

**OFFICE CONSOLIDATION**  
**CHAPTER 47**  
**HIGHWAY 427 INDUSTRIAL SECONDARY PLAN**

**Note: This Secondary Plan is partially in effect. Highlighted sections are under appeal.**

**October 2020**

## EXPLANATORY NOTE

### Office Consolidation Highway 427 Industrial Secondary Plan Area 47 CHAPTER 47

#### **General (pertaining to all secondary plan office consolidations)**

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the 2006 City of Brampton Official Plan (Section 5.4.11), the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to a chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

**Specific (Pertaining to Secondary Plan 47; Highway 427 Industrial Secondary Plan)**

This office consolidation of the Highway 47 Industrial Secondary Plan consists of Chapter 47 of the document known as the 2006 City of Brampton Official Plan.

Chapter 47 is based on Official Plan Amendment OP2006-105 to the document known as the 2006 Official Plan, as adopted by City Council September 10, 2014 (By-Law 261-2014).

The following Official Plan Amendments, as approved by the City of Brampton, and the LPAT (formerly the Ontario Municipal Board), have also been incorporated into this office consolidation:

OMB PL141189 (August 26, 2016)  
OMB PL141189 (March 28, 2017)  
OMB PL141189 (March 28, 2017)  
OMB PL141189 (October 27, 2017)  
LPAT PL141189 (April 16, 2018)  
LPAT PL141189 (August 10, 2018)  
LPAT PL141189 (February 4, 2020)  
LPAT OPA 11-2020

This office consolidation is provided for convenience only. For official reference, recourse should be had to the original documents noted above.

**TABLE OF CONTENTS**  
**(Part II, Chapter 47)**

---

<b>Purpose .....</b>	<b>1.0</b>
<b>Location.....</b>	<b>2.0</b>
<b>Effect of this Chapter and its Relationship to the Official Plan.....</b>	<b>3.0</b>
<b>Principles and Objectives .....</b>	<b>4.0</b>
<b>Planning Vision.....</b>	<b>4.1</b>
<b>Principles &amp; Objectives.....</b>	<b>4.2</b>
<b>Development Policies.....</b>	<b>5.0</b>
<b>Residential.....</b>	<b>5.1</b>
<b>Employment.....</b>	<b>5.2</b>
<b>Natural Heritage System .....</b>	<b>5.3</b>
<b>Recreational Open Space System.....</b>	<b>5.4</b>
<b>Institutional .....</b>	<b>5.5</b>
<b>Special Policy Areas.....</b>	<b>6.0</b>
<b>Transportation .....</b>	<b>7.0</b>
<b>Roads.....</b>	<b>7.1</b>
<b>Corridor Protection Area.....</b>	<b>7.2</b>
<b>Public Transit.....</b>	<b>7.3</b>
<b>Active Transportation.....</b>	<b>7.4</b>
<b>Servicing and Environmental Considerations .....</b>	<b>8.0</b>
<b>Sanitary Sewage/Water Supply .....</b>	<b>8.1</b>
<b>Stormwater Management .....</b>	<b>8.2</b>
<b>Noise Attenuation .....</b>	<b>8.3</b>
<b>Potentially Contaminated Sites .....</b>	<b>8.4</b>
<b>Public Utilities and Communications.....</b>	<b>8.5</b>
<b>TransCanada Gas Pipeline Safety Features .....</b>	<b>8.6</b>
<b>Cultural Heritage.....</b>	<b>9.0</b>
<b>Community Block Plan.....</b>	<b>10.0</b>
<b>General Provisions .....</b>	<b>10.1</b>
<b>Design Objectives.....</b>	<b>10.2</b>
<b>Community Structure .....</b>	<b>10.3</b>

Recreational Open Space System.....	10.4
Open Space Network.....	10.5
Street Network .....	10.6
Streetscape .....	10.7
Edges and Gateways.....	10.8
Built Form.....	10.9
Modified Block Planning Process .....	10.10
Sustainability .....	10.11
LEED.....	10.12
Community Design Guidelines.....	11.0
Implementation .....	12.0
General Provisions .....	12.1
Growth Management .....	12.2
Small Holdings.....	12.3
Cost Sharing .....	12.4
Environmental Assessment Act.....	12.5
Interpretation.....	13.0

OMB Order  
PL141189  
dated March  
28, 2017.  
- Under  
appeal to the  
extent of the  
lands  
identified on  
Schedule  
SP47(a)

## 1.0 PURPOSE

The purpose of this Chapter together with Schedule SP47(a) is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework to guide the future development of a new secondary plan area referred to as the Highway 427 Industrial Secondary Plan as outlined on Schedule 47(a).

### This Chapter:

- i) Sets out the long-term planning vision for the area;
- ii) Defines the planned function for the above-noted section of the Highway 427 Industrial Secondary Plan;
- iii) Specifies the desired land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability, healthy and active communities and the City's Sustainable Community Development Guidelines; and,
- iv) Further, it sets out the development controls to be used in implementing the land use designations of this Plan.

This official plan amendment has been prepared to be consistent with the 2014 Provincial Policy Statement and in conformity with the policies of the Growth Plan for the Greater Golden Horseshoe, 2006 Brampton Official Plan as amended and the Region of Peel Official Plan, after extensive study and public consultation.

## 2.0 LOCATION

The subject lands comprise approximately 1,200 ha (3,000 acres) in northeast Brampton, and are generally bounded by Mayfield Road to the north, Castlemore Road to the south, Highway 50 to the east and The Gore Road to the west, as outlined on Schedule SP47(a). The lands are generally described as being Part of Lots 11 through 17 Concessions 10, 11 and 12 ND in the City of Brampton.

The lands subject to this amendment are specifically shown on Schedule SP47(a) to this amendment.

OMB Order  
PL141189  
dated March  
28, 2017.  
-Site-specific  
appeal by  
Caveze  
Investments  
Ltd., 10605  
Coleraine  
Drive.

### **3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN**

Lands subject to the Highway 427 Industrial Secondary Plan as outlined on Schedule SP47(a) shall be developed in accordance with the policies of this Chapter (Chapter 47 of Part II) and Schedule SP47(a) attached hereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Secondary Plan shall not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to Secondary Plan Area 47 can only be achieved by reading the overall Official Plan together with Chapter 47.

## **4.0 PRINCIPLES AND OBJECTIVES**

In accordance with the planning framework included in the General Plan (Part I), the Highway 427 Industrial Secondary Plan is based on the principles of sustainable development including an ecosystem approach to land use planning, integrated land use and transportation planning, a robust commercial and employment land use strategy, fostering vibrant neighbourhoods, preserving the City's rich cultural heritage and directing growth in a coordinated and fiscally responsible manner.

### **4.1 PLANNING VISION**

The Planning Vision for the Highway 427 Industrial Secondary Plan is to create a sustainable, complete, compact and healthy community that provides for a full range of residential and employment opportunities designed to be transit supportive. Development is to occur in a manner that protects the Area's natural

and cultural heritage features and integrates them to enhance the overall design and character of the community.

The planning vision sets out the framework for the new community in terms of the following major structuring elements:

- i) A sustainable community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design and enhanced neighbourhood connectivity;
- ii) A Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and their long term ecological functions, in recognition of the dynamic interrelationships of all elements of the natural environment and the need for long term management and related monitoring;
- iii) A continuous open space “network” that connects neighbourhoods to community parks, facilities and infrastructure, including linked pedestrian/cyclist trails;
- iv) A full range of distinct and attractive built forms, including an upscale executive housing area, designated in a manner that responds to the unique location and natural attributes of the surrounding area and ensures that the context of the surrounding land use is protected, respected and reinforced;
- v) A Town Centre to the northeast of the intersection The Gore Road and Castlemore Road that will support the existing Gore Meadows Community Centre. This area will be planned with a mix of residential and commercial land uses including High and Medium Density Residential designations;



- vi) The provision of community infrastructure such as schools, neighbourhood parks, commercial uses and places of worship in a manner that promotes active transportation and a healthy community;
- vii) The promotion of live-work opportunities;
- viii) A range of employment uses that are planned to be highly accessible in order to maximize their development potential in the GTA market place and achieve the employment targets set out for the secondary plan;
- ix) The provision of economic development opportunities to attract industrial, office and commercial businesses that are developed to a high standard of urban design and provide for higher employment density;
- x) Appropriate built form transitions between land uses; and,
- xi) The development of an efficient and effective transportation and transit system to support the full development of the Secondary Plan.

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 dated March  
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 Schedule  
 SP47(a)

Together with Section 3.0 (Sustainable City Concept) of the Official Plan, the principles and objectives described below, which are founded on the above-noted vision, provide the policy framework for the planning and development of the Highway 427 Industrial Secondary Plan Area. These principles and objectives will be implemented in accordance with the policies of the Interpretation and Implementation sections of this Chapter.

#### 4.2 PRINCIPLES AND OBJECTIVES

The following principles and objectives, categorized under several headings, have guided the formulation of the policies of this Chapter and are based on the City's ecosystem approach to land use planning, and the intent to promote sustainable development and a complete community. As such, development applications are to be consistent with the policies as well as the general principles and objectives of this Chapter.

## **Natural and Cultural Heritage & Open Space**

Consistent with the Provincial Policy Statement (2014), the Natural Heritage System identified within Area 47, based on the findings of the Master Environmental Servicing Plan, will protect, restore and enhance the health, diversity and connectivity of ecological areas, features and functions and associated linkages between terrestrial, aquatic and water resources.

### **Natural Heritage**

- 4.2.1 Identify, establish, protect, restore and enhance a sustainable natural heritage system that incorporates, integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System.
- 4.2.2 Further refinement of the Natural Heritage System, including restoration, enhancement and linkages shall be determined through comprehensive environmental studies in support of block plans and/or other planning applications, as appropriate.
- 4.2.3 Establish Restoration Areas to restore and enhance the existing Natural Heritage System and as compensation/mitigation for the loss of natural features, where deemed appropriate through the approved Master Environmental Servicing Plan.
- 4.2.4 Within Restoration Areas, create natural features and functions that support a healthy, ecologically diverse Natural Heritage System.
- 4.2.5 Restore, enhance, manage and monitor the diversity and connectivity of natural features and their long-term ecological functions to ensure a healthy Natural Heritage System, as part of creating a complete community in accordance with the policies of the Provincial Growth Plan.
- 4.2.6 Ensure new development will be efficient, environmentally responsible, diverse and well balanced, to support the natural environment.

## **Cultural Heritage**

- 4.2.7 Retain and conserve buildings of architectural or historic merit on their original sites, where appropriate, and promote the integration of these resources into any plans which may be prepared for development on such sites in order that their heritage values, attributes and integrity are retained.
- 4.2.8 Undertake appropriate archaeological assessment on all lands subject to development within Area 47 in order to identify any archaeological remains that may be present.

## **Open Space**

- 4.2.9 Develop a comprehensive safe, diverse and integrated open space system that accommodates both passive and active recreational activities, while protecting and enhancing the existing Natural Heritage System;
- 4.2.10 Create a continuous open space “network” to the extent practicable that connects neighbourhoods to community facilities and infrastructure, including but not limited to: a community park, neighbourhood parks, schools, stormwater management facilities and pedestrian/cyclist trails provided through natural areas and along landscaped boulevards.
- 4.2.11 Stormwater management ponds and Low Impact Development (LID) measures should be designed to provide opportunities for passive recreation and as community amenity areas in addition to managing stormwater.
- 4.2.12 Establish a diverse urban tree canopy in conjunction with new development that will be environmentally sustainable and support a healthy functioning natural heritage system.

