

G1-1

Report

Planning, Design & Development Committee

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

Date: May 25, 2009

File: P26 S50

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

Contact: David Waters, Manager, Land Use Policy (905-874-2074)
Pam Cooper, Policy Planner (905 874-2068)

PLANNING, DESIGN & DEVELOPMENT COMMITTEE

DATE: June 15, 2009

OVERVIEW:

- 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 the West Humber River to the west.
- The long established rural estate community of Toronto Gore in North East Brampton 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.
- Staff are advancing a concept plan in order to commence secondary planning for the area and provide additional upscale executive residential housing for the City.
- The Planning Vision prepared by the Landowner's Group proposes a land use concept that proposes higher single family densities in certain areas of the secondary plan which is not in keeping with the policies of OP93-253.
- Staff recommend some minor changes to this document, including assessing the number of 40 foot lots, designating only executive lots adjacent to natural features and existing rural estate lots, relocation of one convenience retail site and identification of a proposed fire station fronting on The Gore Road.
- This report seeks endorsement to release the City's preliminary land use planning vision for Vales of Humber for consultation with the public by holding an open house before the end of June.
- All of the component studies are under review by the City and commenting agencies, including the environmental report which looks at protecting and enhancing the natural features and open spaces of the planning area.

RECOMMENDATIONS

1. THAT the staff report dated May 25, 2009 and entitled "Status Report, Vales of Humber Secondary Plan (Area 50)" and attachments (File: P26 S50) be received;
2. THAT the preliminary Vales of Humber Vision Statement (April 2009), be endorsed for public consultation with the minor revisions noted herein and that staff be directed to form a cross departmental coordination team to direct the secondary planning to establish a policy framework to guide the development of an upscale executive housing community based on the sustainability established in the new Official Plan;
3. THAT staff be directed to release the draft land use concept for the Vales of Humber Secondary Plan to the public for consultation;
4. THAT the Regional and Local Councillor for Ward 10 be appointed to sit on the City's coordination team that will oversee secondary planning for the Vales of Humber; and,
5. THAT the City Clerk be directed to forward a copy of this staff report and Council resolution to the Region of Peel, Town of Caledon and the Toronto Region Conservation Authority for their information.

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 the City's Official Plan.

The lands to the north of Mayfield Road in the Town of Caledon are designated Agricultural. This is an important consideration given the fact that the component studies to be undertaken for Vales of Humber will have to address land use, transportation and infrastructure issues in the general vicinity of the municipal boundary between Brampton and Caledon.

OP93-253

In October 2005, City Council adopted Official Plan Amendment OP93-253 (see Appendix B) to redesignate the Vales of Humber area from rural estate residential to urban housing on municipal services. OP93-253 also identified the subject lands as a

G1-3



VALES OF HUMBER SECONDARY PLAN (AREA 50)



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).

Extensive public consultation was undertaken leading up to the adoption of OP93-253 that included three public information meetings and a statutory public meeting. The major issues raised by local area residents at the public sessions included:

- compatibility of the proposed executive residential area with the adjacent estate residential area;
- maintaining the rural identity;
- protection of the remaining two acre estate lots;
- traffic congestion; and,
- the need for public input in the detailed secondary planning/block planning of the Vales of Humber area.

In addressing these concerns, 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, direction is found in OP93-253 that requires the secondary plan to contain policy statements 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, Section 4.1.2.9.3 of OP93-253 provides for secondary planning for the Vales of Humber to be combined with the preparation of a block plan.

Current Planning Policy

Provincial Policy Statement (PPS)

The PPS provides direction on matters of provincial interest related to land use planning and development, and promotes the provincial "policy-led" planning system.

The new Provincial Policy Statement came into effect on March 1, 2005. This coincides with the effective date of Section 2 of the Strong Communities (Planning Amendment) Act, 2004, which requires that planning decisions on applications that are subject to the new PPS "shall be consistent with" the new policies.

The Provincial Policy Statement recognizes the complex inter-relationships among economic, environmental and social factors in planning and embodies good planning principles.

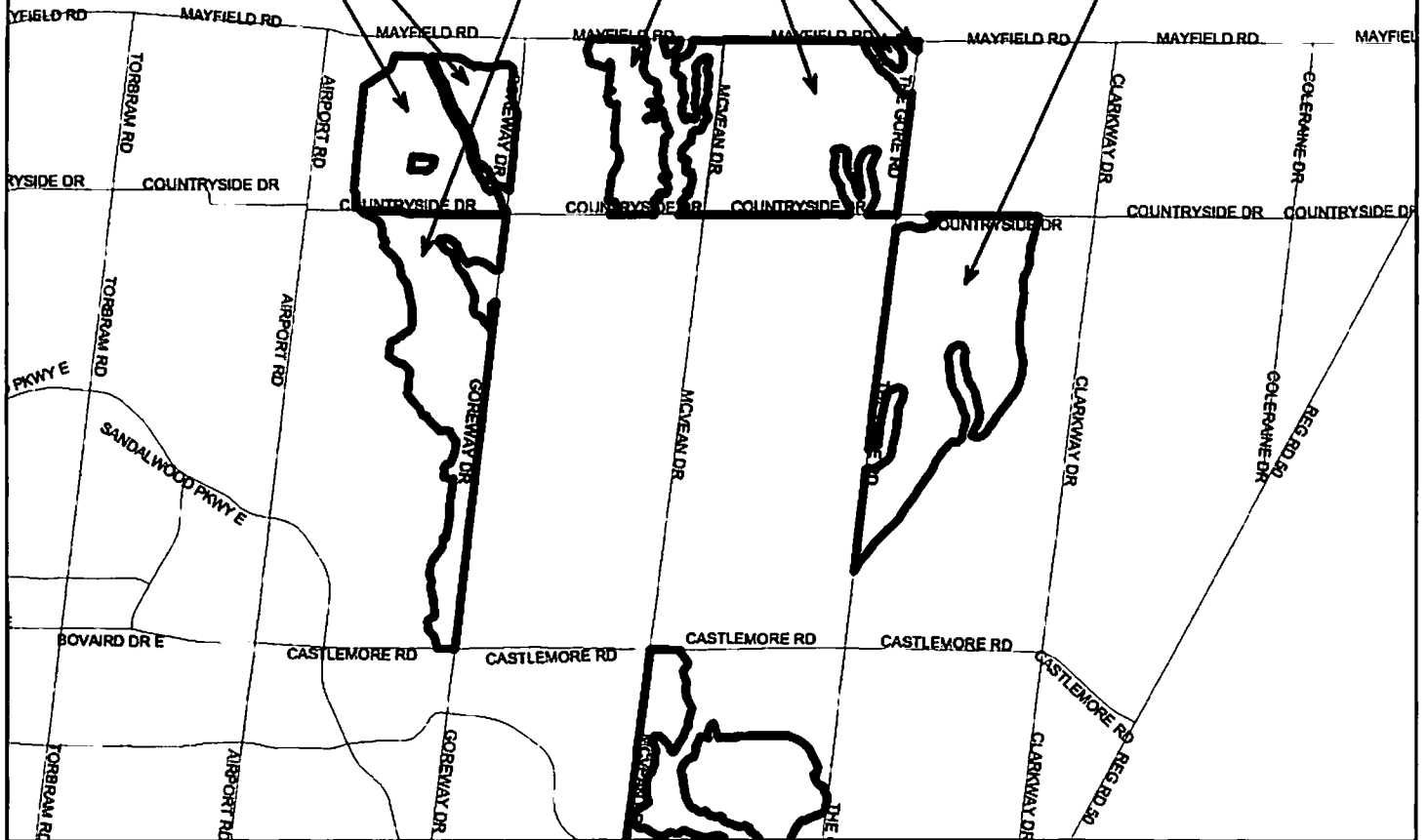
G1-5

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 OF THE DOCUMENT KNOWN AS THE CITY OF BRAMPTON 2006 OFFICIAL PLAN

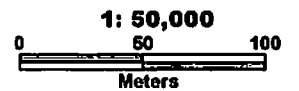


FIGURE 2 - VALES OF HUMBER EXECUTIVE HOUSING SPECIAL POLICY AREA

Date: 2009 04 21

Map No.:

Drawn By: CJK

PPS includes enhanced policies on key issues that affect our communities, such as: the efficient use and management of land and infrastructure; protection of the environment and resources; and ensuring appropriate opportunities for employment and residential development, including support for a mix of uses.

Places to Grow

Places to Grow (a Growth Plan for the Greater Golden Horseshoe) was adopted by the Province under the Places to Grow Act (2005) and came into effect in June, 2006. The Growth Plan establishes a number of principles and policies that provide the basis for guiding decisions on how land is developed, resources are managed and public dollars are invested.

These principles have placed significant emphasis on intensification in existing areas, growing a strong and competitive economy, protecting natural resources and making the best use of existing and new infrastructure.

Implementing the policies of the Growth Plan will bring significant challenges and opportunities for the City of Brampton. In order to achieve these policies, the Province has established targets that the City of Brampton must conform to, including population and employment targets, minimum densities, an intensification target, and the establishment of an urban growth centre and built boundary.

The Growth Plan sets out a Greenfield density target of 50 residents and jobs per hectare which is to be measured across all of the Region of Peel's Greenfield areas. The Vales of Humber falls within the designated Greenfield area of the Region.

City staff consider OP93-253 to be still appropriate as it strikes a balance between protecting the existing estate housing community while still implementing the new provincial planning initiatives to the extent appropriate for this area of the City. However, there is an opportunity to identify an increase in the housing density of the Vales of Humber in key locations that will assist the City in getting closer to the Growth Plan density target.

Planning Vision

The vision booklet 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 elements (see Appendix A).

