, identify the general area of the employment precinct and recommend a transportation network that will lead to the development of a framework plan, a community vision and guiding development principles for Heritage Heights. The framework plan will form the basis for more detailed secondary planning in Phase 2.

Prior to proceeding with the more detailed Phase 2 studies and secondary planning itself, the City will make a decision as whether to consolidate or have the two Secondary Planning Areas proceed independently of each other.

The component studies that will contribute to secondary planning in Phase 2 include:

- Servicing & Infrastructure;
- Commercial and Institutional;
- Community Design and Open Space;

- Cultural and Archaeological Heritage;
- Noise Assessment;
- Growth Management, Staging and Sequencing Analysis; and,
- Alternative Development Standards.

The result of Phase 2 will be the approval of a secondary plan.

Project Management

The planning program for the Heritage Heights Community will be managed by the City of Brampton and the steering committees established to oversee each component study lead by City staff. A project management team will be established to meet with the Landowners' Group on a regular basis to discuss specific issues or concerns, and report on the progress of the planning program for Heritage Heights.

The Heritage Heights Landowners' Group will be responsible for the funding of each component study, assist with the preparation of the Terms of Reference and participate in the selection of consultants, in accordance with the City of Brampton's purchasing protocol.

Planning Vision

In accordance with the Growth Plan and the policies of OP93-245, the Heritage Heights Community will be planned as a complete, compact and connected community, which provides opportunities for a mixed-use development and includes a variety of housing types and densities, as well as employment lands and a robust natural heritage system.

Public Consultation

Public participation is a key component of the planning program for Heritage Heights. Opportunities throughout the planning for Heritage Heights will be provided for local area residents, landowners and stakeholders to participate in the planning process through open houses and formal public meetings.

CONCLUSION

Staff are seeking Council direction to begin secondary planning for Heritage Heights starting with the initiation of the Phase 1 component studies. These studies will help to establish a community vision supported by a framework plan for Heritage Heights that will lead into the preparation of detailed secondary plans as part of Phase 2. Staff note that during Phase 1, the planning for Heritage Heights will have to be coordinated with the EA for the Bram West Parkway/North-South Transportation Corridor.

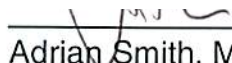
G2-9

Staff will report back to Council in early 2010 with a report setting out the specific elements of the work program and detailed timelines for the planning of Heritage Heights.

Respectfully submitted,

Original Signed By

Original Signed By



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

Authored by David Waters, MCIP, RPP, PLE



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

Attachment

Appendix A: OP93-245

G2-10

Appendix A
OP93-245

G2-11

**Consolidated Version Incorporating All Proposed Modifications
(for hearing scheduled to commence November 14, 2006)**

AMENDMENT NUMBER OP93 - 245

to the Official Plan of the
City of Brampton Planning Area

1.0 PURPOSE

The purposes of this amendment are to:

- expand the Urban Boundary of the City of Brampton Official Plan to include all of North West Brampton as an urban development area;
- extend the planning horizon of the Official Plan from 2021 to 2031;
- protect an area of North West Brampton for the planning and development of a potential North-South Transportation Corridor;
- provide for future North West Brampton wide studies to determine the appropriate mix and staging of residential and employment lands and related financial implications thereof and to identify the amount of North West development that can be supported by arterial only road improvements pending a commitment to a Higher Order Transportation Corridor; and,
- establish the general framework to guide the preparation of detailed secondary plans in North West Brampton that will include a variety of residential, employment, commercial, institutional and open space uses, including the protection of the shale resource west of Mississauga Road for a period of ten years from the date of approval of this amendment at which time the issue of shale protection will be the subject of a review as set out in Section 5.3.4 of the Peel Region Official Plan.

This proposed Official Plan Amendment together with supporting component studies forms the basis of a related request by the City of Brampton to have the Region of Peel amend its Official Plan. The principal purpose of Regional Official Plan Amendment 15 (ROPA 15) is to amend the 2021 Regional Urban Boundary to conform to the Urban Boundary expansion as proposed by the City of Brampton and to change the planning timeframe applicable to Brampton from 2021 to 2031.