4.2.13 Integrate views and vista of the natural heritage system within the community design and develop such features as visual and functional community focal points, where appropriate.

OMB Order PL141189 dated March 28, 2017. -Under appeal to the extent of the lands identified on Schedule SP47(a).

### Transportation

4.2.14 Develop an integrated multi-modal transportation system that considers the needs of pedestrians, cyclists, transit-users, motorists and goods movement and that includes roads, public transit, pathways, active transportation and transportation demand management measures and provides efficient connections.

4.2.15 Encourage and promote the use of alternative travel modes to the automobile by providing effective transit service and opportunities for cycling and walking within the community as practical elements of the transportation system;

4.2.16 Create an inter-connected street system that is transit supportive and that promotes the safe, efficient movement of pedestrians, cyclists and traffic.

4.2.17 Provide an efficient transportation network by establishing a series of east-west and north-south collector roads that take advantage of established intersections and connect to the adjacent arterial road system at appropriate locations.

4.2.18 Protect lands for the planning of higher order transportation facilities including the GTA-West Corridor through the northeast portion of the Secondary Plan Area;

4.2.19 Facilitate goods movement by providing easy access to major transportation facilities within and adjacent to Area 47.

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### Community Design

4.2.20 Promote a well-balanced community structure including the designation of residential, commercial, community and employment uses in contextually

appropriate locations in a manner that creates a distinctive urban identity and fosters a sense of place;

- 4.2.21 Integrate sustainable community design elements into all aspects of the community structure, including built environment, mobility, natural environment and open space, and green infrastructure and buildings. The City's Sustainable Community Development Guidelines should be consulted to address the City's requirements around built form, community structure and environmental sustainability.
- 4.2.22 Designate appropriate areas for the development of upscale executive housing that is compatible with the adjacent Toronto Gore Rural Estate Residential community, and will benefit from the visual and environmental features of the Secondary Plan area;
- 4.2.23 Establish a major portion of the Upscale Executive Residential Area within a clearly identifiable and complete, upscale executive housing community, including parks, schools and direct access to natural amenities, and establish a band of Upscale Executive Residential Area opposite the existing Estate Residential community in order to provide an appropriate transition to the new residential area in Area 47.
- 4.2.24 Develop varied and distinct pedestrian-scale urban spaces and residential neighbourhoods that are walkable, provide a strong and identifiable sense of place for residents and offer multiple possibilities for outdoor activity and access to daily amenities.
- 4.2.25 Establish a vibrant mixed use corridor anchored by community amenities that will be a community focus;
- 4.2.26 Maximize quality employment opportunities within Area 47 by establishing an upscale industrial precinct with enhanced civic design and architecture in order to attract higher order businesses;

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SP47(a).

4.2.27 Provide for employment uses that benefit from easy access to planned major transportation facilities within and adjacent to Area 47;

4.2.28 Develop a livable community based on the application of the following principles:

- i) A well-balanced and healthy community with an appropriate mix of residential densities and a distribution of supporting uses within walking distance of residences;
- ii) A series of neighbourhood nodes within the community around key focal points and structuring elements such as neighbourhood parks, schools, key intersections and roundabouts.
- iii) Practical and cost effective innovations to support the development of a sustainable community that includes but is not limited to; the application of low impact development, establishing an urban forest canopy on private and public lands, water and energy conservation, and, the enhancement and linkage of natural features where appropriate.
- iv) Commercial development that reflects an enhanced level of urban design and occurs in a manner that integrates with and complements the surrounding residential community;
- v) An effective transition between residential and employment areas through the use of appropriate building design, built form, arterial roads, valleys and stream corridors;
- vi) Appropriate and gradual transition of residential lot sizes between new residential development and existing residences;
- vii) Integration of new development with existing residences and road patterns of adjacent areas;
- viii) The achievement of excellence in civic design in both the public and private realm;
- ix) The development of an active transportation network integrating public sidewalks and on-street bicycle lanes with off-road trails and the open space system to facilitate purposeful, convenient and safe walking and cycling;

- x) Public access and visibility to the environmental features within Area 47; and,
- xi) An attractive, ordered and human scale built form through the use of appropriate building heights, massing, setbacks, streetscapes, landscapes and architectural treatments.

4.2.29 To continue to apply appropriate environmental protection principles throughout the planning process;

4.2.30 To minimize public/tax based capital and operating costs associated with the development of Area 47;

4.2.31 Implement the Area 47 Secondary Plan by:

- i) Coordinating the phasing of development with the provision of municipal infrastructure and services in accordance with the City's Growth Management Program;
- ii) Achieving financial sustainability through the provision of municipal infrastructure and services in an efficient and financially prudent manner and by promoting development that is self-supporting;
- iii) Undertaking a Block Plan process that will coordinate, on a sub-area basis, the completion and approval of detailed environmental, servicing, transportation, community design and growth management staging and sequencing studies;
- iv) Requiring as part of block planning, draft plans of subdivision and site plan applications, as applicable, a sustainability assessment in accordance with the requirements of the City's Sustainable Community Development Guidelines; and,
- v) Undertaking public consultation as part of the development approval process.

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## **5.0 DEVELOPMENT POLICIES**

The policies contained in this Chapter are specific to Secondary Plan Area 47. However, the City of Brampton Official Plan should be referenced for additional City-wide policies.

### **5.1 RESIDENTIAL**

#### **5.1.1 General Provisions**

5.1.1.1 The various residential designations shown on Schedule SP47 (a) are categories in which the predominant land use is for Low and Low/Medium Density forms of housing. Proposals for residential development shall be considered in accordance with the policies of the Official Plan and this Chapter.

5.1.1.2 Complementary uses as set out in Part I of the Official Plan, or as specifically identified by other designations or policies in this Chapter, shall also be permitted in the various Residential designations, except in the Upscale Executive Residential designation, where only complementary uses as set out in Section 5.1.2.4 (ii) of this Chapter shall be permitted, provided that they are integrated in an appropriate manner with adjacent residential uses.

5.1.1.3 Where residential use is proposed adjacent to arterial roads, railway lines, or other noise sources, studies to determine the need for noise attenuation measures shall be completed to the satisfaction of the City of Brampton and the appropriate agencies.

5.1.1.4 Any proposals for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads and other noise sources.



5.1.1.5 Existing dwellings or buildings located on lands designated for residential development shall continue to have direct access to an arterial road, until such time as access from an alternative road becomes available or the property is redeveloped.

5.1.1.6 Residential designations adjacent to the Natural Heritage System shown on Schedule SP 47(a) shall be shaped, oriented, and developed in a manner that is compatible and complementary to the Natural Heritage System.

5.1.1.7 Reverse lot frontages shall be avoided where possible.

5.1.1.8 In all new residential development, the City will encourage energy efficiency and water conservation measures that go beyond the requirements of the Ontario Building Code.

## **5.1.2 Executive Residential**

5.1.2.1 The areas designated Executive Residential on Schedule SP47(a) are considered to have appropriate characteristics to accommodate the development of a successful upscale executive housing community. These areas shall be developed in accordance with the policies, principles and standards set out in Part I, Section 4.2 of the Official Plan, Section 5.1.1 of this Chapter and the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas (September, 2000)”.

5.1.2.2 The areas designated Executive Residential are to be developed in accordance with a design vision that includes the following principles:

- i) Development of a Community Block Plan and Community Design Guidelines that integrate the natural environment and features, including maintaining visual and physical access to the valleylands, where appropriate;
- ii) Provision of a variety of enhanced housing choices in distinctive enclaves expressed through attention to detail in the architecture,

- choice of building materials, building elevations, roof lines, landscaping and garage siting to reduce its visual impact;
- iii) Establishment of community gateways through the use of design features such as medians, gateway structures, roundabouts and special corner lots; and,
  - iv) Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including, but not limited to, medians, valley edge streets and vista blocks.

5.1.2.3 The “Design Workbook for Brampton’s Upscale Executive Special Policy Areas, September, 2000” and the City’s Development Design Guidelines establish the City’s minimum expectations for the planning, design, and delivery of new communities in Executive Residential designated areas. In addition to the principles listed in Section 5.1.2.2, the extensive and detailed guidelines and requirements of the Design Workbook for Brampton’s Upscale Executive Special Policy Areas and the Development Design Guidelines, will be considered to ensure that the design attributes of the Area 47 Upscale Executive Housing Areas are thoroughly compatible with their Upscale Executive Housing role and function.

LPAT OPA 11-2020  
Section 5.1.2.3

5.1.2.4 In areas designated Executive Residential on Schedule SP47(a), the following policies shall apply:

- i) Single detached structural units shall be permitted in addition to upscale semi-detached and townhouses, subject to appropriate site design, architectural and streetscape;
- ii) Limited development of the following complementary uses shall also be permitted;
  - private education facilities;
  - libraries;
  - day care centres;

LPAT OPA 11-2020  
Section 5.1.2.4 (i),  
(iii), (iv), (v), (vi).

- health centres; and, public recreation facilities.

- iii) A maximum density of 19.77 units per net residential hectare (8 units per net residential acre) shall be permitted;
- iv) As a guideline, a minimum lot frontage for single detached units of 15 metres (50 feet) shall be encouraged where appropriate, especially adjacent to natural valley corridors; A range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;
- v) Anchor areas within the designation, which give the upscale Executive Residential community its distinctive executive character, shall be provided; and,
- vi) The essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be considered in the community.

5.1.2.5 In evaluating applications for upscale Executive Residential development, the City shall consider in conjunction with the City of Brampton Development Design Guidelines, among other aspects:

- i) Residential density;
- ii) Lot width and lot frontage;
- iii) Garage widths and projections;
- iv) Setbacks;
- v) Architectural design;
- vi) Building massing and streetscape; and,
- vii) Treatment of gateways and edges.

LPAT OPA 11-2020 Section 5.1.2.6
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5.1.2.6 As a guideline, in accordance with Section 4.1.2.6 of the Official Plan, the City shall endeavour to ensure that the areas designated Executive Residential on Schedule SP47(a), yield approximately 600 upscale executive housing units.

### 5.1.3 Low Density

5.1.3.1 Lands within the Low Density Residential designation on Schedule SP47(a) shall be developed primarily for single-detached housing that takes advantage of the locational and natural attributes of the area and acts as a transition between the Executive Residential Area and the conventional areas of the community. Low Density Residential areas together with the Executive Residential areas shall reflect the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan, in accordance with Section 5.1.2 of this Chapter.

LPAT OPA 11-2020  
Section 5.1.3.2

5.1.3.2 In areas designated Low Density Residential on Schedule SP47(a), the following shall apply, subject to Section 5.1.1 of this Chapter:

- i) Single detached structural units shall be permitted in addition to upscale semi-detached and townhouses may be considered subject to superior site design, architecture, streetscape and appropriate location that shall be determined at the Draft Plan of Subdivision stage.
- ii) A maximum density of 27.18 units per net residential hectare (11 units per net residential acre) shall be permitted; and,
- iii) Lots adjacent to areas designated Executive Residential shall have a minimum lot frontage of 12.2 metres (40 feet).

5.1.3.3 Lots abutting or directly adjacent to the Executive Residential designation or fronting on the collector roads shall be encouraged to have a more generous frontage and superior façade treatment because of the visual importance of the entrances to the upscale executive housing community.

LPAT OPA 11-2020  
Section 5.1.3.4

5.1.3.4 On those lands within the Low Density designation, which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot frontages shall be permitted as long as the maximum density of 27.18

units per net residential hectare (11 units per net residential acre) is maintained.