The Landowners' Group planning vision for the Vales of Humber is to create a distinct residential community, 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. This vision will be achieved through:

61-7

- Environmental attributes which are part of a broader Natural Heritage System (protect/enhance/focus on natural features and green space) that contribute to the development of a sustainable community;
- Target a minimum of 1,000 executive housing units, with a variety of upscale executive housing forms consistent with the design principles of the Upscale Executive Design Workbook;
- A transition of residential land use designations: low density residential (40 ft to 49 ft), executive transition residential (40 ft to 59 ft) and executive residential (50 ft to 80 ft). Staff are recommending a revision to the residential densities prepared by the Landowners' Group, potentially providing for some 40 and 45 foot lot frontages at strategic locations, executive transition lots of 50 feet to 69 feet surrounding these nodes, and the remaining lots at 60 to 80 foot frontages and greater along the valleylands, surrounding Wildfield, and along The Gore Road and Countryside Drive;
- Provide a Wildfield heritage buffer (allocate appropriate housing types and density transitions to promote and protect the built form of the Hamlet of Wildfield; develop streetscape and built form policies to preserve and enhance its rural residential character);
- Transition policies (buffer of appropriately sized lots to provide a desirable interface between the upscale executive community/higher density portions of the community/rural estate lots);
- Superior urban design, architectural treatment and streetscape (special features/places, defined gateways, entry features, roundabouts, landscaped medians and boulevards, entrance features, public walkways and public features to ensure an enhanced overall community appearance, upscale image, walkability and strong sense of place);
- Retention/possible expansion of the existing St. Patrick Elementary School as well as three new public schools (2 junior schools and 1 middle school);
- Community features such as parks and community gateway features; and,
- Local area retail facilities located at the southeast corner of Mayfield Road and McVean Drive, designed to integrate with and complement the surrounding residential community, as well as two smaller convenience retail sites (one at Mayfield Road and McVean Drive and one at Countryside Drive and McVean Drive). Staff are recommending a revision to the Landowners' Concept by relocating the second convenience retail site to The Gore Road.

This planning vision is generally consistent with the principles of the Sustainable City Concept of the new 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.

It should be noted that in accordance with Bill 51 that came into force in December 2006, the promotion of development that is designed to be sustainable, to support public transit and to be oriented to pedestrians, is now a matter of provincial interest. Planning and development of the Vales of Humber will generally have to reflect these principles, which will potentially affect land use strategy and densities.

CURRENT SITUATION

Planning Process

A terms of reference outlining a two step planning process was submitted by the Landowners' Group to the City in 2007 for the completion of component studies and the preparation of the secondary plan and block plan for the Vales of Humber (see Figure 3).

The Landowners' Group, responsible for managing and funding all the component studies as required for secondary planning, retained various consultants to undertake the following 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. Staff are currently reviewing the input received to date.

The first stage of the component studies is intended to drive the formulation of a planning vision and related principles and the preparation of a secondary plan land use concept to be endorsed by Council before proceeding with block planning. Preparation of draft secondary plan policies for the Vales of Humber is also to be completed as part of this stage. The secondary plan land use concept will be prepared in consultation with local area residents and stakeholders and address interface, transition areas and buffers between the new community, and the existing rural estate residential area and the Hamlet of Wildfield.

The second stage of the secondary plan/community block plan reports will focus on finalization of the secondary plan policies and preparation of community block plan

G1-9

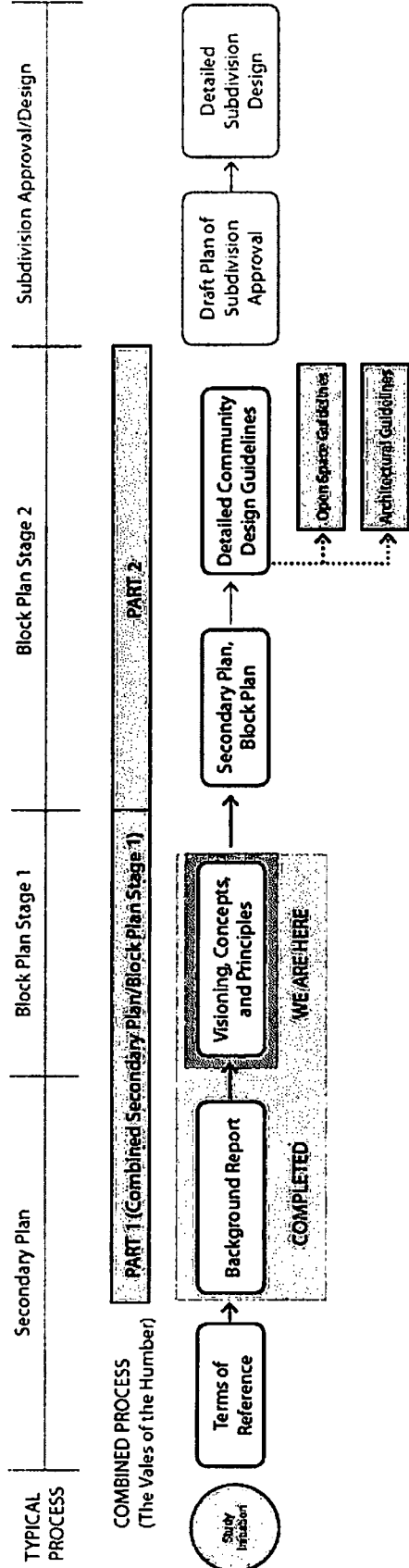


FIGURE 3- INTEGRATED PLANNING PROCESS FOR VALES OF HUMBER

concept plan(s) and block plan principles to be incorporated into the implementing official plan amendment.

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 designations for the secondary plan to be endorsed by Council prior to proceeding with detailed block planning for the area.

Integrated Planning/Environmental Assessment Process

Municipal Class Environmental Assessment

The process for roadway improvements carried out by municipalities requires that projects be completed in accordance with the Municipal Engineers Association (MEA) Municipal Class Environmental Assessment (EA) process as mandated by the Ministry of the Environment, and generally separate from the Planning Act process. Typically, the planning process (i.e. land use) is completed prior to the planning of road infrastructure improvements.

A road network is required to support the development of the Vales of Humber, which includes new collector roads. The Landowners' Group is proposing to integrate the Environmental Assessment for the collector roads with the planning process for the Vales of Humber Secondary Plan.

The Municipal Class EA has established a process for integrating the planning processes and approvals under the Municipal Class EA (EA Act) and the Planning Act. As part of this comprehensive approach, the development of a collector road network will follow the requirements set out in the Municipal Class Environmental Assessment planning process for Road Projects.

Proposed Work Plan

To address the requirements for the collector roads as part of an integrated planning process, the Landowners' Group consultant will complete tasks outlined according to the five Class EA phases, with the understanding that the secondary planning process would be the primary driver and the Class EA work would be carried out in collaboration and coordination with it.

The Part 1 Transportation Study report addresses the Phase 1 and 2 requirements of the Integrated EA process. The Part 2 Transportation Study report will also be expanded to meet the Phase 3 and 4 requirements of the Integrated EA process. If implemented as an Integrated EA process, the approved Part 1 and Part 2 Transportation Study reports would take on the role of the Environmental Study Report (ESR) required for any potential Schedule C projects. The approved Transportation Study reports would therefore satisfy Phase 3 and 4 of the Integrated EA process and

allow the draft plans to be processed and approved without further EA approvals required.

The integrated EA/planning process offers benefits in that the approval process can be streamlined, road networks can be planned along with the development and the feasibility of different land use scenarios can be refined concurrently with the road network requirements at the Block Plan stage.

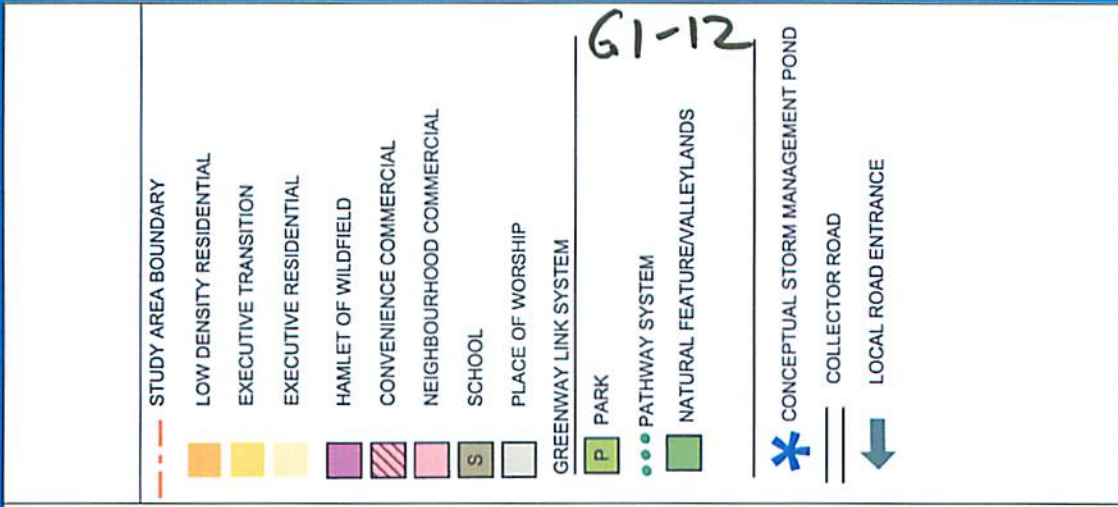
CONCEPTUAL LAND USE PLAN

A land use concept has been prepared by the Landowner's Group that is designed to accommodate a capacity of 2,700 dwelling units based on the Growth Plan density target of 50 people/jobs per hectare (see Figure 4). This concept plan consists of the following structural elements:

- a pedestrian-scaled neighbourhood and streets within a walkable community;
- a series of lot sizes ranging from 40 feet to 80 feet;
- executive lots adjacent to existing rural estate lots;
- executive lots and smaller 40 foot to 59 foot lots adjacent to natural features;
- an executive housing buffer surrounding the Hamlet of Wildfield;
- a Neighbourhood Commercial site at McVean Drive and Mayfield Road, as well as two smaller convenience retail sites;
- opportunity for an expanded Separate Elementary School (St. Patrick elementary school) and three new Public Schools (2 junior and 1 middle school);
- a central neighbourhood park to act as a community focal point and a series of smaller interconnected parks;
- a new place of worship site on Mayfield Road

City staff revised this land use plan to reflect more closely the objectives of OP93-253 and the need to increase housing densities in strategic locations in accordance with the Growth Plan density targets (refer to Figure 5). The major differences between the Landowner's Group concept and the City's concept are described below:

- lot sizes range from 40/45 feet to 80 feet (staff are continuing to assess the impact of the Landowner proposal to provide some 40 foot lot widths and will report back subsequent to the open house in the context of Growth Plan conformity);
- concentrating executive lots adjacent to natural features and existing rural estate lots;
- relocation of the convenience commercial site from Countryside Drive to The Gore Road;
- identification of two main gateway entrances into the community, at Countryside Drive and McVean Drive and at The Gore Road and the east-west collector road;
- identification of all other entrances into the community as gateway feature;
- relocation of the public school west of McVean Drive, between the two tributaries, from the south side of the collector to the north side (adjacent to the park);



DRAFT

VALES OF THE HUMBER CONCEPT PLAN

BRAMPTON, ONTARIO

FIGURE 4 - LANDOWNERS GROUP VERSION OF VALES OF HUMBER SECONDARY PLAN

DATE: APRIL 2009
 DWG: 07062-UD-007F2R8
 SCALE: 1:10,000 @ 11X17
 1:5000 @ 22X34"



G1-13

- 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
 - Natural Feature Valley Lands
 - Collector Road
 - Minor Arterial
 - Major Arterial (Regional)
 - Gateway Feature
 - Local Road Entrance
 - Main Gateway
 - SPA 50
 - Parcel Fabric
 - City Limit



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

DRAFT

VALES OF THE HUMBER CONCEPT PLAN

BRAMPTON, ONTARIO



Date: 2009 04 28
FILE: SP50_TEST.dwg

- relocation of the stormwater management pond at McVean Drive and Countryside Drive closer to the corner to act as a buffer for the rural estate community to the south;
- adding two extra parks in locations that are cut off from other parks by roads/tributaries ;
- identification of a potential new fire station on The Gore Road.