2.0 LOCATION

The subject lands comprise an area of about 2,428 hectares (6,000 acres) in North West Brampton, and are bounded by Mayfield Road to the north; the Credit River to the south; Winston Churchill Boulevard to the west and an irregular boundary formed by portions of McLaughlin, Creditview and Mississauga Roads to the east.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

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

- (1) by changing on Schedule "A", GENERAL LAND USE DESIGNATIONS thereto, the designations of "AGRICULTURAL" TO "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" and "SPECIAL STUDY AREA" with the associated legend identification and text reference, all as shown on Schedule A to this amendment;
- (2) by deleting on Schedule "A", GENERAL LAND USE DESIGNATIONS thereto, the URBAN BOUNDARY designation and associated legend identification, as shown on Schedule A to this amendment;
- (3) by adding on Schedule "B" MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto, the designation of the North-South Transportation Corridor, and the extensions of Williams Parkway and Sandalwood Parkway and revising the road classification for Heritage Road and Wanless Drive, all as shown on Schedule B to this amendment;
- (4) by changing on Schedule "C" MASS TRANSIT NETWORK thereto, the designation of "FUTURE COMMUTER RAIL STATION" to "EXISTING COMMUTER RAIL STATION" designations as shown on Schedule C to this amendment;
- (5) by revising on Schedule "F" PUBLIC UTILITIES AND RESOURCES thereto, the "Shale Resources" designation by deleting it in its entirety and replacing it with the HPMARA identification from Schedule "C" of the Region of Peel Official Plan and to identify that the lands subject to this amendment west of Mississauga Road as part of the North West Brampton Policy Area (NWBPA) as shown on Schedule D to this amendment;
- (6) by identifying on Schedule "G" SECONDARY PLAN AREAS thereto, the new areas subject to Secondary Plan Areas, 51, 52 and 53 as shown on Schedule E to this amendment;
- (7) by updating in Part I: THE GENERAL PLAN, population, employment and housing statistics and extending the planning period of the Official Plan to 2031;

- (8) by changing in Part I: THE GENERAL PLAN, Section 4.7.1 Agricultural Designation thereof, the heading "Agricultural Designations" to "Agriculture";
- (9) by revising in Part I: THE GENERAL PLAN, Section 4.7.1 thereof, the Objective heading and related policy by adding to it the word "formerly" between the words "areas" and "designated";
- (10) by revising Part I: THE GENERAL PLAN, thereof, to delete and replace the current policy in Section 4.7.1.1 with the following: "No lands within the City of Brampton are designated "Agriculture" on Schedule "A" to this Plan. However, agricultural activities and related uses will be permitted to continue operating over as long a term as possible. The City shall, in evaluating the establishment or expansion of agricultural uses, consider the minimum distance separation (MDS) guidelines for livestock operations."
- (11) by revising Part I: THE GENERAL PLAN, thereof, to delete Sections 4.7.1.2 to 4.7.1.3, 4.7.4 and 4.7.7 and renumbering the remaining Sections in a orderly and sequential manner.
- (12) by revising Part I: THE GENERAL PLAN, thereof, to delete the current heading and first paragraph of Section 4.7.6 and replace it with the following:

"Site Specific Designations

Two site-specific provisions are permitted by the City on lands within the former "Agricultural" designation as shown on Schedule "A" (identified by numbers) that are exceptions to the generality of the foregoing and the general intent and purpose of the Plan. The specific locations and related policies are set out below:"(13) by adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.13 Special Study Areas" thereof, as subsection "4.13.4" the following policies:

- (13) by adding in Part I: THE GENERAL PLAN, under the sub-heading, "Section 4.10 Special Study Areas" thereof, as subsection 4.13.4 the following policies:

"4.13.4 North-South Corridor Protection Area

The findings of a transportation study (North West Brampton Transportation Infrastructure Phase I Report, July 2001) prepared for the North West Brampton Urban Boundary Review recommended the need for a Higher Order North-South Transportation facility in order to service the future urban

development of these lands and to accommodate future traffic growth from points north and west of the municipality.