#### **5.1.4 Low/Medium Density Residential**

5.1.4.1 In areas designated Low/Medium Density Residential on Schedule SP47(a) the following shall apply, subject to Section 5.1.1 of this Chapter:

- i) Permitted uses shall include single-detached, semi-detached and street related townhouse structure types;
- ii) A limited number of stacked townhouse structures may be considered subject to appropriate location and superior site design, architecture and streetscape as a transition between the built forms within Clarkway Drive Mixed Use (Residential/Retail) designation and adjacent areas designated Low/Medium Density Residential;
- iii) A maximum combined density of 32.12 units per net residential hectare (13 units per net residential acre) shall be permitted;
- iv) A minimum lot frontage of 11 metres (36 feet) shall be required for single-detached structure types;
- v) Notwithstanding the provisions of Section 5.1.4.1 (iii) above, a 9 metre by 26 metre lot module shall be permitted, provided that units on a 9 metre by 26 metre lot module comprise no more than 10% of the total number of residential units within any individual plan of subdivision and that these lots shall be dispersed throughout the plan of subdivision.

LPAT OPA 11-2020  
Section 5.1.4.1 (iii)

In addition, at least 60% of the overall development within the Low/Medium Density Residential designation shall be single detached structural units. However, the units on a 9 metre by 26 metre lot module shall not be counted towards satisfying the requirement that 60% of overall

development within Low/Medium Density designation shall be single detached structural units.

5.1.4.2 Any proposal for townhouse development within the Low/Medium Density Residential designation shall have regard for the achievement of acceptable transition and physical integration with lower density forms of residential development and with higher density mixed use developments, and separation and buffering from major roads, other noise sources or adjacent commercial uses.

### **5.1.5 Affordable Housing**

5.1.5.1 As part of block planning, fully serviced sites shall be identified within Secondary Plan Area 47 and made available to Peel Living or similar non-profit social housing agencies for the development of affordable housing.

### **5.1.6 Medium Density Residential**

Notwithstanding the Medium Density category identified in Section 4.2 of the Official Plan, the lands designated Medium Density Residential in Schedule 47(a) shall permit the following:

- i) Apartments, back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the Medium Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.
- ii) A maximum density of 100 units per net residential hectare (40 units per net residential acre) shall be permitted.
- iii) A maximum height of 6-storeys shall be permitted.

### 5.1.7 High Density Residential

Notwithstanding the High Density category identified in Section 4.2 of the Official Plan, the lands designated High Density Residential in Schedule 47(a) shall permit the following:

- i) Back-to-back townhouses, stacked townhouses and a seniors' residence shall be permitted uses with the High Density Residential designation in addition to the uses permitted in Section 4.2 of the Official Plan.

## 5.2 EMPLOYMENT

### 5.2.1 General Provisions

5.2.1.1 Employment lands are an integral part of creating a complete community and will assist in achieving the City's employment targets. As such, the provision of employment lands is a critical element of this Secondary Plan.

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28, 2017.  
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Ltd. with  
respect to Block  
Plan Area 47-3

5.2.1.2 Development within the lands designated Prestige Industrial, Business Park, Office Node and Logistics/Warehouse/Transportation can proceed based on individual subdivision or site plan applications, where appropriate, and prior to the completion of the Master Environmental Servicing Plan subject to submitting the following studies that consider the natural heritage system, floodplain management, stormwater management, existing arterial roads and development staging constraints as determined in consultation with the City: an Urban Design Brief, an Environmental Impact Study, a Functional Servicing Report, a Traffic Impact Study and a Cost Sharing Agreement.

5.2.1.3 In instances where a Block Plan Environmental Implementation Report is not being undertaken, a Terms of Reference for an Environmental Impact

Study must be completed and approved to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards to the satisfaction of TRCA.

The Environmental Impact Study must be a comprehensive interdisciplinary report as per the approved Terms of Reference and must be completed to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.

5.2.1.4 To ensure functionality and land use compatibility, the development of commercial designations on Schedule SP47(a) shall be subject to the following policies:

- i) Enhanced architectural and streetscape treatments, in accordance with the urban design policies of this Chapter;
- ii) Sites shall be planned as one integrated entity, regardless of ownership or proposed phasing of development, and no portion of any site shall be developed until an integrated plan for the site has been approved by the City;
- iii) No outdoor storage of goods or materials shall be permitted;
- iv) Provision shall be made to minimize adverse impacts upon adjacent Residential and Valleyland designations through landscaping and buffer treatments. The Valleyland buffer is intended to be fully naturalized and must be treated with native and non-invasive plant species only. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- v) Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;
- vi) Common access arrangements and linked parking areas may be required to serve multiple land uses;
- vii) Commercial sites will be designed to be readily accessible to the community via all transportation modes, with particular attention given to integrating active transportation and transit infrastructure and



- networks. This infrastructure will provide safe and attractive linkages that promote and encourage walking, cycling and transit;
- viii) Commercial sites will provide secure bicycle storage that are conveniently located and easily accessible;
  - ix) Commercial development adjacent to Executive Residential and Low Density designations shall be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", and the City's Development Design Guidelines;
  - x) To generate an attractive and integrated urban environment, development within commercial designations adjacent to Executive Residential and Low Density areas shall consist of enhanced building and landscape design and the use of materials to enhance and complement the upscale image of the community; and,
  - xi) Prominent buildings shall be brought to the street edge.

5.2.1.5 Drive-through facilities shall be permitted in the "District Retail", "Neighbourhood Retail", "Convenience Retail", "Highway Commercial", "Service Commercial" and "Service Employment" designations subject to Section 4.11 and other relevant policies of the Official Plan, and provided that these facilities are consistent with the principles, objectives and vision of the Secondary Plan.

5.2.1.6 The number of drive-through facilities will be limited within individual commercial and retail parcels in order to mitigate traffic, noise, odour, visual impacts etc. The location and design criteria of drive-through facilities shall be determined at the Block Plan Stage. Urban design guidelines for drive-through facilities shall be prepared in accordance with the City's Development Design Guidelines and approved as part of block planning. The guidelines shall include, but not be limited to, minimum separation distances from residential zones, from other drive-through facilities and from major street intersections, landscaping of stacking and drive-through lanes, maintaining an effective level of vehicular function both within a site and on the surrounding road network, separation of

vehicles from pedestrians and architectural design options that are consistent with the vision for the Secondary Plan.

## **5.2.2 District Retail**

5.2.2.1 The lands designated District Retail on Schedule SP47 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.4 and other relevant policies of the Official Plan.

LPAT OPA 11-2020  
Section 5.2.2.2

5.2.2.2 All development in the District Retail designation shall be in accordance with the City's Development Design Guidelines and subject to development standards, including landscaping, buffering, building and parking setbacks to minimize impacts on the abutting Open Space designation and to achieve an appropriate interface and transition to uses within the Medium Density Residential designation.

## **5.2.3 Neighbourhood Retail**

5.2.3.1 The lands designated Neighbourhood Retail on Schedule SP47(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.5 and other relevant policies of the Official Plan.

## **5.2.4 Convenience Retail**

5.2.4.1 The lands designated Convenience Retail on Schedule SP47 (a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.5 and other relevant policies of the Official Plan.

5.2.4.2 Notwithstanding Section 4.3.5 of the Official Plan, Convenience Retail centres may be developed with floor areas greater than 3, 700 square metres (40,000 square feet) without the need for an amendment to the Official Plan or this Chapter, provided that this is justified at the Block Plan Stage, including, confirmation of permitted uses and a maximum

retail/commercial floor area in relation to planned commercial function, urban design, architecture and site layout.

### **5.2.5 Service Commercial**

5.2.5.1 Lands within the Service Commercial designation shall be developed in accordance with relevant sub-sections of Section 4.3 of the Official Plan and the policies of this Chapter.

### **5.2.6 Highway Commercial**

5.2.6.1 The lands designated Highway Commercial on Schedule SP47(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3.7 of the Official Plan, this Chapter and other relevant policies of the Official Plan.

5.2.6.2 Where a Highway Commercial development is proposed, it shall be designed so as to minimize the impact upon adjacent residential uses, through superior architectural design, landscaping and the implementation of fences and walls. The illumination of parking facilities shall be directed away from nearby residences and natural features to minimize intrusion and glare upon residential properties and the Open Space System. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

### **5.2.7 Prestige Industrial**

5.2.7.1 The lands designated Prestige Industrial on Schedule SP47(a), shall permit the range of uses and be developed in accordance with Part 1, Section 4.4, and other relevant policies of the Official Plan. Permitted uses include research and development facilities, communication and/or telecommunication facilities, manufacturing and processing of semi processed or fully processed materials deemed not to have harmful

impacts arising from dust, fumes, odour, noise or vibrations, assembling, packaging and warehousing facilities, provided that such uses operate within wholly enclosed buildings and have no outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, lands within the Prestige Industrial designation shall also permit offices, hotels, conference/convention centers, and within which may permit limited accessory retail, and business support services. Day nurseries and open space uses such as stormwater management facilities may also be permitted within lands designated Prestige Industrial, without an amendment to this Plan.

Ancillary and service retail uses (up to 25% of the total gross floor area of the principal use but not exceeding 550 sq. metres in gross floor area) shall be permitted where integrated as a component of an employment use.

5.2.7.2 Development of the lands within the Prestige Industrial designation shall be based on the following policies:

- i) An enhanced building design shall be required and undeveloped portions of lots shall be landscaped to achieve the intended prestige image;
- ii) Outdoor storage including truck trailer parking as a primary use shall not be permitted;
- iii) Limited accessory outside storage areas shall not directly abut arterial class roads and shall be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law;
- iv) From a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- v) The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged;

- vi) Provision shall be made to minimize adverse impacts on adjacent residential uses that exist or which are planned for the area through site design, landscaping and appropriate buffer treatments;
- vii) Natural features are to be integrated in site design where appropriate and feasible, and are to be supplemented by landscaping in order to create a “park-like” setting;
- viii) The City may require the submission of a detailed development concept or Tertiary Plan as part of a planning application to demonstrate how the subject lands and adjacent area can be comprehensively developed to the satisfaction of the City and the Region of Peel;
- ix) The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City’s Development Design Guidelines and the site specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.

### **5.2.8 Business Park**

5.2.8.1 The lands designated Business Park on Schedule SP47(a), shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include: all permitted uses within the Prestige Industrial designation listed in Section 5.3.7 of this Plan, and shall permit limited outdoor storage of goods and materials subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted. Warehousing as a primary use will be permitted provided that the Office component will generally be in the order of 5% of the gross floor area of the buildings.

5.2.8.2 Lands within the Business Park designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- The requirements of industry for road access;
- The type and extent of outside storage; and
- The need to minimize potential conflicts between different classes of land uses.

5.2.8.3 The development of lands within the Business Park designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses and uses in close proximity to the industrial use area will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads. The number of access points from individual lots to public roads shall be minimized. Shared access and internal connections between multiple lots is encouraged.

5.2.8.4 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

5.2.8.5 The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Business Park designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;

OMB Order  
PL141189  
dated March  
28, 2017.  
- Site-specific  
appeal by  
Caveze  
Investments  
Ltd., 10605  
Coleraine  
Drive.

## 5.2.9 Logistic/Warehouse/Transportation

5.2.9.1 The lands designated Logistic/Warehouse/Transportation on Schedule SP47(a) shall permit the range of uses and shall be developed in accordance with Part 1, Section 4.4, Subsection 4.4.2 and other relevant policies of the Official Plan. Permitted uses shall include Prestige Industrial and those listed in Section 5.3.7 of this Plan. Outdoor storage of goods and materials will be permitted subject to the location and screening criteria contained within the implementing zoning by-law. In addition, open space uses such as stormwater management facilities shall also be permitted.