The Land Use budget provided in Appendix C provides a comparison of land use, areas, densities and housing mix between the Landowner's Group concept and the City's concept.

City staff are bringing forward this concept plan now in order to establish Council's position regarding higher densities in the Vales of Humber before commencing public consultation. Following the June 15th Planning, Design and Development Committee meeting, City staff are proposing to present this concept plan to the residents at an open house to be scheduled for the end of June. At the same meeting will be the first PIC for the EA Study for the Collector Roads proposed for the Vales of Humber.

The City's land use plan contains several key features that represent the foundation for creating a unique new executive housing community. These include:

Executive Neighbourhood

- The Vales of Humber is designated an executive housing area in the Official Plan with a small amount of local serving commercial; flanked by executive housing communities to the west (Vales of Castlemore and Vales North), the hamlet of Wildfield to the northeast, and the established rural estate residential community to the west, south and east (Toronto Gore).

Land Use and Built Form

- The Vales of Humber is designated as an Upscale Executive Housing Special Policy Area, and there is a requirement for 1,000 executive housing units;
- The policy also states that all housing must consist only of single detached dwellings on lots with a minimum frontage of 50 feet, however, a small amount of 40/45 foot lots are proposed at internal nodes in the City's land use concept;
- Concentrations of larger executive lot sizes (60, 70 and 80 foot) will be located adjacent to natural features, existing rural estate lots and as a transition to the Hamlet of Wildfield.

Open Space System

- There is a centrally located park (5 acre) east of McVean Drive as well as a series of smaller parks (1.75/1.5 acre) within the neighbourhoods;
- Integrate stormwater management ponds into the open space network to function as entry features, amenity spaces, vista blocks and view terminations.

Environmental Features

- The Vales of Humber contains four main valleyland areas and a number of watercourses, which provide an opportunity for views and vistas as well as naturalized open spaces;
- Preserve and enhance natural heritage features to contribute to a unique neighbourhood structure and utilize natural features as the main structuring element of the community;
- develop appropriate buffers or development setbacks from natural heritage features;
- existing significant valley lands and woodlots throughout the Vales of Humber Community are proposed to be preserved, enhanced and incorporated into the Open Space System.

Streetscape

- Streetscape development will convey a distinct and attractive image of the community and establish a hierarchy of streets and focal areas;
- The network of roads, cycleways and pathways will promote the safe, efficient movement of cars, public transit, cyclists and pedestrians;
- Establish gateway features at main entry points into the neighbourhood, especially at McVean Drive and Countryside, McVean Drive and Mayfield Road and the entry on The Gore Road.

Transportation

- A network of concession roads services the Vales of Humber, including The Gore Road, Mayfield Road, Countryside Drive and McVean Drive. The capacity and planned improvements of these roads will be evaluated as part of secondary planning/block planning program;
- This secondary plan will designate a new collector road network which will connect to the exterior network;
- The EA study for the collector road network is being integrated with land use planning process.

Commercial

- Designate commercial areas within the community along arterial roads, and in locations that encourage walking;
- Require superior building and landscape design with prominent buildings brought to the street edge;
- A Neighbourhood Commercial Centre located at the southeast corner of Mayfield Road and McVean Drive, comprising a low-rise built form that is designed to integrate with and complement the surrounding residential architecture of the community;

GI-16

- Two smaller convenience retail sites, located at Mayfield Road and McVean Drive and at The Gore Road and the east-west road entrance into the community.

Institutional

- Opportunity for an expanded Separate Elementary School (St. Patrick School) as the school currently operates on septic. Enrolment is limited due to the capacity of the septic system and in order to accommodate additional students, full functioning municipal services are required;
- three new Public Schools (two junior and one middle school), exact locations to be determined in consultation with the local area School Boards;
- The existing St. Patrick Church on the east side of The Gore Road has expressed an interest in relocating to a new place of worship site on the south side of Mayfield Road, west of The Gore Road. Staff recognize that the City's Places of Worship draft planning amendments are currently in the public consultation phase. Places of worship are not proposed to be permitted in Upscale Executive Residential designations and an exemption will have to be added to the official plan amendment to permit relocating the church.

Density

- OP93-253 implemented a policy to guide secondary and block planning which states a maximum net residential density of 14.25 units/hectare or 6 units/acre which yields a capacity of 1,750 dwelling units (this represents a density target of 33 persons/jobs per hectare);
- Planning for the Vales of Humber will have to move closer to accommodating a minimum of 50 persons/jobs per hectare, which is in keeping with the Growth Plan density target for Greenfield areas;
- The City's land use plan adds some 45 foot lot widths in strategic locations within the secondary plan, but not to the degree where it creates a negative impact on the established estate housing community or the Wildfield area;
- The City's land use concept yields between 2090 to 2432 dwelling units (this represents a density target of 38 to 44 persons/jobs per hectare). The Landowners' Group concept proposes a capacity of 2,700 dwelling units based on 50 persons/jobs per hectare target.

It should be noted that some of the images shown in the Landowners' Group Planning Vision may not be implemented as they do not conform to City standards for upscale executive housing areas. A significant amount of work will be required to finalize these design details which will be completed as part of technical studies required to complete the Community Design Guidelines for the community.

NEXT STEPS

The component studies are under review by City staff and commenting agencies and the expected completion of this stage of the planning process is scheduled for the end of late Spring. This includes an evaluation of the environmental report and the implementation of its key findings and recommendations into subsequent versions of the land use plan for the Vales of Humber as part of the secondary/block planning process.


This status report presents the planning vision and key community features for endorsement. As well, a draft land use concept is presented for Council endorsement prior to being released for public consultation.

Staff will continue to work with the Landowners' Group to complete the Part 1 component studies, refine the land use concept and draft secondary planning policies based on comments received from the circulation of the component studies and public consultation.

Staff are planning to hold an open house to present the City's concept towards the end of June 2009. At the same meeting will be the first PIC for the EA Study for the collector road network proposed for the Vales of Humber secondary plan.

Respectfully submitted,

Original Signed By



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

Original Signed By



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

Authored by Pam Cooper/David Waters

Attachments:

Appendix A: Landowners' Group Planning Vision (April 2009)

Appendix B: OP93-253

Appendix C: Land Use Budget

G1-18

Appendix A
Landowners' Group Planning Vision
(April 2009)



VALES OF THE HUMBER

COMMUNITY VISION

CITY OF BRAMPTON

G1-19

- STLA DESIGN STRATEGIES
- JOSEPH BOGDAN ASSOCIATES INC.
- SORENSEN GRAVELY LOWES PLANNING ASSOCIATES INC.

TABLE OF CONTENTS

1.0	INTRODUCTION	
1.1	Setting and Context	1
1.2	Overview of Planning History	2
1.3	Purpose of Document	2
2.0	COMMUNITY VISION	
2.1	Community Goals and Objectives	4
2.2	Concept Plan.....	5
2.3	Natural & Open Space System.....	7
2.4	Roads, Edges and Gateways	9
2.5	Residential Neighbourhoods.....	12
3.0	COMMUNITY COMPONENTS	
3.1	Wildfield Neighbourhood.....	14
3.2	Typical Neighbourhood Block (East of McVean Dr.) and Park Block.....	15
3.3	Typical Neighbourhood Block (West of McVean Dr.).....	16
3.4	Countryside Drive Executive Streetscape ...	17
3.5	Arterial/Collector Entry at The Gore Road and Collector Road	18
3.6	Community Gateway/ Commercial Block at Mayfield Road.....	19
3.7	Parquettes and Parks.....	20
3.8	Stormwater Management Ponds	21
4.0	SUMMARY	
4.1	Next Steps	22

1.0 INTRODUCTION

1.1 SETTING AND CONTEXT

The Vales of the Humber Secondary Plan Area 50 (SPA 50) located in East Brampton, comprises 268 ha of land bounded by Mayfield Road to the north, The Gore Road to the east, Countryside Drive to the south, and by a tributary of the West Humber River to the west. Natural features are present within the Area, and the area is set amidst the executive housing community of the Vales of Castlemore, the historic Hamlet of Wildfield, and upscale rural estate residential communities characterized by detached dwellings on privately-serviced lots. An arterial road network connects the Area to existing and planned Provincial highways, transit services and the GTA, making the lands easily accessible from all directions.

The Vales of the Humber contains both natural and semi-natural features including two tributaries of the West Humber River, associated valleyland areas, woodlots, tree stands and areas of gently rolling topography. These features located primarily west of McVean Drive collectively provide desirable attributes for executive housing through their potential to be integrated into the community design and by clearly defining the western limits of Secondary Plan Area 50.