As part of the Ministry of Transportation's Strategic Directions document (January 2003), a new East-West Transportation Corridor linking the GTA to the Guelph area was identified north of Mayfield Road and south of the Oak Ridges Moraine that included a north-south connection in the vicinity of West Brampton/East Halton.

Based on complete analysis of environmental constraints, existing and proposed land uses, travel demand and operations of the local and Provincial road network, a report prepared by iTrans Consulting (North South Transportation Corridor Study, September 2003) for the City of Brampton and the Ministry of Transportation, identified the need for a physical connection of a North-South Higher Order Transportation Corridor to Highways 401 and 407 and identified a Corridor Protection Area in West Brampton and South East Halton.

Council supports the development of a North-South Higher Order Transportation Corridor in West Brampton which is proposed to cross the Credit River and link North West Brampton with the Bram West Secondary Plan and Highway 407. Council recognize that this facility will be required to support the full development of North West Brampton and that a corridor needs to be protected from development.

4.13.4.1 Consent to sever, minor variance, subdivision, site plan, zoning applications and applications for approval of mineral aggregate operations within the Corridor Protection Area coincident with the Special Study Area designation identified on Schedule "A" to this Plan shall not be approved if it is determined that the development proposal would unduly restrict the alternatives for the planning or construction of a North-South higher order transportation facility as contemplated by Section 4.13.4 of this Plan.

4.13.4.2 The alignment of the North-South Higher Order Transportation Corridor shall be determined by an Environmental Assessment Study or by a process satisfactory to the municipal stakeholders and the Province of Ontario. However, the North West Brampton Urban Boundary Review and the Bram West Review planning programs should continue in accordance with previous Council direction prior to the determination of the preferred alignment of the North-South transportation facility, provided that any official plan amendment adopted as a result of these planning processes identifies and protects all feasible potential alignments.

It is Council's intent to assess alternative alignments and to enter into discussions with the Province and other jurisdictions to protect for and subsequently establish the necessary corridors within the City.

- (14) by adding in Part I: THE GENERAL PLAN, a new heading "NORTH WEST BRAMPTON URBAN DEVELOPMENT AREA" after Section 4.14 thereof, and the following new policies as Section 4.15:

4.15 North West Brampton Urban Development Area

- 4.15.1 The City has undertaken growth and land demand studies have concluded that to accommodate population and employment forecasts to 2031, it will be necessary to expand the urban boundaries set out in the Brampton and Regional Official Plans.

Provincial growth forecasts expect 3.7 million additional people and 1.8 million jobs to be created in the Greater Golden Horseshoe by 2031.

North West Brampton is immediately adjacent to the Official Plan Urban Boundary with new development abutting this boundary and City and Regional services can be extended into the expansion area. It is therefore in the long term public interest to expand the urban boundary of the Official Plan to include all of North West Brampton in order to provide certainty regarding areas intended for future growth in the municipality.

The North West Brampton Urban Development Area is planned to be a compact, complete and connected community. This Area will also provide opportunities for mixed-use development including a range of housing types, and densities as well as employment lands.

The North West Brampton Urban Development Area is intended to contain:

- (i) a residential community with a mix of housing types and densities to be determined through future amendments to the Official Plan, Secondary Plans and Block Plans; and,
- (ii) strategically located employment lands positioned adjacent to future transportation and transit infrastructure.

Development in North West Brampton will be structured around natural heritage systems, Greenbelt lands, transportation and transit corridors and existing built up areas.

The policies of the Growth Plan apply to the North West Brampton Urban Development Area subject to O. Reg. 311/06 as amended by O. Reg. 324/06. It is the policy of City Council to ensure that the applicable requirements of the Growth Plan are met in the planning and development of North West Brampton.

North West Brampton will be planned in such a manner to encourage the development of complete communities. Complete communities will be well-designed, offer a variety of transportation choices, contain a mix of housing for people in all stages of life, offer a range of employment opportunities, and provide shopping and community services that meets the needs of residents and businesses.

Urban development adjacent to the Greenbelt Area will support and enhance the natural characteristics of the Greenbelt Area as set out in the Greenbelt Plan.