5.2.9.2 Lands within the Logistic/Warehouse/Transportation designation may be further divided into classes of industrial zones in the zoning by-law on the basis of the following:

- The requirements of industry for road access;
- The type and extent of outside storage; and
- The need to minimize potential conflicts between different classes of land uses.

OMB Order  
PL141189  
dated March  
28, 2017.  
- Site-specific  
appeal by  
Caveze  
Investments  
Ltd., 10605  
Coleraine  
Drive.

5.2.9.3 The development of lands within the Logistic/Warehouse/Transportation designation will be subject to development standards, including landscaping and buffering, to ensure that the potential impact of industrial operations on adjoining uses will be minimized. From a streetscape perspective, large lots/blocks are encouraged along arterial roads.

5.2.9.4 The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measure contained within the approved urban design guidelines for these lands.

OMB Order  
PL141189  
dated March  
28, 2017  
- Under  
appeal by  
Caveze  
Investments  
Ltd., with  
respect to the  
lands  
identified on  
Schedule  
SP47(a).

5.2.9.5 Outside storage areas including truck trailer parking shall not directly abut arterial roads, shall be limited in size and be appropriately set back and screened in accordance with the requirements of the implementing zoning by-law.

5.2.9.6 The City may require the submission of a detailed development concept or Tertiary Plan, as part of a planning application, to demonstrate how lands within the Logistic/Warehouse/Transportation designation can be comprehensively developed to the satisfaction of the City and the Region of Peel;

#### 5.2.10 Office Node

5.2.10.1 Lands designated Office Node on Schedule SP47(a), shall permit the range of uses and be developed in accordance with the policies of Part 1, Section 4.4.3 and other relevant policies of the Official Plan. Permitted uses include office uses, research and development facilities, hotels, conference/convention centers, limited accessory retail, and business support services. Warehousing and distribution uses shall not be permitted on the lands designated Office Centre.

5.2.10.2 Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- To enhance streetscape amenity design, vehicle parking areas will generally be located in the rear or internal side yards, and be consistent with the approved urban design guidelines for these lands;
- From a streetscape perspective, large blocks shall be encouraged along arterial roads;
- To generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;



- Building height will generally not be less than 3 storeys;
- Buildings should generally be street related and be orientated to face and address the streets they front.
- The City may require the submission of a development concept or tertiary plan, as part of a planning application, to demonstrate how the area and adjacent lands can be comprehensively developed to the satisfaction of the City;
- Accessory retail and business support services shall be restricted to a maximum percentage of floor space within the office building, the details of which shall be specified in the implementing zoning by-law;
- Outdoor storage uses shall not be permitted; and,
- The negative visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized in accordance with the City's Development Design Guidelines and the site specific architectural design and landscape and screening measures contained within the approved urban design guidelines for these lands.

5.2.10.3 The City shall require that office buildings within the Office Centre designation be developed in a manner that minimizes the impact on surrounding natural areas and land uses while providing for an orderly integration of land uses.

5.2.10.4 The City shall encourage building designs through site plan approval adjacent to the Arterial A2 and Highway 50 frontage that achieves an office character appropriate for a primary gateway location through the submission of comprehensive urban design guidelines that address streetscapes, landscape designs and architectural design, massing, siting and orientation, articulation, and materials to the satisfaction of the City;

## **5.2.11 Service Employment**

5.2.11.1 Lands designated Service Employment on Schedule SP47(a) are located east of Clarkway Drive between Countryside Drive and the Community Park designation. These lands are designated for service based employment uses that are intended to serve area residents and businesses in a built form that is compatible with the character of the adjacent residential community.

5.2.11.2 Lands designated Service Employment will permit offices such as medical/dental as well as business, professional or administrative offices and financial institutions and banquet hall. Permitted uses also include a personal service shop, service shop, restaurant, art gallery/studio, printing or copy establishment, fitness centre, dry cleaning or laundry distribution station, commercial, technical or recreational school, animal hospital or custom workshop.

5.2.11.3 The following uses shall not be permitted within the Service Employment designation:

- Motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, motor vehicle or boat parts and accessories sales establishment, motor vehicle body shop
- Parking lot
- Taxi or bus station
- Motor vehicle washing establishment
- Gas bar or service station
- Supermarket
- Massage or body rub parlour
- Tavern

5.2.11.4 Drive-through facilities may be permitted to a limited extent subject to issues related to traffic, noise, odour, visual impact etc. being

addressed to the satisfaction of the City as part of a rezoning application.

5.2.11.5 Lands within the Service Employment designation shall be encouraged to develop for a mix of uses in a street oriented manner in accordance with the following development and urban design principles in order to contribute to a distinctive character:

- (i) To generate an integrated, attractive, walkable and human scale urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, building massing, architectural, landscape and safety design elements shall be implemented;
- (ii) Service and loading areas shall be incorporated into building designs and shall not face any public street, and be effectively screened from view through appropriate fencing or landscaping to minimize the impact on adjacent residential areas;
- (iii) Parking areas should be located at the rear of principal buildings and where parking is provided in the front yard, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- (iv) Common access arrangements and linked parking areas may be required to serve multiple land uses; and,
- (v) To ensure comprehensive and integrated development, the City may require the submission of a development concept or tertiary plan to demonstrate how the designated area can be comprehensively developed to the satisfaction of the City.

### **5.3 NATURAL HERITAGE SYSTEM**

#### **5.3.1 Valleyland**

5.3.1.1 The Valleyland designation shown on Schedule SP 47(a) is comprised of natural features (e.g. wetlands, watercourses, etc.); hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander

belt, or long-term stable slope, and environmental buffers. The limits of the Valleyland designation may be refined through the approved Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

5.3.1.2 Prior to the City issuing final approval for the Block Plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will illustrate the limits of the Regulatory Floodplain based on TRCA's updated flood flow rates for the Humber River Watershed. Where the Regulatory Floodplain has expanded in Area 47 based on the application of the updated flood flow rates, the Environmental Implementation Report or Environmental Impact Study will recommend technical solutions that provide a balanced approach that accommodates the updated flood flows while maintaining the existing limits of the valley corridors that are shown in the secondary plan, where appropriate, and to provide an environmental buffer.

The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and must demonstrate no negative impacts to the West Humber River tributaries, natural features and their ecological functions, and that an enhancement to the natural features and functions can be achieved, to the satisfaction of City of Brampton and TRCA. Grading within the environmental buffers will generally not be permitted. In areas where technical solutions have been approved by the City and TRCA, grading may be allowed in the environmental buffers to address changes to the Regulatory Floodplain resulting from the updated flood flow rates.

5.3.1.3 The final Valleyland designation shall be protected through an appropriate zone in the City's Zoning By-law in accordance with the recommendations of the Area 47 Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study.

5.3.1.4 Minor refinements to the boundaries of the Valleyland designation may be considered to reflect the differences in scale, and level of detail available through the preparation of the Environmental Implementation Report or Environmental Impact Study without an official plan amendment. However, minor refinements shall not adversely impact the functions or result in any significant decrease in size of the final Valleyland designation.

5.3.1.5 Prior to the City issuing final approval for the block plans in Areas 47-1 and 47-2, or draft plan of subdivision or site plan approval, where appropriate, for the employment lands, the Environmental Implementation Report or Environmental Impact Study will provide justification for the reconfiguration of Rainbow Creek Corridor for the purposes of creating a more well-defined corridor that must demonstrate no negative impacts and that enhances the natural features and functions. Through the Master Environmental Servicing Plan, separate sections of Rainbow Creek Corridor will be identified for the possible reconfiguration. The Environmental Implementation Report or Environmental Impact Study shall be undertaken in accordance with the recommendations and requirements of the approved Master Environmental Servicing Plan and shall include preliminary conceptual design drawings and an implementation strategy in the case of an Environmental Implementation Report or detailed design drawings and an implementation strategy in the case of an Environmental Impact Study, whichever proceeds first, for the applicable Rainbow Creek Corridor section as identified in the finalized Master Environmental Servicing Plan. Approvals from TRCA and other public agencies are required.

5.3.1.6 Permitted uses and activities within the Valleyland designation shall be in accordance with Section 4.6.6 and other relevant policies of the Official Plan.

5.3.1.7 The limits of the Valleyland designation may be refined through the finalization of the Master Environmental Servicing Plan and either an Environmental Implementation Report undertaken as part of block

planning or an Environmental Impact Study undertaken as part of draft plan of subdivision or site plan application, where appropriate. Lands located outside of the limits of the final Valleyland designation will be generally available for development as shown on Schedule SP47 (a), unless otherwise determined through the completion of the Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study.

5.3.1.8 The recreational Open Spaces and the Natural Heritage System, are given a high profile within the community as visible and accessible public amenities, and are inter-connected to the greatest extent practicable where it has been demonstrated not to adversely impact the functions of the Natural Heritage System.

5.3.1.9 Pedestrian and cyclist linkages between the Natural Heritage System, Open Space facilities and school sites shall be provided where it has been demonstrated that the functions of the Natural Heritage System will not be adversely impacted. Such linkages shall be identified during the Block Plan stage and further refined during the processing of subdivision plans.

5.3.1.10 Notwithstanding the provisions of Section 4.6.6 of the Official Plan, the restoration of natural heritage features and areas shall be determined in accordance with the recommendations of the Master Environmental Servicing Plan and Environmental Implementation Report or Environmental Impact Study for Area 47.

5.3.1.11 The illumination of parking facilities shall be directed away from the Natural Heritage System and illumination of trails minimized to reduce disturbance to wildlife to the greatest extent practical.

### **5.3.2 Significant Woodlands**

5.3.2.1 Lands designated Significant Woodlands on Schedule SP47(a) include tableland woodlands and woodlots that were identified in the draft Area 47 Master Environmental Servicing Plan dated May 2013.

5.3.2.2 Lands designated Significant Woodlands on Schedule SP47 (a) shall remain in a natural state and be used for purposes such as passive recreation where appropriate and conservation. The extent of Significant Woodland to be protected shall be confirmed through the preparation of an Environmental Implementation Report or Environmental Impact Study. Any residual lands shall revert to the adjacent lands use designation without the necessity of further amendment to this Chapter.

5.3.2.3 The preservation or treatment of Significant Woodlands shall be in accordance with Section 4.6.8 and other relevant policies of the Official Plan.

5.3.2.4 The illumination of parking facilities shall be directed away from Significant Woodlands to reduce disturbance to wildlife to the greatest extent practical.

**5.3.3 Environmental Special Study Area 1 and 2**

This section shall apply to only the two Special Study Areas referenced herein.

The boundaries of the Clarkway Tributary Natural Heritage System within the two Special Policy Areas 1 and 2 as illustrated on Schedule SP47(a) and identified on Figure 2.17 of the Master Environmental Servicing Plan, will be finalized to the satisfaction of the City and the TRCA, as follows:

Special Study Area 1 (referred to as Area B in the Master Environmental Servicing Plan) – Consistent with the intent of Policy 10.1.3 of this Secondary Plan, may be removed from the Natural Heritage System subject to compensation being provided in accordance with section 4.6.6 of the Official Plan, with restoration and enhancement based on an Environmental Implementation Report. The required compensation shall be provided on one or more of the properties located at the southwest quadrant of Mayfield Road and Clarkway Drive and having property identification Nos. 14213-0005, 14213-0001, 14213-0006, and 14213-0002.