G1-21

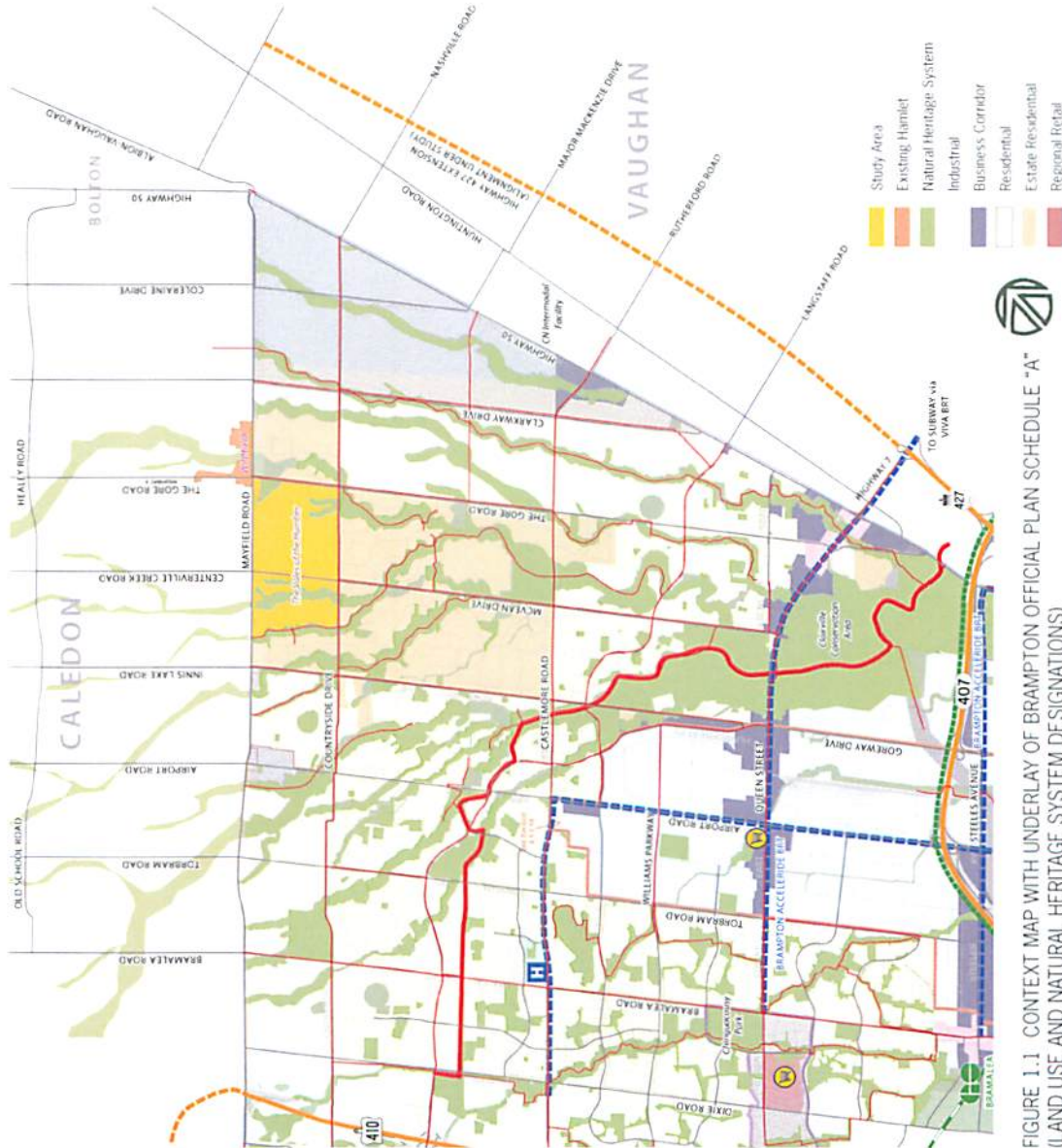


FIGURE 1.1 CONTEXT MAP WITH UNDERLAY OF BRAMPTON OFFICIAL PLAN SCHEDULE "A" (LAND USE AND NATURAL HERITAGE SYSTEM DESIGNATIONS)

1.2 OVERVIEW OF PLANNING HISTORY

Beginning in 2001, a number of studies were filed by a developer's group seeking to develop the proposed Vales of the Humber Secondary Plan Area for an executive housing community.

On October 12, 2005, the City of Brampton approved OPA 93-253 redesignating the Vales of the Humber area from "Estate Residential" to "Urban Residential", and identifying the lands as both a new secondary plan area and a new Upscale Executive Housing Special Policy Area. In November 2007, Brampton City Council endorsed a land use planning framework for the Area requiring secondary planning to occur concurrently with block planning, culminating in the production of detailed policies of land use, housing mix and density, the natural environment, community design and growth management. The City-approved underlying planning policies for SPA 50 included:

- permitting upscale executive housing, and requiring the provision of 1,000 executive housing units;
- requiring minimum lot frontages of 15.2 m and a maximum net residential density of 14.25 units/ha;
- providing concentrations of larger executive lots in appropriate locations;
- establishing appropriate lot frontages based on compatibility with surrounding built-form and natural features,
- establishing transition and buffer areas to promote and protect the Hamlet of Wildfield; and
- addressing the potential for neighbourhood commercial uses proximate to the southeast corner of Mayfield Road and McVean Drive.

1.3 PURPOSE OF DOCUMENT

heritage features.

The purpose of this document is to identify the planning goals and objectives for the Vales of the Humber Community and to describe the community design "vision", including the planning and urban design principles that will guide development of the key elements of the secondary and block planning processes. Endorsement of this Visioning document is intended to coordinate and streamline the design, review and approval processes. The Vision document addresses details pertaining to overall community design, the road network, edges, gateways, residential neighbourhoods, open space amenities and the neighbourhood commercial block.

All Part 1 background studies should be read in conjunction with this Vision Document.

This document will be used as the basis for preparation of the Secondary Plan, Block Plan and Detailed Community Design Guidelines.

61-22

OPA 93-253 was approved prior to the Province's Growth Plan for the Greater Golden Horseshoe coming into effect on June 16, 2006. The Growth Plan seeks to build stronger, more prosperous communities by: reducing urban sprawl and automobile dependency; and promoting the efficient use of land, infrastructure and transit facilities and the development of more compact urban form.

The Growth Plan also requires development in designated greenfield area, such as the Vales of the Humber, to achieve an overall minimum density target of not less than 50 residents and jobs combined per ha. Applying this Growth Plan policy direction to the Vales of the Humber would translate into the provision of roughly 2,700 detached dwelling units within the Secondary Plan Area with an appropriate range of lot sizes and frontages.

Thus, community planning for the Vales of the Humber must respond to the major planning thrusts of the Growth Plan which include designing a community that: is wholly accommodated on full municipal services; offers a range of transportation options including transit, cycling and walking; and establishes a more compact built-form that contains an appropriate range of houses, respects the surrounding land use and built-form contexts, and protects and enhances "what is valuable" in terms of unique cultural and natural

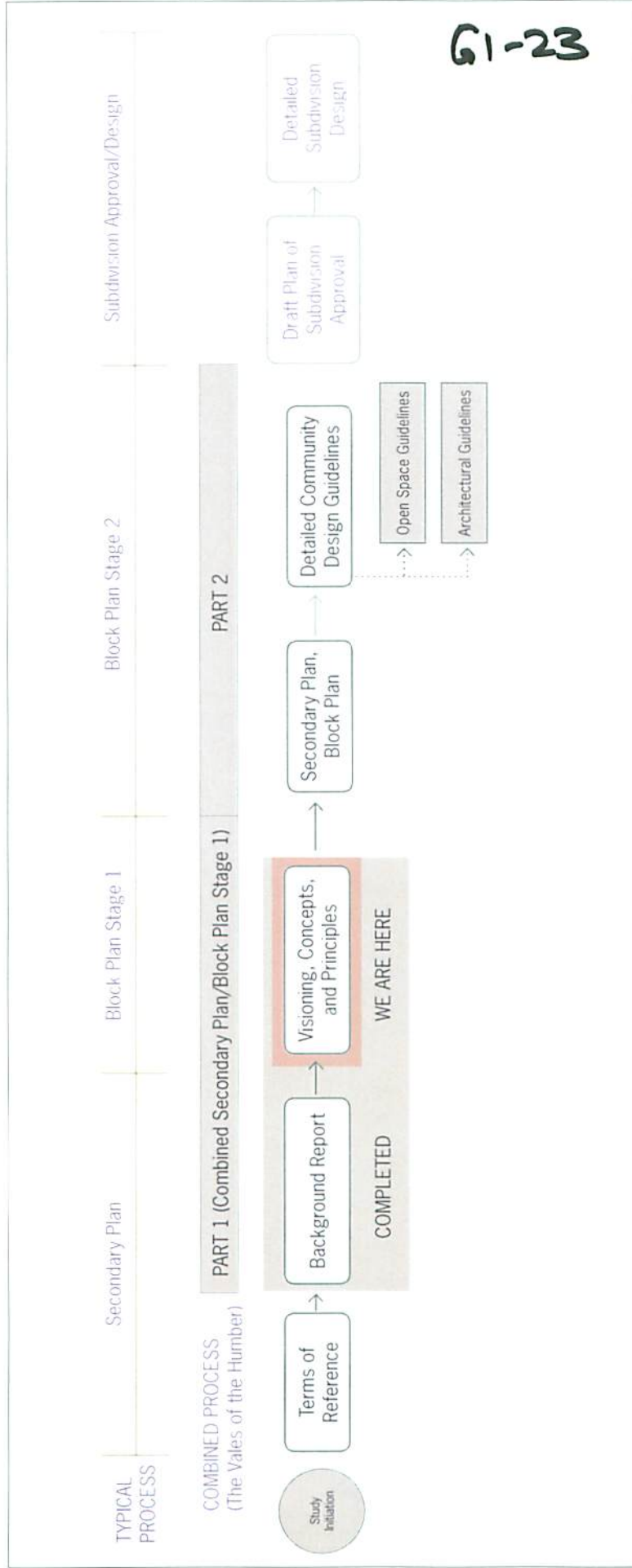


FIGURE 1.2 APPROVAL PROCESS FOR VALES OF THE HUMBER

2.0 COMMUNITY VISION

2.1 COMMUNITY GOALS AND OBJECTIVES

- Establish an upscale, executive housing community, characterized by high value, high quality single detached homes, and containing a range of housing forms and densities.
- Create land use patterns that complement and integrate enduring built-form elements, and that enhance and integrate the area's natural heritage and open space system.
- Create an open space system that supports a balanced vision for recreation, urban design, natural systems and community identity.
- Create a compact, transit supportive community consistent with the policies of the Growth Plan, while balancing the objective of creating an upscale, executive housing community.
- Proactively plan infrastructure to be in place to support development.
- Develop an attractive and identifiable community that is designed to be inter-connected.
- Provide for a minimum 1,000 executive housing lots with minimum frontages of 15.2 m.
- Create nodes of smaller detached dwelling lots in locations internal to the community and that help to define individual neighbourhoods.
- Concentrate larger executive lots along valleylands and open space areas, as well as adjacent to the Hamlet of Wildfield and neighbouring estate housing areas.
- Establish appropriate land uses, lot sizes, road patterns and design guidelines which promote and protect the Hamlet of Wildfield.
- Create pedestrian-scaled neighbourhoods and streets within a walkable community that offers multiple possibilities for outdoor activity and access to daily amenities.
- Use high standards of built and landscape design to create a strong sense of community identity, implemented through architectural design guidelines.
- Create a series of gateways, landmarks and inter-connected focal points.
- Create and develop meaningful public spaces within the community as well as individual, distinct neighbourhoods that include places for people to mingle and interact.
- Design the neighbourhood commercial area so that it is integrated with and complements the surrounding residential community.
- Develop a diverse and integrated open space system that accommodates both passive and active recreational activities and that includes safe on and off-street pedestrian and cycling pathways, trails and lanes connecting to the City's Pathway System .
- Protect and integrate cultural heritage resources.
- Protect and enhance natural heritage features.