- 4.15.2 In order for the full development of North West Brampton to occur, the future North-South Transportation Corridor must be planned, designed and constructed as a higher order transportation facility in accordance with an approved EA study process. Prior to this occurring, a limited amount of North West Brampton can develop assuming a major arterial road(s) is extended to properly service North Brampton.

Future transportation studies, including an Environmental Assessment, may evaluate the option of releasing a greater proportion of North West Brampton development on the assumption that development in other areas as well as West Brampton could be limited in advance of the clear commitment to a North-South Higher Order Transportation Corridor.

The amount of North West Brampton development to be released without the future North-South Transportation Corridor in place will be determined prior to the establishment of general land use designations in the Official Plan. Transportation Demand Management strategies will be developed and implemented in areas of North West Brampton to encourage a balanced transportation system.

In order for the full development of North West Brampton to occur, transit systems must be planned to provide appropriate levels of service for those residing or working in the City, including North West Brampton.

4.15.3 Prior to development occurring within the North West Brampton Urban Development Area, the following six stages of planning approvals must be realized:

- (i) Stage 1 - There are three subwatershed studies required to be completed for North West Brampton. These are: Fletcher's Creek, Huttonville Creek and Main Credit River. Fletcher's Creek and Huttonville subwatershed studies cover the area referred to as the Inverted "L". The Main Credit River subwatershed study and part of Huttonville subwatershed study are located west of the Inverted "L" and cover the balance of North West Brampton.

A terrestrial landscape scale analysis of all three subwatersheds as well as full subwatershed studies for Fletchers and Huttonville creeks (that incorporate 5 years of Effectiveness Monitoring results) must be completed to the satisfaction of CVC and the City of Brampton before a natural heritage system can be defined. The Terms of Reference and resulting workplans for the subwatershed studies and the terrestrial landscape scale analysis must be completed to the satisfaction of CVC and the City of Brampton.

The subwatershed studies may be commenced prior to the completion of five years of effectiveness monitoring, but subject to an approved terms of reference and resulting workplan to the satisfaction of the City of Brampton and CVC. Subwatershed studies may be commenced but not completed until five years of effectiveness monitoring are incorporated.

- (ii) Stage 2 - the establishment of general land use designations in the Official Plan once a Natural Heritage System for North West Brampton has been determined through approved subwatershed studies;
- (iii) Stage 3 - the adoption of a secondary plan containing environmental protection strategies based on approved subwatershed studies;

- (iv) Stage 4 - an Environmental Implementation Report completed for each block plan area to the satisfaction of the CVC and the City of Brampton;
- (v) Stage 5 - the adoption of a block plan for a defined sub-area of a secondary plan in accordance with the growth management and block planning policies of the Official Plan; and,
- (vi) Stage 6 - all other related growth management considerations that have been satisfied.

4.15.4 The environmental planning process for North West Brampton shall be undertaken in accordance with Appendix 1 of this amendment and Section 4.15.3 of this Plan. Appendix 1 can be modified through City Council approval to the satisfaction of Credit Valley Conservation, but without a formal amendment to this Plan.

4.15.5 The North West Brampton Policy Area (NWBPA) designation on Schedule "F" of this Plan implements the High Potential Mineral Aggregate Resource Area (HPMARA) identified on Schedule "C" of the Regional Official Plan. The purpose of the North West Brampton Policy Area (NWBPA) is to provide for the protection and potential use of shale under the following policy structure, while recognizing that the long term use of these lands will be for urban purposes. It is the intent of this Plan that no amendment to the areal extent of the NWBPA or to the associated policy framework may be made for at least 10 years from the date of approval of this policy. Following the expiry of the 10 year time period, the Region of Peel in consultation with the Province and the City of Brampton shall undertake a review of the NWBPA as set out in Section 5.3.4. of the Regional Official Plan, or earlier if it is initiated by the Province. Notwithstanding the above referenced 10 year time frame, if the Region receives a written request for an earlier review from the Province through MMAH in consultation with other ministries, Regional Council may determine that this review and any associated amendments may occur sooner.