Special Study Area 2 (referred at as Area C in the Master Environmental Servicing Plan – The northern limit of Special

OMB Order dated  
April 16, 2018

Study Area 2 may be modified, subject to the City and TRCA's approval of a scoped Environmental Implementation Report that includes a strategy to identify feasible post-development alternatives that maintain contributing flows and ecological functions to the downstream portion of the Natural Heritage System. As part of the strategy, the analysis must include a features-based water balance demonstrating that the existing hydrology and seasonal water level patterns for the downstream portion of the Natural Heritage System is maintained. The strategy must also demonstrate through an erosion and stream bank study that downstream channel stability is not adversely impacted and that contributing ecological inputs and terrestrial/aquatic habitat functions are maintained.

## **5.4 RECREATIONAL OPEN SPACE SYSTEM**

### **5.4.1 General Provisions**

5.4.1.1 The Recreational Open Space System provides parks and open space at the local, community, and city scale. Lands designated Recreational Open Space on Schedule SP47 (a), shall permit the range of uses and development in accordance with the provisions of Section 4.7 of the Official Plan and this Chapter and shall be credited against the parkland dedication requirements.

5.4.1.2 Owners of lands designated for park blocks on SP47 (a) shall enter into arrangements with the City for the purposes of conveyance of such lands to the City for park purposes. Conveyance of such lands will occur in accordance with the requirements of the Planning Act.

5.4.1.3 Detailed subdivision designs shall encourage safe pedestrian and cyclist linkages between the various components of the park hierarchy, institutional and public uses, and the Natural Heritage System.

5.4.1.4 In creating designs for parks and open space, regard shall be had for the latest design parameters established in the City of Brampton's Development Design Guidelines and the City's most recent revised Parks Hierarchy.



5.4.1.5 In further refining the Open Space System through the Block Plan and the Subdivision Approval process, parks shall incorporate, to the greatest extent practical, localized portions of existing tableland vegetation (e.g. high quality hedgerows, tree stands, specimen trees and other woodlands) that are not part of the Natural Heritage System, as determined through the Environmental Implementation Report or Environmental Impact Study for Area 47.

5.4.1.6 The illumination of recreational facilities, including parking areas and lighted playing fields, shall be directed away from the Natural Heritage System and adjacent developments, in order to minimize disturbance to wildlife and people to the greatest extent practical.

5.4.1.7 If any park site is not required by the City through the draft plan of subdivision stage, then it shall be released for development based on the permissions of the adjacent residential land use designation without amending the Official Plan. These park sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternate lotting for residential development should the park site not be used for parkland purposes.

LPAT OPA 11-2020  
Section 5.4.1.7

OMB Order  
PL141189  
dated March  
28, 2017.  
- Site-specific  
appeal by  
Clarkway –  
Mayfield  
Appellants as  
identified on  
SP47(a).

**5.4.2 Community Park**

5.4.2.1 The Community Park designated on Schedule SP47(a) is intended to provide green space at the Community scale, provide active outdoor recreational opportunities for residents and shall be planned as a major destination park and focal point for the community. The park is located at the intersection of two arterial roads to reinforce the community structure and civic identity.

5.4.2.2 No approval of any draft subdivision plan, site plan and or/rezoning within the Block Plan Areas 47-1 and 47-2 shall be permitted until such time as the City has either acquired the lands designated Community Park on

Schedule SP47(a), or has entered into an agreement, satisfactory to the City, to ensure the conveyance of the Community Park to the City.

5.4.2.3 Land designated Community Park shall be developed in accordance with the Community Park policies of Section 4.7.3.2 and other relevant policies of the Official Plan.

5.4.2.4 Notwithstanding Section 4.7.3.2 of the Official Plan, the Community Park designated on Schedule SP47(a) shall have a minimum area of 16 hectares (40 acres) and may include some recreational facilities that have the characteristics of a City park function.

5.4.2.5 Notwithstanding Section 5.4.2.4, adjustments to the boundaries and area of the Community Park may be considered without an amendment to this Plan, in such cases as part of establishing a surrounding urban context (abutting land uses, alignment of the abutting new east-west and north-south Collector Roads), to address potential impact of the NHS, having regard for the impacts on the park, and providing for suitable compensation to address any losses in areas, facilities or park functionality.

5.4.2.6 Buildings supporting recreation facilities will be located close to the recreation facility they will serve and will be designed to help reinforce the community structure and civic identity, where appropriate. Entry/access points shall be located conveniently and incorporate a civic design theme. Parking shall be accommodated on site with minimum exposure to public roads.

5.4.2.7 The design of future hard and soft landscape elements and features will be consistent with the character of the community, the surrounding built form and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

### **5.4.3 Neighbourhood Parks**

5.4.3.1 Neighbourhood Parks are intended to service the recreational needs of the immediate or local neighbourhood. Neighbourhood Parks in Area 47 shall be provided at a service level equivalent to approximately 0.5 hectares/1000 persons. The parks should be evenly distributed and be within a walking distance for the majority of the population.

5.4.3.2 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP47 (a) in accordance with the Neighbourhood Park policies of Section 4.7.3.3 and other relevant policies of the Official Plan. Provided that the general intent of this Chapter is not compromised, adjustments may be made to the size and location of Neighbourhood Parks, through the Block Planning and Subdivision Approval processes, to accommodate design or park dedication matters, without further amendment to this Chapter.

5.4.3.3 The street pattern will ensure significant frontage of the Neighbourhood Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form.

5.4.3.4 Entry/ access points to Neighbourhood Parks shall be located conveniently and incorporate a civic design theme.

5.4.3.5 In the interest of providing a variety of recreational opportunities at the neighbourhood level, lands designated Neighbourhood Park on Schedule SP47 (a) shall be designated in accordance with the following sub-categories as part of Block Planning: 'Local', 'Town Square', 'Parkette', 'Vest Pocket'. Policies with respect to these sub-designations shall be included as part of Official Plan amendments for Block Plans within Area 47.

#### **5.4.4 Local**

5.4.4.1 Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving as key recreational and gathering spaces for residents. Local Parks shall be planned as community focal points and located, preferably at the corner of a minimum of two public roads. There shall be at least one Local Park per Block Plan area.

5.4.4.2 The street pattern will ensure significant frontage of the Local Park on adjacent streets to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form.

5.4.4.3 Entry/access points to Local Parks shall be located conveniently and incorporate a civic design theme.

5.4.4.4 Local Parks will generally be 1.2 to 2 hectares (3 to 5 acres) in size.

#### **5.4.5 Town Square**

5.4.5.1 Town Squares provide central common green space within communities and serve as key social gathering spaces for residents. Town Squares should be planned as focal points of the community.

5.4.5.2 The street pattern shall ensure that Town Squares have a minimum of two public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the community and to establish a consistent relationship between open space and built form. Surrounding built form should accentuate the design and focus given to Town Squares and create attractive edges.

5.4.5.3 The design of Town Squares will seek to locate key features to terminate view corridors. The design of hard and soft landscape elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.4.5.4 Entry/access points to Town Squares shall be located conveniently and should incorporate a civic design theme.

5.4.5.5 Town Squares will generally be 1.0 to 1.5 hectares (2.5 to 3.7 acres) in size. They may be smaller if situated in urban node areas, e.g. 0.25 to 0.75 hectares (0.6 to 1.85 acres).

#### **5.4.6 Parkette**

5.4.6.1 Parkettes provide active and passive recreation, servicing the local residential or Mixed use neighbourhood. Parkettes shall be planned as a central part of each neighbourhood.

5.4.6.2 The street pattern shall ensure that Parkettes have a minimum of two, and up to four, public road frontages to promote views and reinforce their focal nature. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Dwellings will front onto Parkettes to create attractive street edges with minimal or no rear lotting (flankage conditions are preferred). Parkettes may also be located adjacent to valleylands to provide trail connectivity.

5.4.6.3 Parkette location is preferred to be separate from school blocks to improve open space distribution in the community and to prevent over use of the park.

5.4.6.4 The design of Parkettes should seek to locate key features as a means of terminating view corridors. The design of hard and soft landscape

elements and features will be consistent with the character of the community, the surrounding houses and other open space components. Hard and soft landscape elements and features will be designed to define and articulate activity areas, circulation, entry points, and seating/gathering areas.

5.4.6.5 Entry/access points to Parkettes shall be located conveniently and incorporate a civic design theme.

5.4.6.6 Parkettes will generally be 0.6 to 1.0 hectares (1.5 to 2.5 acres) in size.

#### **5.4.7 Vest Pocket**

5.4.7.1 Vest Pockets are small soft landscaped areas that are designed for passive uses and limited active play. Vest Pockets shall be planned to service the local neighbourhood and supplement other neighbourhood park types.

5.4.7.2 The street pattern shall ensure that Vest Pockets have a minimum of two public road frontages. Streetscapes will be designed to reinforce the adjacent streets as primary streets within the neighbourhood and to establish a consistent relationship between open space and built form. Dwellings will front onto Vest Pockets to create attractive street edges.

5.4.7.3 Vest Pockets will generally be 0.4 to 0.6 hectares (1 to 1.5 acres) in size.

### **5.5 INSTITUTIONAL**

#### **5.5.1 General Provisions**

5.5.1.1 Areas designated Institutional on Schedule SP47 (a) permit the range of uses and shall be developed in accordance with the provisions of Section 4.9 of the Official Plan and this Chapter.

5.5.1.2 The development of Institutional buildings such as schools and places of worship shall recognize their civic importance in reinforcing their focal

significance and be located close to the street to provide a street presence.

5.5.1.3 Places of Worship may be integrated within the residential designations of this Plan as part of an overall development that is primarily residential.

5.5.1.4 The illumination of parking facilities shall be directed away from the Natural Heritage System to minimize disturbance to wildlife to the greatest extent practical.

5.5.1.5 In addition to the school sites designated on Schedule SP47(a), the Peel District School Board has identified the need for an additional elementary school and secondary school to satisfy its long term requirements for school accommodation in Secondary Plan Area 47 in consideration of the forecasted number of residential units and students in Area 47 and adjacent school catchment areas. Through the City's block planning process, the need for and location of additional school sites will be determined to the satisfaction of the City in consultation with the Peel District School Board. The designation of additional school sites shall be implemented by way of an official plan amendment to Secondary Plan Area 47.

## **5.5.2 Elementary Schools**

5.5.2.1 Elementary School Sites are identified on Schedule SP47 (a) in the general locations shown and shall be developed in accordance with the policies of Section 4.9.6 of the Official Plan and this Chapter.

5.5.2.2 Five new public elementary school sites and one new Catholic elementary school site are designated on Schedule SP47(a) to generally satisfy the anticipated long term requirements of the Peel District Public School Board and the Dufferin-Peel Catholic District School Board. Minor locational variations to school sites are permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve

development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.

5.5.2.3 The need for a particular school site shall be confirmed by the School Boards as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.

5.5.2.4 If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designation. Relevant draft plans of subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be required to submit, at the draft plan of subdivision stage, an alternative lotting for residential development should the school site not be used for educational purposes.

5.5.2.5 Prior to approval of plans of subdivision, the City shall require landowners within Block Plan Areas 47-1 and 47-2 to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP47 (a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.

### **5.5.3 Secondary School**

5.5.3.1 The area designated Secondary School on Schedule SP47 (a) permits the range of uses and shall be developed in accordance with the provisions of Section 4.9.6 of the Official Plan and this Chapter.