G1-24



PEDESTRIAN CONNECTIVITY



COMMERCIAL



PUBLIC SPACE



BUILT FORM



STORMWATER MANAGEMENT FEATURE

2.2 CONCEPT PLAN

- Create a series of executive housing land use designations.
- Provide for a new place of worship site to enhance the Hamlet of Wildfield.
- Provide for a neighbourhood commercial site and two small convenience commercial sites.
- Provide for three (3) new schools and an expanded Separate elementary school in the Hamlet of Wildfield.
- Provide for a transition of larger lot executive housing (60, 70 and 80 foot frontages) adjacent to established estate residential areas.
- Enhance the Hamlet of Wildfield through the provision of large lot executive housing incorporating appropriate design features that respect and respond to the hamlet's rural residential character.
- Provide for a central neighbourhood park to function as a focal point for the Vales of the Humber community.
- Create a series of smaller parks distributed through the community that support current municipal park policies.
- Establish a series of nodes of narrower frontage single detached housing in the interior of the community that gradually transition to executive residential housing, and subsequently large lot executive housings situated along the edges of the community and adjacent to valleylands and natural heritage features.
- Establish three (3) residential land use designations:
 - Executive Residential – comprised of a range of large lots with 50 ft, 60ft, 70ft, and 80ft frontages;
 - Executive Transition Residential – comprised of a mix of lots with mid 40 ft to 59 ft frontages;.
 - Low Density Residential – comprising nodes of lots with 40 ft to 49 ft frontages;
- Ensure that the graduated differences in lot frontage between the three (3) land use categories will not exceed 10 ft, in accordance with the City's Development Design Guidelines for executive housing.



EXECUTIVE/VALLEY INTERFACE



NEIGHBOURHOOD GATEWAY



COMMERCIAL AREA



INTERIOR COLLECTOR ROAD

G1-25

G1-26



- STUDY AREA BOUNDARY
- LOW DENSITY RESIDENTIAL
- EXECUTIVE TRANSITION
- EXECUTIVE RESIDENTIAL
- HAMLET OF WILDFIELD
- CONVENIENCE COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- SCHOOL
- PLACE OF WORSHIP
- GREENWAY LINK SYSTEM
- PARK
- PATHWAY SYSTEM
- NATURAL FEATURE/VALLEYLANDS
- CONCEPTUAL STORMWATER MANAGEMENT POND
- COLLECTOR ROAD
- LOCAL ROAD ENTRANCE

FIGURE 2.2 CONCEPT PLAN

2.3 NATURAL AND OPEN SPACE SYSTEM

- Ensure new development will be efficient, environmentally responsible, diverse and well balanced.
- Preserve and enhance natural heritage features to contribute to a unique neighbourhood structure and, wherever possible, utilize natural features as the main structuring elements of the community.
- Integrate the natural systems (including valleylands) into the open space system and design planned open space areas around existing natural features, wherever possible.
- Provide opportunities for passive recreation within the natural system.
- Integrate the protected natural heritage system into the community design through creation of a continuous "green pathway" consisting of a system of linked open spaces that includes pedestrian trails through parks, schools, stormwater management facilities and along public streets.
- Develop appropriate buffers or development setbacks from natural heritage features that respond to environmental sensitivities.
- Create views and vistas at selected areas to highlight natural features, and develop such features as visual and functional community focal points.



VALLEY EDGE



PARK ADJACENT TO NATURAL FEATURE



VALLEY TRAILS



STORMWATER POND TRAIL



PLANTING PALETTE



G1-27



FIGURE 2.3 NATURAL AND OPEN SPACE SYSTEM PLAN

G1-29

2.4 ROADS, EDGES AND GATEWAYS

ROADS

- Create a network of roads, cycleways and walkways that promotes the safe, efficient movement of cars, public transit, cyclists and pedestrians.
- Promote an expansion of the local pathway network to foster cycling and walking to daily amenities.
- Create a network of collector roads that accommodates movement through the community and presents an attractive image of a balanced, executive community.
- Establish a series of east-west and north-south collector roads that take advantage of established intersections with external roadways, except where offsets may be required to discourage cut-through traffic in established neighbouring communities.
- Create new collector road intersections with boundary arterial roadways generally spaced at minimum 350 m intervals.
- Consider future secondary transit corridors along Countryside and McVean Drives to accommodate internal neighbourhood service.
- Promote high quality streetscapes and built form along the arterial boundary roads.
- Provide decorative streetlighting and street furniture and bus shelters throughout the community.
- Provide for public sidewalks and bike paths within the road rights-of-way.



ENTRY ISLAND



STREETSCAPE



FENCING

EDGES AND GATEWAYS

- Create appropriate interfaces along boundary arterial roadways to respect and complement adjacent estate residential areas.
- Design community edges to convey the image and character of the community.
- Develop a series of gateways that 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.
- Design the Countryside Drive /McVean Drive intersection as the main entry point into the community.
- Create a secondary entry to the community along The Gore Road, framed by high quality large-lot residential homes and landscaping features to promote the community's upscale character and enhance the 'significant' streetscape view of the Hamlet of Wildfield along this roadway.
- Create tree-lined central community boulevards that provide pedestrian and cycling access to the major features of the open space system.
- Develop community/neighbourhood entry features at appropriate intersections and locations.
- Promote high quality built-form along community edges consistent with an upscale executive residential area.
- Provide pedestrian and cycling connections from community edges in locations that provide easy access to public amenities and transit services.



GATEWAY - CONCEPTUAL IMAGE



GATEWAY - CONCEPTUAL IMAGE



COMMUNITY EDGE - CONCEPTUAL IMAGE



GATEWAY - CONCEPTUAL IMAGE

G1-30



FIGURE 2.4 ROADS, EDGES AND PRIORITY STREETSAPES PLAN

2.5 RESIDENTIAL NEIGHBOURHOODS

- Provide for a mix of single detached executive housing units in a compact form consistent with the policies of the Growth Plan.
- Encourage a range of architectural housing styles that promotes the planned upscale, executive character.
- Avoid repetitious building facades within blocks by using a variety of house designs and architectural elements to create variety along the streetscape and to convey a sense of individual identity of the homes.
- Ensure compatible relationships between adjacent lot sizes.
- Use reverse lotting minimally where other alternatives are not appropriate and provided it is used in combination with other lotting types throughout the community.
- Orient housing so that it fronts onto parks and parkettes to create visually attractive edges for such activity spaces.
- Introduce window streets and flankage lots along priority community edges particularly where it interfaces with existing estate residential areas.
- Coordinate built-form and landscape designs along window streets to create an attractive and consistent appearance from the public realm.
- Provide upgraded flankage elevations to address high profile corner conditions.
- Create safe and convenient connections between residential neighbourhoods and schools, trails, pathways, parks and internal collector roadways.



FIGURE 2.5A RESIDENTIAL NEIGHBOURHOODS PLAN



LOW DENSITY RESIDENTIAL: 40 - 49 FT. LOTS



EXECUTIVE TRANSITION RESIDENTIAL: MID 40 - 59 FT. LOTS



G1-33



EXECUTIVE RESIDENTIAL: 50, 60, 70 & 80 FT. LOTS



ARCHITECTURAL IMAGERY

3.0 COMMUNITY COMPONENTS

3.1 WILDFIELD NEIGHBOURHOOD

- Provide a transition adjacent to the intervening valleylands abutting the Hamlet of Wildfield through the use of a combination of deeper lots, suitable house designs and appropriate street layouts.
- Maintain the natural edge along the valleylands separating this new urban area from the Hamlet of Wildfield.
- Develop site planning and built-form guidelines to ensure that new development is compatible with the natural and/or built heritage of the Hamlet of Wildfield.
- Incorporate a planned new place of worship along Mayfield Road as an integral element of the Hamlet of Wildfield.
- Maintain the significant streetscape view of the Hamlet of Wildfield along The Gore Road.
- Provide for an attractive and safe pedestrian valley-crossing between the Vales of the Humber community and the existing Separate elementary school in the Hamlet of Wildfield.



G1-34

FIGURE 3.1 CONCEPT PLAN AREA 1: TRANSITIONAL INTERFACE BETWEEN RESIDENTIAL DEVELOPMENT AND THE HAMLET OF WILDFIELD

3.2 TYPICAL NEIGHBOURHOOD BLOCK (EAST OF MCVAN DRIVE) AND PARK BLOCK

- Accommodate nodes of smaller detached dwellings on lots with frontages in the 40 to 50 foot range in areas internal to the community and insulated from estate housing beyond the community.
- Provide for executive housing abutting the neighbourhood park.
- Create gradual transition areas between the low density residential and executive "large lot" residential areas.