4.15.5.1 Notwithstanding Section 4.15.3 of this Plan, within the NWBPA, extraction of shale shall be permitted to occur without an amendment to this Plan, subject to the property being zoned for mineral extraction in the City's zoning by-law and the issuance of a Licence under the Aggregate Resources Act.

- 4.15.5.2 In conjunction with the Provincial and Regional regulations, the City shall regulate a shale extraction operation and accessory uses to ensure that environmental and community impacts are minimized, consistent with the standards laid down in pertinent legislation and municipal regulations.
- 4.15.5.3 The City shall support the undertaking of environmental impact and hydro-geological studies in accordance with provincial legislation and policies of the Region of Peel and Credit Valley Conservation to ensure that significant features or ecological functions, surface and ground water resources are protected from the adverse effects of mineral extraction.
- 4.15.5.4 It is the policy of the City that the design of the extraction, operation and rehabilitation of any shale extraction operation shall not preclude the long term use of these lands for urban purposes and shall not preclude the subsequent urbanization of the site and surrounding area.
- 4.15.5.5 The City shall require that any shale extraction operation be subject to the requirements of Section 4.13.4.1 of this Plan.
- 4.15.5.6 A warning clause shall be required, as a condition of development approval, for all residential plans of subdivision located within 500 meters of the NWBPA, as identified on Schedule "F" of the Brampton Official Plan. The warning clause shall address the potential for impacts on the use and enjoyment of the subject property due to the possible interim use of lands in the NWBPA for shale extraction. Any development proposed in such areas shall be appropriately planned and designed to recognize the potential of a shale extraction operation within the NWBPA.
- 4.15.5.7 Urban Development within the NWBPA may only occur after the City of Brampton adopts an amendment(s) to establish general urban land use designations in the City of Brampton Official Plan. No such amendment(s) may be passed until all the requirements of Section 5.3.4 of the Regional Official Plan have been satisfied. However, the City may finalize and endorse background studies as the basis for such amendments.
- 4.15.5.8 Any amendment proposing to establish general urban land use designations will be supported by one or more of the following studies:

1. Planning Justification;

2. Staging and Sequencing;
3. Functional Servicing;
4. Transportation; and,
5. Community Design.

4.15.5.9 Staging and sequencing strategies required in association with Section 4.15.5.6 of this Plan for lands outside of the High Potential Mineral Aggregate Resource Area as shown on Schedule "C" of the Regional Official Plan shall address issues related to shale extraction, such as the provision for appropriate setbacks, access, air quality, noise mitigation and truck haulage routes where resource extraction operations are established.

4.15.5.10 Notwithstanding the protection of the shale resource that is provided by the provisions of this Plan and the Regional Official Plan, all long range planning, including approvals, financing and construction of infrastructure, shall proceed on the basis that all lands within the NWBPA will ultimately be used for urban purposes. In addition, land use planning steps, including the background studies identified in section 4.15.7.8 of this Plan and block planning, in relation to lands within the NWBPA may be undertaken on the same basis.

4.15.6 When preparing secondary plans in North West Brampton, the following objectives are to be incorporated, where appropriate, as part of an implementing official plan amendment and shall be subject to the growth management and block planning policies of the Official Plan:

- (i) maximizing the advantages of the inter-relationship between land use and transportation including but not limited to, the new Mount Pleasant GO Station;
- (ii) integrating new development with the surrounding areas, including natural heritage systems, the Greenbelt Area, transportation systems and transit corridors and existing built up areas;
- (iii) incorporating opportunities for mixed-use and higher density development at appropriate locations in accordance with the principles of the Provincial Policy Statement;
- (iv) incorporating intensification opportunities identified by the City in consultation with the Region of Peel;
- (v) creating viable employment areas that provide a range of employment opportunities with access to rail and future and existing highways and arterial roads and/or public

transit and where compatible, integrated within residential communities:

- (vi) integrating the logical and cost effective extension of Regional and City services;
- (vii) phasing development in an efficient manner recognizing land use, servicing, transportation, population projections and other growth management considerations;
- (viii) incorporating measures intended to conserve energy in developments and infrastructure and to increase the useage of public transit;
- (ix) promoting nodal development at a community and neighbourhood scale at appropriate locations;
- (x) promoting live/work/play/shop opportunities that are accessible to pedestrians and transit users;
- (xi) protecting natural heritage features and areas;
- (xii) supporting the implementation of the City's Transportation and Transit Master Plan;
- (xiii) protecting transit rights-of-way early on in the planning process to encourage the provision of a convenient and accessible transit system;
- (xiv) encouraging safe, convenient, continuous and accessible pedestrian sidewalks and bicycle paths to reduce dependence on the automobile and to encourage healthy living;
- (xv) encouraging the construction of trail systems and promoting a connected open space and pathway system with linkages to existing open space networks;
- (xvi) linking new and existing trails, open spaces and pathways where possible;
- (xvii) encouraging street configurations that support walking and cycling and the early integration of viable transit services;
- (xviii) developing complete communities that are compact, transit-oriented and pedestrian friendly with a mix of uses and a variety of housing choices, jobs and supporting services and facilities;
- (xix) providing for a range of housing opportunities in terms of dwelling types and densities; and,
- (xx) identifying intensification areas in secondary plans, where appropriate, at major transit nodes and corridors and establishing mixed use and density target ranges for these intensification areas.

- 4.15.7 Subwatershed studies undertaken as part of secondary planning for North West Brampton will address the cumulative impacts of future development on existing drinking water wells and examine the potential for groundwater recharge within the study area. This assessment will be undertaken to the satisfaction of the Region of Peel in accordance with the environmental planning program for North West Brampton set out in Section 4.15.5 of this Plan.
- 4.15.8 The Mount Pleasant Transit Oriented Community Secondary Plan provides the opportunity for the planning of a unique development with the Mount Pleasant GO Station as the centrepiece of a transit oriented community. This secondary plan shall be planned as a mixed-use community that provides for various housing types and densities ranging from ground floor oriented dwellings to mid-rise apartment buildings and promotes transit opportunities through excellent community design. The secondary plan will also offer live/work opportunities and the transportation network will be based on a network to facilitate transit usage and non-vehicular traffic.

The Mount Pleasant GO Transit Station and surroundings will be an important node for the City and the focus of integrated economic, residential, civic, cultural and recreational and transportation uses. Higher density residential development in association with retail and office uses will be encouraged in proximity to the GO Transit Station, and all public and private spaces will be designed in a pedestrian friendly manner. Mixed-use and density target ranges will be established for this area in the secondary plan.

Major transit corridors in the Mount Pleasant Transit Oriented Community will be considered as intensification corridors and as the focus of higher density and transit supportive development in the Secondary Plan. Major intersections on or near the vicinity of these corridors will be considered for mixed-use, nodal development where appropriate, and density target ranges will be established to encourage the successful development of complete communities.

The City's Community Park will be designed to maximize its use and accessibility to the community while retaining a predominantly open space character.

The Mount Pleasant Transit Oriented Community Secondary Plan has been identified by City Council as the first phase of development in North West Brampton. This secondary plan area is intended to be a residential precinct that may include a regional retail component situated in the general vicinity of Mississauga Road and Bovaird Drive West. Any regional retail component will complement the transit-oriented mixed-use community in proximity to the Mount Pleasant GO Transit Station.

The Mount Pleasant Secondary Plan Area will be planned in the context of adjacent areas to encourage a transit oriented, mixed-use community.

4.15.9 Prior to the release of development in North West Brampton, a growth management strategy, taking into account intensification opportunities identified by the City in consultation with the Region of Peel, shall be adopted to establish a development phasing strategy.

4.15.10 Council may adopt measures to mitigate financial impacts resulting from new development in accordance with the City's Growth Management Program prior to the release of lands for urban development.

- (15) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 51: Mount Pleasant:

"Area 51: Mount Pleasant Transit Oriented Community

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (16) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 52: Huttonville North:

Area 52: Huttonville North

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

- (17) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 53: Mount Pleasant West:

"Area 53: Mount Pleasant West

No Secondary Plan in place. As part of secondary planning, block plan boundaries or sub-areas shall be determined."

62-24

Approved as to Content:

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