5.5.3.2 The need for a particular school site shall be confirmed by the School Board as part of the approval process for the Block Plans. The duration for which the site is reserved will generally not exceed ten (10) years from the time of registration of the plan in which the site is located.



5.5.3.3 If the designated Secondary School site or part thereof is not required by the Peel District School Board, Low Density Residential uses shall be permitted in accordance with the policies of this Chapter.

5.5.3.4 The Secondary School designated on Schedule SP47 (a) is intended to satisfy anticipated long term requirements of the Peel District School Board. Locational variation to the school site is permitted at the block plan, draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.

5.5.3.5 Relevant draft plans of subdivision shall include the designated Secondary School site with a shape, size and frontage satisfactory to the Peel District School Board. The Secondary School site shall be dual zoned and landowners will be required to submit, at the draft plan of subdivision stage, an alternative lotting plan to facilitate residential development should the site not be used for educational facility purposes.

## **6.0 SPECIAL POLICY AREAS**

### **6.1 SPECIAL POLICY AREA 1**

**6.1.1** Recognizing the rural character of the existing estate residences fronting the east side of Clarkway Drive south of Countryside Drive, Special Policy Area 1 on Schedule SP47(a) permits a gradual increase of densities from large lots fronting Clarkway Drive to a transition of residential densities that permits lots that are consistent with the Low/Medium Density Residential designation in Section 5.1.4 of this Chapter.

Mixed uses are permitted within the lands designated Medium Density Residential at the eastern edge of Special Policy Area 1 to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities.

## 6.2 SPECIAL POLICY AREA 2

6.2.1 The City's Official Plan designates a Special Study Area overlay on the property at 5253 Countryside Drive on the south side of Countryside Drive, east of Clarkway Drive, in order to determine, through the tertiary planning process, if a Place of Worship can be developed in a manner that is complementary and supportive of the planning objectives for Area 47.

6.2.2 Considering that the lands adjacent to the intersection of Countryside Drive and the Major Mackenzie Drive extension are more suited for employment uses, a Place of Worship will be permitted south of this intersection in the general area identified as Special Policy Area 2 on Schedule SP47(a) subject to undertaking the appropriate land assembly to acquire a site large enough to facilitate the development of a Place of Worship.

OMB Order  
PL141189  
dated March  
28, 2017.  
– Under appeal  
with respect to  
Special Policy  
Areas 3,4 & 5.

## 6.3 SPECIAL POLICY AREA 3

6.3.1 The Special Policy Area 3 designation on Schedule SP47(a) recognizes an integrated development of a 20-acre site at the southwest quadrant of Mayfield Road and Clarkway Drive as part of the Master Plan concept for the development of the Jain Temple lands. The Master Plan concept proposes a Place of Worship and complementary uses, Neighbourhood Commercial, ground-related residential, high density residential, seniors housing and a private school.

6.3.2 A detailed review and analysis of the Master Plan Concept and the final arrangement of these land uses shall be determined as part of block planning and shall address the suitability of the proposed residential densities in addition to determining appropriate access from Mayfield Road and Clarkway Drive.

OMB Order PL141189 dated March 28, 2017.  
– Under appeal with respect to Special Policy Areas 3,4 & 5.

LPAT OPA 11-2020 Section 6.4

**6.4 SPECIAL POLICY AREA 4**

**6.4.1** Special Policy Area 4 applies to lands bounded by Mayfield Road, Clarkway Drive and the Clarkway Tributary. Special Policy Area 4 recognizes the potential for mixed uses and a transition of residential densities from High Density/Service Commercial from the southeast corner of Mayfield Road and Clarkway Drive to Medium Density moving southwards and then to Low/Medium Density abutting the Clarkway Tributary. Special Policy Area 4 shall also include a Neighbourhood Park block and a stormwater management pond. The size and location of these uses can be determined as part of the future draft plan of subdivision approval stage.

Notwithstanding the Service Commercial designation that applies to the developable area within Special Policy Area 4, High Density Residential uses in accordance with policy 5.1.7 will also be permitted.

**6.4.2** A portion of the proposed connection of the future north-south Arterial Road with Mayfield Road has been identified within Special Policy Area 4. The final alignment of the north-south arterial road will be determined as part of Phases 3 and 4 of the Environmental Assessment process for Arterial Roads within Area 47.

OMB Order PL141189 dated March 28, 2017.  
– Under appeal with respect to Special Policy Areas 3,4 & 5.

**6.5 SPECIAL POLICY AREA 5**

**6.5.1** Special Policy Area 5 identifies potential alternative intersections of Arterial A2 with Mayfield Road. Lands within Special Policy Area 5 shall be protected from development until the alignment of Arterial A2 identified within Special Policy Area 5 and the intersection of Arterial A2 with Mayfield Road has been determined as part of an Environmental Assessment for the Area 47 Arterial Road network or it has been demonstrated to the satisfaction of the City and the Region of Peel that a development proposal can proceed without impacting the final determination of the intersection location and alignment of Arterial A2 identified within Special Policy Area 5.

OMB Order  
PL141189  
dated March  
28, 2017.  
-Under appeal  
to the extent of  
the lands  
identified on  
SP47(a)

**6.6 SPECIAL POLICY AREA 6**

**6.6.1** Special Policy Area 6 includes lands that identify a number of intersections in the general area of Arterial A2 and Hwy 50. These intersections require further analysis to determine network/operational alternatives with regard to traffic movement at these intersection locations as part of a future Environmental Assessment for the Arterial Road network within Area 47. Lands within Special Policy Area 6 shall be protected from development until the locations of these intersections and the arterial road alignment identified within Special Policy Area 6 have been determined as part of an Environmental Assessment for the Area 47 Arterial Road network, or it has been demonstrated to the satisfaction of the City and the Region of Peel that a development proposal can proceed without impacting the final determination of the intersection locations and arterial road alignments identified within Special Policy Area 6.

LPAT OPA 11-2020  
Section 6.7

**6.7 SPECIAL POLICY AREA 7**

**6.7.1** Special Policy Area 7 includes lands on the north side of the TransCanada Pipeline between The Gore Road Tributary and the Clarkway Tributary that are designated Medium Density Residential on Schedule SP47(a). The transition of residential densities within Special Policy Area 7 will be addressed as part of block planning. The built form and architecture of the housing within the Special Policy Area shall have an upscale character that is compatible with the adjacent planned Low Density and Executive Residential areas to the north.

LPAT OPA 11-2020  
Section 6.8

**6.8 SPECIAL POLICY AREA 8**

**6.8.1** Special Policy Area 8 applies to lands at the northeast corner of The Gore Road and Castlemore Road. Notwithstanding the High Density Residential designation that applies to the developable area within Special Policy Area 8, Convenience Retail uses will also be permitted as a stand-alone use or as

part of mixed use development, subject to the following policies and design principles:

- i) As a result of the environmental constraints that apply to a portion of the property, appropriate land assembly may need to be undertaken in order to create a viable commercial development;
- ii) In consideration of the importance of this site as a gateway to Area 47, buildings shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point;
- iii) Architectural elements and material treatment of buildings shall be compatible with the character of the adjacent residential area;
- iv) A Traffic Impact Study shall be undertaken to the satisfaction of the City and the Region of Peel.

LPAT OPA 11-2020  
Section 6.9

## **6.9 SPECIAL POLICY AREA 9**

**6.9.1** Special Policy Area 9 applies to lands designated 'Medium Density Residential' where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities.

LPAT OPA 11-2020  
Section 6.10

## **6.10 SPECIAL POLICY AREA 10**

**6.10.1** Special Policy Area 10 applies to lands designated High Density Residential where mixed uses are permitted to include retail, office, personal and service commercial, institutional, cultural and entertainment uses, residential and related community facilities.

## 7.0 TRANSPORTATION

OMB Order  
PL141189 dated  
March 28, 2017.  
-Under appeal to  
the extent of the  
lands identified on  
SP47(a)

### 7.1 ROADS

**7.1.1** Roads in the Highway 427 Industrial Secondary Plan are intended to develop and function in accordance with Schedules “B” and ‘B1” of the Official Plan, and in accordance with the policies of this Chapter and the designated road classifications on Schedule SP47(a).

**7.1.2** Schedule SP47(a) identifies potential/conceptual access points that will be considered in determining Collector Road requirements as part of the preparation of tertiary plans in support of development applications within the Area 47 employment lands and in determining local road requirements as part of Block Planning within the residential Sub-areas of Area 47. Any Collector Road required within the Area 47 employment lands will be implemented without an official plan amendment as part of a draft plan of subdivision application.

**7.1.3** Arterial Roads, Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the use of either multi-use pathway (in the boulevard of the road right-of-way) or sidewalks and on-road bicycle lanes, and pedestrian walkway linkages to provide safe, access to transit services.

**7.1.4** All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the Natural Heritage System and will be designed to eliminate, minimize and/or mitigate impacts to the environmental and ecological functions and sensitivities of natural features and areas, and to facilitate wildlife passage at valleyland crossings, as appropriate.

**7.1.5** The Secondary Plan Area 47 Transportation Master Plan has fulfilled Phases 1 and 2 of the Municipal Class EA process justifying the need for

and identifying the general location of the new arterial and collector roads designated within Area 47. The new arterial roads include the north-south arterial road (known as the extension of Major Mackenzie Drive or Arterial A2) and the east-west arterial north of Castlemore Road that connects The Gore Road with Arterial A2. The City will undertake Phases 3 and 4 of the Class EA for these new arterials as well as for improvements to existing arterial roads within Area 47 in order to finalize the road alignments and preliminary design in accordance with the Municipal Class EA process.

**7.1.6** In order to continue to fulfill the requirements of the Environmental Assessment Act, all Collector Road projects where the proponent is not a public agency, as determined by the City of Brampton, shall require the completion of an Environmental Assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document for Municipal Class Environmental Assessment.

**7.1.7** The Environmental Assessment or an equivalent process shall be completed prior to or in tandem with the approval of the Block Plan to ensure that appropriate measures are included to address the impact of any proposed road works. Collector Roads within the residential area shall be finalized at the Block Plan stage and Collector Roads within employment lands will be finalized as part of the preparation of tertiary plans in support of development applications within the employment area.

**7.1.8** Road widening to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans, are to be gratuitously provided within or abutting Secondary Plan Area 47 and conveyed to the road authority having jurisdiction, as a condition of development approval.

**7.1.9** To protect the function of Arterial Roads, it is the policy of the City and the Region of Peel to restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads,

except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.

**7.1.10** Notwithstanding Section 7.1.9, above, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Chapter.

**7.1.11** The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.

**7.1.12** Roundabouts will be encouraged to locate at the intersection of Collector Roads within the areas designated Residential on Schedule SP47 (a). The final location of roundabouts will be determined at the Block Plan stage. Alternative lot configurations and zoning regulations may be used to implement roundabouts at certain locations.

**7.1.13** Frontage, setback and driveway requirements for lots in the vicinity of roundabouts shall be prepared at the draft plan of subdivision or rezoning stages, to the satisfaction of the City of Brampton. Roundabout lots shall be zoned in accordance with the requirements for roundabout dwellings, contained in the Community Design Guidelines.

**7.1.14** All proposed accesses or intersections on Regional Roads will be in accordance with the Region's Controlled Access By-Law 62-2013, as amended, or as may otherwise be approved by the Region of Peel.