DWELLINGS FRONTING ONTO PARK - CONCEPTUAL IMAGE



ROUNDOABOUT FEATURE - CONCEPT IMAGE



G1-35

FIGURE 3.2 CONCEPT PLAN AREA 2: CENTRAL BLOCK AT NEIGHBOURHOOD PARK, EAST OF MCVAN DRIVE



DWELLINGS FRONTING ONTO PARK - CONCEPTUAL IMAGE



SWM POND WITH LOOKOUT - CONCEPT IMAGE

3.3 TYPICAL NEIGHBOURHOOD BLOCK (WEST OF MCVEAN DRIVE)

- Promote a high quality streetscape and built-form including enhanced landscaping, large-lot executive housing adjacent to the valleys and natural features, and the introduction of window streets and/or flankage lots to provide an appropriate transition with adjacent estate residential areas.
- Along Mayfield Road, utilize window streets to accommodate Executive Transition homes to provide a high quality frontage to Mayfield Road.
- Design blocks and site planning of lots to provide distinctive edge and flankage lots for executive homes.
- Near the school and park and along portions of the collector road, create internal block layouts to accommodate pockets of Low Density Residential with smooth, gradual lotting transitions to adjacent larger lots.
- Provide for views from local streets into the valleylands and stormwater areas.



TRAIL - CONCEPTUAL IMAGE



SWIM POND - CONCEPTUAL IMAGE



FIGURE 3.3 CONCEPT PLAN AREA 3: ENTRY NEIGHBOURHOOD BLOCK WEST OF MCVEAN DRIVE



GATEWAY - CONCEPTUAL IMAGE



PARK - CONCEPTUAL IMAGE

G1-36



STREETSCAPE - CONCEPTUAL IMAGE



STREETSCAPE - CONCEPTUAL IMAGE

3.4 COUNTRYSIDE DRIVE EXECUTIVE STREETSCAPE

Promote a high quality streetscape and built-form along this edge including enhanced landscaping, large-lot executive housing and the introduction of window streets and flankage lots to provide an appropriate transition with adjacent estate residential areas



WINDOW STREET - CONCEPTUAL IMAGE



WINDOW STREET - CONCEPTUAL IMAGE

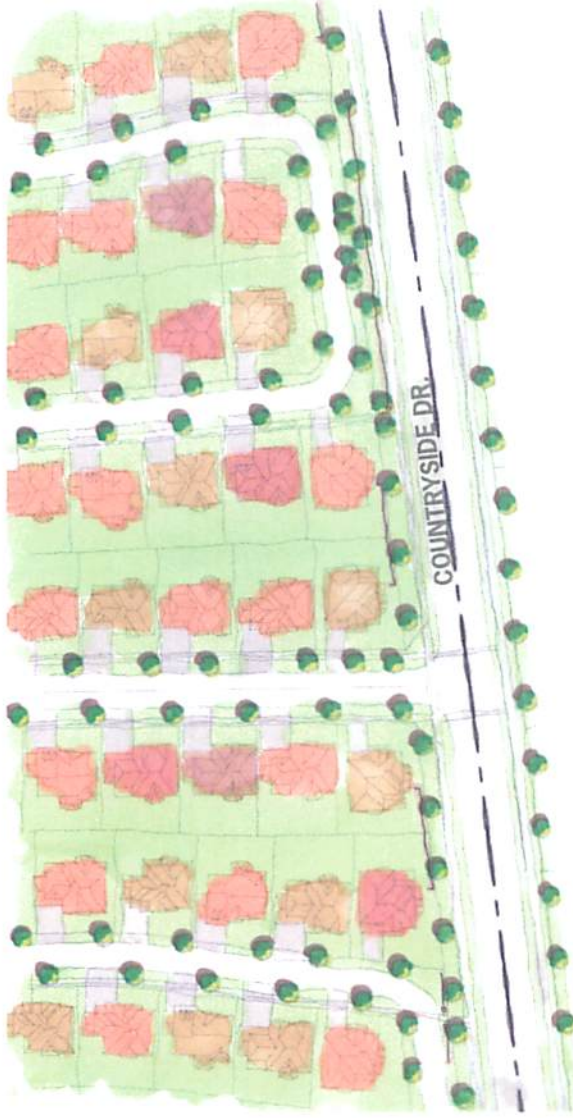


FIGURE 3.4 CONCEPT PLAN AREA 4: COUNTRYSIDE DRIVE EXECUTIVE STREETSCAPE

G1-37



COUNTRYSIDE DRIVE EXECUTIVE STREETSCAPE - CONCEPTUAL PERSPECTIVE

3.5 ARTERIAL/COLLECTOR ENTRY AT THE GORE ROAD AND COLLECTOR ROAD

- Create a visual landmark combining built form and landscape elements.
- Create an image that promotes the character of the community.
- Incorporate design elements referencing the Hamlet of Wildfield where possible.
- Create street layouts and views of attractive house frontages and landscaping elements to reinforce the view of the Hamlet of Wildfield along The Gore Road.



G1-38

FIGURE 3.5 CONCEPT PLAN AREA 5: COLLECTOR/ARTERIAL INTERSECTION AND POTENTIAL ENTRY FEATURE LOCATION



THE GORE ROAD



GATEWAY FEATURE - CONCEPTUAL IMAGE

3.6 COMMUNITY GATEWAY / COMMERCIAL BLOCK AT MAYFIELD ROAD

- Locate warranted commercial areas within the community along arterial roads, and in locations that encourage walking.
- Require high quality building and landscape design for commercial areas with prominent buildings brought to the street edges.
- Provide for a 4 ha neighbourhood commercial area along the south side of Mayfield Road (east of McVean Drive) comprising a low-rise built-form that is consistent in architectural theme with the image of this executive community.
- Require on-site parking and loading areas to be screened from the street edges through appropriate placement of intervening built-form, and landscape elements.
- Integrate the commercial uses into the pedestrian network of the community and provide pedestrian linkages at safe and strategic locations to encourage walking.
- Design commercial free-standing and fascia signage in a coordinated and discrete manner.



COMMERCIAL AREA PUBLIC SPACE - CONCEPTUAL IMAGE



COMMERCIAL BLOCK INTERFACE WITH RESIDENTIAL - CONCEPTUAL IMAGE



FIGURE 3.6 CONCEPT PLAN AREA 6: COMMUNITY GATEWAY / COMMERCIAL BLOCK - VIEW FROM COLLECTOR ROAD



RETAIL BUILT FORM - CONCEPTUAL IMAGE



COMMERCIAL BLOCK - CONCEPTUAL PERSPECTIVE

G1-39

3.7 PARKETTES AND PARKS

- Provide for a wide range of passive and active recreational activities.
- Plan and locate parks and parkettes as focal points for the community and for individual neighbourhoods.
- Develop an interconnected system of flexible open spaces supported by pedestrian-oriented "green" linkages.
- Create a hierarchy of flexible park spaces (neighbourhood parks, parkettes and vista blocks) to provide for diversity in form and function.
- Locate vista blocks at the ends of some streets to function as view termini and trail heads into natural features, and in areas where they can serve as passive transitional open space into valleylands.
- Incorporate multi-use trails into road right-of-ways, wherever possible, to provide additional linkages to the City's Pathways System.
- Create a centrally-located neighbourhood park accommodating sports fields that is linked to the balance of the community by a system of trails, pathways and roads.



PLAY AREA



SHADE STRUCTURE



PLANTING/WALKWAY



SEATING

G1-40



PLANTING PALETTE

3.8 STORMWATER MANAGEMENT PONDS

- Integrate stormwater management ponds into the open space network to function as entry features, amenity spaces, vista blocks and view terminations.
- Provide limited views from local roads through the use of vista blocks and trailheads.
- Integrate walkways and trails around stormwater ponds.
- Utilize block layout and site planning to frame stormwater ponds with built-form and provide views from residential areas into these naturalized open space features.



POND CHARACTER



POND TRAIL



POND LOOKOUT / MAILBOXES

G1-41



PLANTING PALETTE

4.0 SUMMARY

4.1 NEXT STEPS

- This document represents a pictorial vision for the Community and will serve as the basis to create detailed Secondary Plan policies and detailed design elements in subsequent planning stages.
- The community vision contained in this Vision document will be further refined in the Stage II Block Planning process through the preparation of the Secondary Plan, Block Plan and Community Design Guidelines.
- As part of the Community Design Guidelines of Stage II, Architectural and Landscape Design Guidelines will be developed to provide further detailed imagery, lotting conditions and design, to ensure that the construction of quality and representative upscale housing presented in this Community Vision.

G1-42



G1-43

Appendix B
OP93-253

G1-44



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW


Number 315-2005

To Adopt Amendment Number OP93 - ~~253~~
to the Official Plan of the
City of Brampton Planning Area

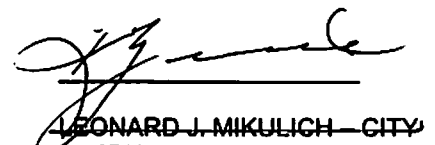
The Council of the Corporation of the City of Brampton, in accordance with the provisions of the *Planning Act*, hereby enacts the following:

- Amendment Number OP93 ~~253~~ to the Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-Law.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, this 12th day of October, 2005.


SUSAN FENNEL - MAYOR

APPROVED AS TO FORM LAW DEPT. BRAMPTON	
<i>C. Vinkberg</i>	
DATE	10/18/05


LEONARD J. MIKULICH - CITY CLERK
KATHRYN ZAMMIT, ACTING CITY CLERK

Approved as to Content:


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

G1-45

AMENDMENT NUMBER OP93-253
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to change the land use designation of the lands shown outlined on Schedule "A" to this amendment from Estate Residential to Residential and to identify the subject lands as a new secondary plan area, referred to as the Vales of Humber (Area 50). This amendment also identifies the lands as a new Upscale Executive Housing Special Policy Area, allocates an upscale executive housing unit requirement to the area, and specifies fundamental planning policies addressing community design, growth management and land use to guide the preparation of a secondary plan for the area. The policies found in this amendment conform to the spirit and intent of the Upscale Executive Housing policies (Section 4.1.2) of the Official Plan, the City's Six Pillars Strategic Plan and the Council adopted Development Design Guidelines.

The redesignation of the subject lands from rural estate lot development on private services to an urban form of housing on full municipal services is consistent with the policies of the Region of Peel Official Plan and the Provincial Policy Statement regarding the discouragement of development on private services and the efficient use of land and infrastructure.

2.0 Location:

The lands subject to this amendment comprise about 208.9 hectares (516 acres) in Northeast Brampton and are bounded to the west by a tributary of the West Humber River (Tributary A), to the north by Mayfield Road, to the east by The Gore Road, and to the south by Countryside Drive. The lands are within the area described as Lots 16 and 17, Concession 8 and 9 N.D., in the Geographic Township of Toronto Gore, now in the City of Brampton.