## **7.2 CORRIDOR PROTECTION AREA**

**7.2.1** The City of Brampton recognizes the importance of protecting the future GTA West Transportation Corridor and its associated interchanges and accesses. The City also recognizes the interests of the Province and neighbouring municipalities to ensure that the development of the Area 47

OMB Order  
PL141189  
dated March  
28, 2017.  
- Under appeal  
to the extent of  
the Corridor  
Protection  
Area.



lands does not preclude or predetermine the findings and requirements of the ongoing Environmental Assessment, the potential routing of the corridor and the future location of interchanges and accesses.

In recognition of these interests, the following policies will apply to all development applications and planning approvals that pertain to lands within the Corridor Protection Area on Schedule SP47(a):

- i) The City and the Region of Peel will continue to work with MTO to assist with the GTA West Corridor EA process;
- ii) Any amendments to reflect the release of lands from the Corridor Protection Area may occur without the need for an official plan amendment;
- iii) Development applications wholly within the Corridor Protection Area shall not be approved by the City;
- iv) The review of development applications for lands within the Corridor Protection Area shall occur as follows:
  - a) Applications may be processed to the extent practical in conjunction with the progress of the GTA West Corridor EA and in a manner that does not preclude or predetermine the findings and requirements of the Environmental Assessment, potential route alignment options or the future location of interchanges and accesses;
  - b) If there is any uncertainty or dispute as to whether the lands have been released from the Corridor Protection Area, through consultation with the Province, the Province will confirm whether the lands have been formally released;
  - c) If there is disagreement by any affected party about whether lands should be released, the City, the Region and the Province will consult with each other to resolve that issue as soon as practicable;

- v) Notwithstanding (iv) above, zoning by-laws pursuant to Section 39 of the *Planning Act* may permit the temporary use of land, buildings, or structures provided the temporary use meets the following conditions:
  - a) Is consistent with the general intent of this Chapter;
  - b) Is compatible with adjacent land uses;
  - c) Is temporary in nature and can be easily terminated when the temporary zoning by-law expires;
  - d) Does not require new buildings or significant structures;
  - e) Does not require significant grading of lands;
  - f) Sufficient servicing and transportation capacity exists for the temporary use;
  - g) Maintains the long-term viability of the lands for the uses permitted in this Plan; and,
  - h) The duration of use and proposed interim use are to the satisfaction of the City.

OMB Order  
 PL141189 dated  
 March 28, 2017.  
 -Under appeal to  
 the extent of the  
 lands identified  
 on SP47(a)

**7.2.2** A Block Plan for the residential lands, or a Tertiary Plan with respect to employment lands, that are outside of the Corridor Protection Area shall demonstrate through the submission of a transportation study, among other means, to the satisfaction of the City and the Region that a comprehensive road network, access and servicing plan can be accommodated, or can be reserved, in the Block Plan or Tertiary Plan, as appropriate, that will effectively integrate development and accommodate improvements to the internal and external road networks.

**7.2.3** Once an alignment for the GTA West Corridor has been approved as part of an Environmental Assessment, the City will undertake a review to determine if any adjustments to the land use designations are required. The results of the review will be implemented by way of an official plan amendment.

### 7.3 PUBLIC TRANSIT

7.3.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter.

OMB Order  
PL141189 dated  
March 28, 2017.  
-Under appeal to  
the extent of the  
lands identified on  
SP47(a)

7.3.2 The major road system within and abutting the Secondary Plan as shown on Schedule 47(a) consists of Arterial Roads and Collector Roads that have been designed with sufficient flexibility to deliver bus routes within 400 metres of most residents and to conveniently serve commercial, institutional and employment uses.

7.3.3 Subdivisions shall be designed to minimize walking distances to transit routes and provide safe, convenient, attractive and direct pedestrian/cyclist access to transit stops.

7.3.4 Brampton Transit will determine the type and level of local transit service as well as the location of transit stops and shelters.

7.3.5 The introduction of transit services to Secondary Plan Area 47 will be phased based on acceptable operational and functional criteria.

OMB Order  
PL141189 dated  
March 28, 2017.  
-Under appeal to  
the extent of the  
lands identified on  
SP47(a)

7.3.6 In order to encourage greater use of public transit within the community, local road and block patterns should be designed to safely accommodate pedestrian/cyclist access to Collector roads and transit stops, to the extent practical.

7.3.7 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with the City of Brampton standards.

### 7.4 ACTIVE TRANSPORTATION

7.4.1 Active transportation network and linkages facilitating walking, cycling and other active transportation modes shall be provided in accordance with

Sections 4.5.6 of the Official Plan and the Pathways Master Plan to serve as a utilitarian, recreational and aesthetic amenity for the community. Pedestrian and cyclist links shall be provided, where appropriate, to integrate the elements of the Residential, Commercial, and Institutional land uses, Transportation, Recreational Open Space and Natural Heritage Systems, to provide comprehensive access to these and to serve as a recreational and aesthetic amenity to the community.

OMB Order  
PL141189 dated  
March 28, 2017.  
-Under appeal to  
the extent of the  
lands identified on  
SP47(a)

**7.4.2** Active transportation facilities and linkages shall be provided through, across or, where this is not possible, along the edges of adjacent open space elements, including parks, stream corridors and natural areas such as valleylands and woodlands as well as school sites, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate portions of the active transportation network where there is no other alternative.

**7.4.3** Opportunities to provide a pedestrian/cyclist pathway along the Trans-Canada Pipeline (TCPL) shall be used to provide local and community linkages.

**7.4.4** In accordance with Section 5.3.1, the MESP and Block Planning will identify ecologically appropriate locations for valleyland crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected pedestrian and cyclist-friendly community can be achieved.

**7.4.5** Where there are identified potential impacts to the Natural Heritage System features and/or functions, an additional buffer area may be required to accommodate pedestrian and cyclist paths.

**7.4.6** Appropriate active transportation links between open space elements shall be provided along suitably located roads, and block walkways.

OMB Order  
PL141189  
dated March  
28, 2017.  
-Under appeal  
to the extent of  
the lands  
identified on  
SP47(a)

- 7.4.7** Cycling connections will be provided, where appropriate, along Arterial and Collector Roads that are part of the City-wide pathways network.
- 7.4.8** Property requirements for active transportation facilities and related linkages located outside of a designated road right-of-way or outside of the “Natural Heritage System” designation shall be gratuitously conveyed to the City of Brampton as a condition of development approval.

## **8.0 SERVICING AND ENVIRONMENTAL CONSIDERATIONS**

### **8.1 SANITARY SEWAGE AND WATER SUPPLY**

**8.1.1** Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.8 and other relevant policies of the Official Plan.

**8.1.2** Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

**8.1.3** In accordance with Section 4.12 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

**8.1.4** The detailed design and installation of municipal services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the *Secondary Plan Area 47 Infrastructure Servicing Study* undertaken by Candevcon.

OMB Order  
PL141189 dated  
March 28, 2017.  
-Under appeal  
to the extent of the  
lands identified on  
SP47(a)

## **8.2 STORMWATER MANAGEMENT**

**8.2.1** In considering options for stormwater management, the following policies shall apply:

- i) Rainwater, snowmelt and stormwater will be considered as a resource, not a waste product;
- ii) Best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, in accordance with the recommendations of the Secondary Plan Area 47 Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study as feasible and appropriate;
- iii) Stormwater management facilities will be located and designed to conserve and maintain the environmental and ecological integrity of the Natural Heritage System and to provide a net benefit to the environmental health of the community; and,
- iv) Stormwater management facilities shall be designed, wherever possible, to provide community amenities such as passive recreation and be visually attractive.

**8.2.2** Stormwater management facilities shall be provided in accordance with Section 4.6.3 and other relevant policies of the Official Plan, and this Chapter.

**8.2.3** Stormwater management facilities shown on Schedule SP47 (a) are conceptual and their size and location will be refined as part of Block Planning. Stormwater facilities will be integrated with adjacent land uses, as appropriate, and subject to the recommendations of the *Secondary Plan Area 47 Master Environmental Servicing Plan*, the *Secondary Plan Area 47 Infrastructure Servicing Study*, an Environmental Implementation Report and a Stormwater Management Report and/or Functional Servicing Report that are completed to the satisfaction of the City of Brampton in consultation with the Toronto Region Conservation Authority.

- 8.2.4** Notwithstanding Section 8.2.3, stormwater management ponds shall not be permitted within park blocks or school sites.
- 8.2.5** Adjustments may be made to the size, location and number of stormwater management facilities through the Block Plan and Subdivision Approval processes, without further amendment to the Plan but subject to the concurrence of the City of Brampton in consultation with the Toronto Region Conservation Authority.
- 8.2.6** A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study. The Stormwater Management Plan shall address such concerns as low impact development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues, water balance for groundwater and natural heritage features and erosion/siltation control design requirements, as appropriate.
- 8.2.7** A comprehensive Stormwater Management Monitoring Program shall be developed which is generally in accordance with, and implements the recommendations of the Master Environmental Servicing Plan, Environmental Implementation Report or Environmental Impact Study.
- 8.2.8** Prior to the construction of any stormwater management facility, including the commencement of any grading or filling, the necessary permits that may be required shall be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Toronto and Region Conservation Authority, and the Ministry of Environment.
- 8.2.9** Stormwater management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines and TRCA's Stormwater Management Criteria (dated August 2012 and as amended).

The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in conjunction with any other appropriate approval authority having jurisdiction in these matters.

**8.2.10** Sediment and erosion control measures and monitoring shall be undertaken in accordance with the Greater Golden Horseshoe Area Conservation Authorities, Erosion and Sediment Control Guidelines for Urban Construction, December 2006. Monitoring of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton in consultation with the Conservation Authority.

### **8.3 NOISE ATTENUATION**

**8.3.1** Noise barriers should be minimized through the use of lot and road layouts that minimize the need for barriers, especially along Mayfield Road, The Gore Road, Countryside Drive, Clarkway Drive, Castlemore Road and the new east-west Arterial Road.

**8.3.2** Noise barriers, consisting of a combination of berming and acoustical fencing, will be required to be provided along all or portions of Mayfield Road, The Gore Road, Countryside Drive, Clarkway Drive, Castlemore Road and the new east-west Arterial Road in order to mitigate sensitive uses from traffic noise along these roadways.

**8.3.3** Additional individual subdivision-based noise analysis reports prepared in accordance with Section 4.5 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at the draft plan of subdivision stage so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports will be required at the Site Plan Approval Stage if it is determined that circumstances warrant such a report.



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

**8.3.5** Where “Residential” designations interface with “Commercial” designations on Schedule SP47(a), the City will require the implementation of appropriate buffering and mitigation measures in accordance with the Environmental Management policies and other relevant policies of the Official Plan.

#### **8.4 POTENTIALLY CONTAMINATED SITES**

**8.4.1** Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with the provincial guidelines for the decommissioning and cleanup of contaminated sites and submitted along with any application for development. Development for any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial guidelines.

#### **8.5 PUBLIC UTILITIES AND COMMUNICATIONS**

**8.5.1** Public utilities and other facilities such as a municipal works yard, telecommunications/communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.8 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from the appropriate authorities are obtained.

**8.5.2** The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be

clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure that are above-ground or within streetscapes in a manner compatible with the community design attributes of the streetscape.

**8.5.3** The City shall ensure that the coordination of design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) be required for all parts of the Secondary Plan Area, prior to draft plan of subdivision approval.

**8.5.4** Wireless telecommunication tower applications shall follow the City Council approved protocol for processing of such applications. The identification of preferred locations for the siting of wireless telecommunication towers and ground stations will be encouraged at the block planning stage. The City will also encourage identifying opportunities to visually integrate wireless telecommunication facilities within communities through enhanced design and other appropriate methods in order to take advantage of their potential as visual community markers or landmarks.