3.0 Amendments 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 land use designation of the lands within the area subject to amendment on Schedule "A" to this amendment from "ESTATE RESIDENTIAL" to "RESIDENTIAL";
- (2) by adding to Schedule "A1" (UPSCALE EXECUTIVE HOUSING SPECIAL POLICY AREAS) thereto, the area identified as "AREA 4A" a new Upscale Executive Housing Policy Area as shown on Schedule "B" to this amendment;
- (3) by adding to Schedule "G" (SECONDARY PLANNING AREAS) thereto, the boundaries of Secondary Plan Area 50, identified as the subject lands on Schedule "C" to this amendment;

- (4) by amending Section 4.1 RESIDENTIAL thereof, the following words to Section 4.1.2.6: "seven" to "eight" in the first line, "4,100" to "5,100" in the third line, and by adding the following row after "Area 4 (Vales of Castlemore North) 500 Units" in the Table entitled "Allocation of Upscale Executive Housing Unit Requirements by Upscale Executive Housing Special Policy Areas": "Area 4A (Vales of the Humber) 1,000 units"; so the table shall read as follows:

**Allocation of Upscale Executive Housing Unit Requirements
By Upscale Executive Housing Special Policy Areas**

Upscale Executive Housing Special Policy Areas (per Schedule "A1")	Housing Unit Requirement
Area 1 (Bram West Secondary Plan)	1,000 Units
Area 2 (Credit Valley Secondary Plan)	1,000 Units
Area 3 (Snelgrove Secondary Plan)	200 Units
Area 4 (Vales of Castlemore North)	500 Units
Area 4A (Vales of Humber)	1,000 Units
Area 5 (Vales of Castlemore Secondary Plan)	500 Units
Area 6 (Bram East Secondary Plan)	300 Units
Area 7 (Highway 427 Industrial Secondary Plan)	600 Units

- (5) by amending Section 4.1 RESIDENTIAL thereof, the word "seven" to "eight" in the first line of Section 4.1.2.7.; so that the amended section shall read as follows:

4.1.2.7 The eight Upscale Executive Housing Special Policy Areas are of a sufficient size to readily accommodate the allocated number of upscale executive housing units, and in some cases, these areas are significantly larger than the allocated unit count would require. In the latter circumstance, the City recognizes and expects that the size and configuration of the final Secondary Plan level Upscale Executive Housing area may be reduced through the detailed study process and that these studies will determine how much and which portion of each area is appropriate for executive housing, and conversely, which areas should be excluded from the final executive housing area, provided that the achievable upscale executive housing yield for the particular area continues to match or exceed the specified allocation requirement.

- (6) by adding to Section 4.1 RESIDENTIAL thereof, the following new Sections as 4.1.2.9

4.1.2.9 Vales of Humber Upscale Executive Housing Special Policy Area 4A

4.1.2.9.1 In the area designated Upscale Executive Housing Special Policy Area 4A, only upscale executive housing development and related uses shall be permitted in

accordance with Section 4.1.2 of the Official Plan with the following policies guiding secondary and block planning for the subject lands:

- i) only single detached dwellings and related uses shall be permitted;
- ii) notwithstanding Section 4.1.2.2 viii) of this Plan, the minimum lot frontage for single detached homes shall be 15.2 metres (50 feet) and the maximum net residential density shall be 14.25 units/hectare (6 units/acre);
- iii) Concentrations of larger executive lots (i.e. 60, 70 and 80 foot frontage) in appropriate locations will be determined through secondary and block planning.
- iv) The establishment of appropriate lot frontages based on the following factors:
 - compatibility with estate housing and environmental features;
 - balancing land use compatibility concerns with sound principles of growth management and reasonable land use efficiencies;
 - proximity to the existing Hamlet of Wildfield;
 - land use transition; and,
 - community design.

4.1.2.9.2 Detailed development performance standards and design features developed as part of the Secondary Plan for Special Policy Area 4A shall be consistent with the City of Brampton Development Design Guidelines (August, 2003);

4.1.2.9.3 Prior to granting draft plan, zoning or other development approval within Special Policy Area 4A, a secondary plan amendment shall be approved. Secondary planning will be undertaken concurrently with block planning and will include, for example, detailed policies on land use, housing mix and density, the natural environment, community design and growth management. The City of Brampton, in consultation with appropriate public agencies having jurisdiction will define a range of background planning and growth management studies to provide the basis for the secondary plan. These growth management studies will specifically take into account the impact on development on the timing of necessary local and regional road improvements. In this regard, the release of lands for development will be predicated on the results of these studies and the associated capital budget commitments.

4.1.2.9.4 To promote the protection of the Hamlet of Wildfield located in the general area of Mayfield Road and The Gore Road, the Secondary Plan prepared for the Vales of Humber will include a policy statement that establishes transition and buffer areas.

4.1.2.9.5 Notwithstanding Section 4.1.2.9.1 of this Plan, subject to recognition in the block plan land use concept of an appropriate interface with estate residential uses, secondary planning for the Vales of Humber will address in part, the potential for: neighbourhood commercial uses, provided that such uses are restricted to the lands adjacent to the southeast corner of Mayfield Road and McVean Drive.

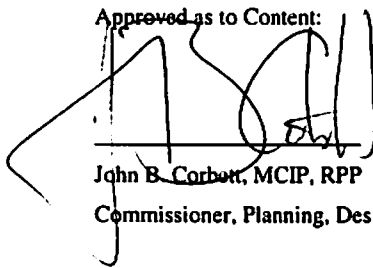
- (7) By amending section 4.1 Residential thereof, the addition of a new policy at the end of Section 4.1.3.3 as follows:

Within the Estate Residential area of the Toronto Gore, building lots within a registered plan of subdivision shall be subject to the minimum lot size specified by the implementing zoning by-law. This policy will ensure that:

- (i) a long term supply of estate building lots are available in this part of the City of Brampton;
 - (ii) there is a continued protection of the existing rural estate housing community from consent and severance applications; and,
 - (iii) notwithstanding the above, any new lot created within an existing registered plan of subdivision shall be a minimum of 2 acres in size.
- (8) By adding to Part II SECONDARY PLANS, thereof, the following new heading and associated text after the section Area 49: Vales North:

"Area 50: Vales of Humber
No Secondary Plan in place."

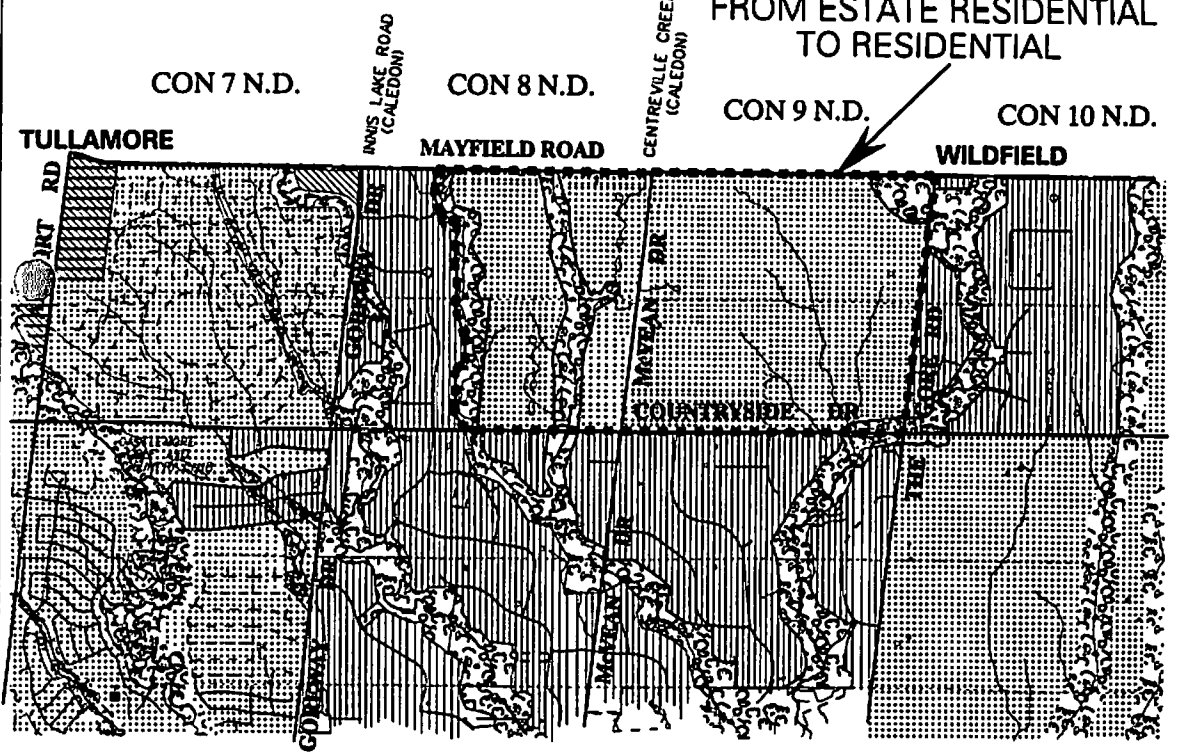
Approved as to Content:



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

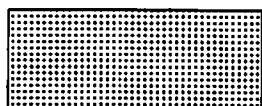
61-49
TOWN OF CALEDON

LANDS SUBJECT TO THIS
AMENDMENT TO BE CHANGED
FROM ESTATE RESIDENTIAL
TO RESIDENTIAL

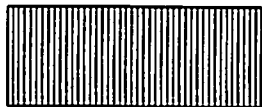


GENERAL LAND USE DESIGNATIONS

SCHEDULE 'A'



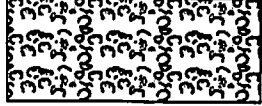
RESIDENTIAL



ESTATE RESIDENTIAL



INDUSTRIAL



OPEN SPACE



SPECIAL STUDY AREA



..... AREA SUBJECT TO THIS AMENDMENT

**EXTRACT FROM SCHEDULE "A" GENERAL LAND USE DESIGNATIONS,
CITY OF BRAMPTON OFFICIAL PLAN**



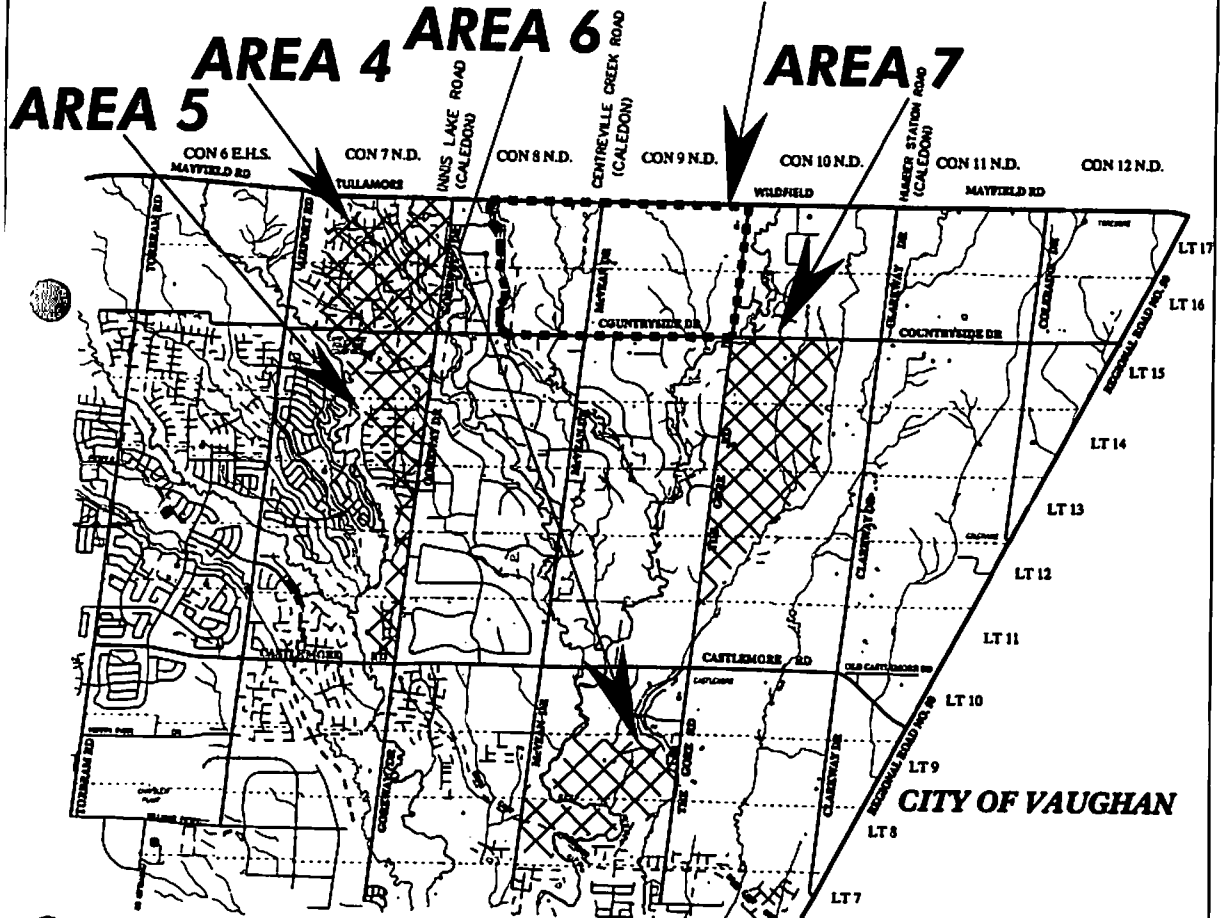
SCHEDULE A TO OFFICIAL PLAN AMENDMENT NO. OP93 **253**



CITY OF BRAMPTON
Planning and Building

Date: August 20, 2003 Drawn by: J. Kennedy
File no. 50scea.dgn Map no.

C1-50 LANDS SUBJECT TO THIS AMENDMENT
 TOWN OF CALEDON TO BE ADDED AS "AREA 4A"



**UPSCALE EXECUTIVE HOUSING
 SPECIAL POLICY AREAS
 SCHEDULE 'A1'**



UPSCALE EXECUTIVE HOUSING
 SPECIAL POLICY AREAS



AREA SUBJECT TO THIS AMENDMENT

**EXTRACT FROM SCHEDULE "A1" UPSCALE EXECUTIVE HOUSING
 SPECIAL POLICY AREAS, CITY OF BRAMPTON OFFICIAL PLAN**



SCHEDULE B TO OFFICIAL PLAN AMENDMENT NO. OP93# **243**



CITY OF BRAMPTON
 Planning and Building

Date: August 20, 2003

Drawn by: J. Kennedy

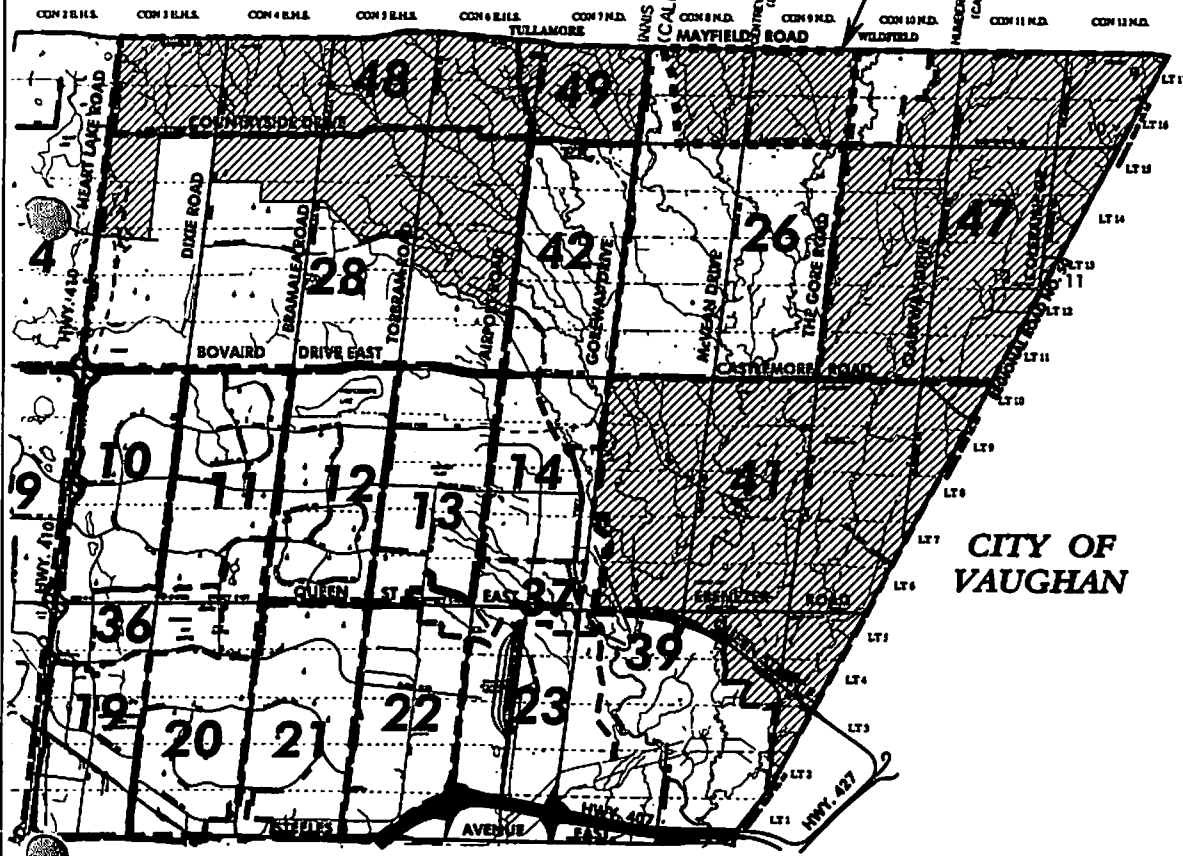
File no. 50schea1.dgn

Map no.

G1-51

LANDS SUBJECT TO THIS AMENDMENT TO BE ADDED AS SECONDARY PLAN AREA NO. 50

TOWN OF CALEDON



SECONDARY PLAN AREAS SCHEDULE 'G'

..... AREA SUBJECT TO THIS AMENDMENT

EXTRACT FROM SCHEDULE "G" SECONDARY PLAN AREAS, CITY OF BRAMPTON OFFICIAL PLAN



SCHEDULE C TO OFFICIAL PLAN AMENDMENT NO. OP93# **253**



CITY OF BRAMPTON
Planning and Building

Date: August 20, 2003

Drawn by: J. Kennedy

File no. 50scheg.dgn

Map no.

G1-52

**Appendix B
Land Use Budget**

Vales of Humber - Land Use Budget

	Landowners' Group Concept	City Concept
Land Use		
Total Study Area*	267.56 ha	267.56 ha
Natural Heritage System	47.15 ha	47.15 ha
Gross Area as per Growth Plan	220.41 ha	220.41 ha
Perimetre Arterial Roads	10.04 ha	10.04 ha
Road Widening	4.87 ha	4.87 ha
Hamlet of Wildfield	2.56 ha	2.56 ha
Gross Developable Area	202.94 ha	202.94 ha
SWM Ponds	10 ha	10 ha
Open Space		
Neighborhood Parks	1 @ 2 ha	1 @ 2 ha
Village Squares	1 @ .70, 2 @ .60 (1.93 ha total)	1 @ .70, 4 @ .60 (3 ha total)
Total Open Space	3.93 ha	5.1 ha
Institutional		
Schools 3 new @ 2.8 ha	8.4 ha	8.4 ha
Place of Worship (1 site)	2.43 ha	2.43 ha
Fire Station	0	0.5/0.6 ha
Total Institutional	10.83 ha	11.43 ha
Retail/Commercial		
Neighbourhood Commercial	4	4
Convenience Commercial	1.55	1.55
Total Retail/Commercial	5.55	5.55
Residential net area (with roads)	172.63	170.86
Roads (at 30% of residential net area)	51.79	51.26
Residential (net) excluding roads	120.84	119.6

* Total study area includes one half of perimetre arterial roads as per Growth Plan.

Residential Units

Residential Designations	Landowners' Group Concept			City Concept		
	Land Area	Frontage (ft)	Units	Land Area	Frontage (ft)	Units
Executive Residential	36.24	50 to 80	650	53.20	60/70/80	695-885
Executive Transition Residential	57.65	40 to 59	1350	40.43	50 to 69	783-842
Low Density Residential	26.95	40 to 49	700	25.80	40 to 49	612-705
Total Residential	120.84		2700	119.43		2090-2432