## **8.6 TRANSCANADA GAS PIPELINE SAFETY FEATURES**

**8.6.1** In addition to any safety regulations or guidelines that may be applied to the TransCanada Pipeline by the National Energy Board, the following supplemental measures shall be applied to all future developments that abut the pipeline right-of-way within Secondary Plan Area 47:

**8.6.2** All permanent structures, excluding municipal road right-of-way, will be located at least 7 metres from the limits of TransCanada's right-of-way.

**8.6.3** Accessory structures and lots with side-yards abutting the right-of-way shall have a minimum setback of at least 3 metres from the limits of the right-of-way.

- 8.6.4** Any development application within 200 metres of TransCanada's facilities shall be circulated for review and comment by TransCanada Pipelines.
- 8.6.5** In conjunction with implementing zoning by-laws, the zoning of the Pipeline right-of-way for open space and/or Natural Heritage System purposes, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.
- 8.6.6** Restoration and enhancement opportunities to provide an east-west connection between the corridors of The Gore Road Tributary and the Clarkway Tributary are encouraged.

## **9.0 CULTURAL HERITAGE**

- 9.1** Conservation of Cultural Heritage Resources within Secondary Plan Area 47 shall be undertaken in accordance with Section 4.10 and other relevant policies of the Official Plan. For the purpose of this Chapter, cultural heritage resources shall include structures, sites, environments, artifacts and traditions that are of historical, architectural, archaeological, cultural and contextual values, significance or interest.
- 9.2** Schedule SP47(a) identifies cultural heritage resources that have been identified by the approved *Secondary Plan Area 47 Cultural Heritage Study* as retaining or exhibiting potential for retaining historical, architectural or contextual value and, as such, shall be subject to a Heritage Impact Assessment during the Block Plan stage, or draft plan of subdivision stage in the case of employment lands, which will indicate whether or not it is feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource, to the satisfaction of City Council.
- 9.3** Proponents of development are encouraged to conserve and integrate Cultural Heritage Resources into future land use development in the

secondary plan area, when deemed feasible from a structural, land use, programming and financial perspective. If it is not feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere.

- 9.4** The provisions of Section 9.3 do not apply to the cemetery on the west side of Highway 50 between Mayfield Road and Countryside Drive. With respect to the cemetery, the Cemeteries policies of Section 4.9.13 of the Official Plan shall apply, and the regulations set out in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.
- 9.5** Except for the cemetery identified in Section 9.4, the heritage resource designations on Schedule SP47(a) may be removed or relocated without the need for an amendment to this Chapter.
- 9.6** Cultural heritage resources have been identified for retention through the approved *Secondary Plan Area 47 Cultural Heritage Study*. The integration of identified Cultural Heritage Resources into new development proposals based on their original use or an adaptive reuse is to be guided by a suitable Conservation Plan for each property. City Council shall obtain and consider, but not necessarily be bound by the recommendation of the Brampton Heritage Board as to whether existing cultural heritage resources should be retained, relocated or demolished.
- 9.7** Assuming that the resource identified in Section 9.2 is worthy of retention and conservation, then the applicant shall prepare a detailed Conservation Plan outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council, including heritage designation under the Ontario Heritage Act, as appropriate.

- 9.8** All development adjacent to or incorporating a cultural heritage resource should, from a built form perspective be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.
- 9.9** All development in Secondary Plan Area 47 will require an appropriate Archaeological Assessment to be undertaken in accordance with the current technical guidelines set out by the Ministry of Tourism, Culture and Sports. No grading or other disturbance shall take place on a property with respect to archaeological resources prior to issuance of a Letter of Acceptance by the Ministry of Tourism, Culture and Sports and clearance by the City's Heritage staff.
- 9.10** Landowners are required to adequately maintain, protect, and secure any cultural heritage resource identified for retention in the approved Heritage Study.
- 9.11** Those cultural heritage resources identified for retention in the approved Heritage Study shall be subject to the standard subdivision financial security provisions. Upon completion of these conditions, to the satisfaction of the City, securities shall be reduced or released accordingly.
- 9.12** As a component of Block Plan Approval, the City shall adopt a strategic implementation plan for cultural heritage resources. This plan will identify priority resources for conservation based on specific criteria, including but not limited to, historical merit, the financial feasibility of acquisition and long term maintenance, contextual merit, reuse or adaptive reuse potential and structural integrity.

## **10.0 COMMUNITY BLOCK PLAN**

### **10.1 General Provisions**

**10.1.1** A Community Block Plan is required, in accordance with Section 5.5 and other relevant policies of the Official Plan, prior to draft plan of subdivision approval for the first subdivision application in any Sub Area that includes residential areas of the Secondary Plan. The Sub Areas shown on Schedule H of the Official Plan have been determined based on existing physical edges such as valleys, road corridors, land ownership patterns and specific civic design objectives. The Community Block Plan must meet the design objectives of the Official Plan, Development Design Guidelines including the Sustainable Community Development Guidelines and this Chapter and include those requirements established for open space, street network, streetscapes, edges and gateways, built form and sustainability.

OMB Order  
PL141189  
dated March  
28, 2017.  
-Under appeal  
to the extent of  
the lands  
identified on  
SP47(a)

**10.1.2** Where Council has not approved a Block Plan, a proposed plan of subdivision may be draft approved or other development approval granted once the proponent has completed all work required to formulate a Block Plan in accordance with and in conformity to the provisions of this Plan, so that the proposed plan of subdivision or other development approval application may be evaluated in the context of the proposed Block Plan.

**10.1.3** As part of the Block Plan process, an Environmental Implementation Report shall be prepared to demonstrate that issues of stormwater management and infiltration, and confirmation of the limits of the Natural Heritage System, including the constraints of the natural features (e.g., wetlands, watercourses, etc.) and hazard lands, which include the greater limit of the surveyed top of bank, floodplain, meander belt, or long-term stable slope, and environmental buffers, are addressed. Detailed studies will be addressed in accordance with the recommendations of the approved Master Environmental Servicing Plan. The EIR shall consist of three parts: Existing Conditions and Constraint Mapping, Detailed Studies, and Stormwater Management.

**10.1.4** As part of the Block Plan process, Growth Management issues shall be addressed to ensure that new development occurs in an orderly, cost effective and timely manner by coordinating the staging and sequencing of new development with the provision of municipal services required to support the development, in accordance with Section 12.2 of this Chapter.

**10.1.5** As part of the Block Plan process, Community Design Guidelines shall be prepared and approved by the City prior to final approval of the Block Plan.

**10.1.6** Block planning for the residential lands will be permitted to begin following the statutory public meeting for Secondary Plan Area 47 on the condition that the Landowners Group agree to gratuitously pre dedicate the property required for widening and municipal servicing along The Gore Road and Countryside Drive, when requested by the City or Region.

## **10.2 Design Objectives**

**10.2.1** The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment. The Community Block Plan establishes a vision for the community and shall consist of the following components:

## **10.3 Community Structure**

**10.3.1** The community structure shall be in accordance with Sections 5.5 and other relevant policies of the Official Plan, Development Design Guidelines and of this Chapter.

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

- i) Design integrated and coordinated Block Plans in which the components of the Block Plan, as stated in Section 10.0 reinforce one another to achieve the design objectives;
- ii) Identify Special Character Areas to give an image and character to the Community;
- iii) Distribute land uses within the Block Plan so as to promote integration and compatibility of the various components;
- iv) Create smooth transitions or buffers, where required, to mitigate or resolve conflicts in land use; and,
- v) Incorporate existing natural and cultural features.

#### **10.4 Recreational Open Space System**

**10.4.1** A more detailed examination of elements of the open space network beyond what has been identified in the *Secondary Plan Area 47 Community Design Framework* and consistent with the *Secondary Plan Area 47 MESP Study* shall be considered during the block plan stage of approval.

#### **10.5 Open Space Network**

**10.5.1** The Area 47 Community Design Framework in conjunction with the policies of this Chapter, other relevant policies of the Official Plan the recommendations of the Area 47 Master Environmental Serving Plan and Environmental Implementation Report or Environmental Impact Study, is intended to guide the development of the open space network.

**10.5.2** The Community Block Plan process will build on these guidelines. The open space component of the Community Block Plan process will:

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



- population, the Natural Heritage System, and proposed public and community facilities;
- ii) Provide recommendations on the size, location and configuration of parks, and community facilities;
- iii) Link existing and proposed recreational open space with the Natural Heritage System to create a continuous, coordinated open space network extending through the community, as appropriate;
- iv) Use Roads and the Pedestrian/Bikeway Network to connect recreational open space, the Natural Heritage System, street network community facilities, and destinations of public interest;
- v) Connect the Natural Heritage System to open space, as appropriate;
- vi) Promote community accessibility and movement through a network of pedestrian trails and bikeways adjacent to, or within the Natural Heritage System, in a sustainable and appropriate manner;
- vii) Identify limits of all stormwater management features;
- viii) Identify locations of landmark landscape features for detailed design consideration;
- ix) Establish a design vision for parks, and community facilities; and,
- x) Provide an implementation strategy.

OMB Order PL141189 dated March 28, 2017.  
 - Under appeal to the extent of the lands identified on SP47(a)

**10.6 Street Network**

**10.6.1** The street network shall be in accordance with Sections 4.5.2 and 5.5 and other relevant policies of the Official Plan and this Chapter.

**10.6.2** The purpose of the street network component of the Community Block Plan is to ensure that the public realm is consistent in quality and design for all areas of the Secondary Plan. This part of the plan will address the following matters:

- i) The establishment of a hierarchy of streets within the community and ensuring easy connectivity of the street network in order to facilitate easy movement and orientation through the community;

- ii) The design of street patterns which create and reinforce major focal points within the community;
- iii) The design of street network to reinforce pedestrian and bicycle activity through integration with the Open Space Network and citywide Pathways network;
- iv) The design of street alignments which facilitate accessibility and visibility to existing features and the Open Space Network;
- v) Guidelines for the relationship of buildings to street, the arrangement of buildings on lots, setbacks to the street and the placement of parking and garages;
- vi) Alternatives to reverse frontage situations;
- vii) The location and design treatment of landmark architectural features;
- viii) Requirements for the mobility impaired, such as safety and security features at all bus stops, standards for the placement of street furniture, and sidewalk maintenance and design, including curb cuts so as to provide a continuous barrier free path to transit services; and,
- ix) Requirements for traffic calming measures.

## **10.7 Streetscapes**

**10.7.1** The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

**10.7.2** Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a superior environment. These shall illustrate:

- i) Width of street right-of-way;
- ii) Roadway pavement width;
- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Lay-by parking and their relationship to store fronts, where applicable;
- vi) Bicycle paths/lanes linkages;
- vii) Streetlight locations;

- viii) Minimum building setbacks and projections; and,
- ix) Relationship to garages.

**10.7.3** Streetscape components such as street trees, street lighting, seating and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces, promote the character, and identity of the community and be sustainable;

**10.7.4** Consideration shall be given to the location of utilities within the public rights-of- way as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

## **10.8 Edges and Gateways**

**10.8.1** The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

**10.8.2** Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (also known as window streets).

**10.8.3** Gateways are formed at the intersection of Arterial Roads with Arterial and/or Collector Roads of the community. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

**10.8.4** Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

**10.8.5** Schedule SP47(a) identifies the following Primary Gateways:

- i) Mayfield Road and Clarkway Drive;
- ii) Mayfield Road and Coleraine Drive;
- iii) Mayfield Road and Highway 50;
- iv) Countryside Drive and Highway 50;
- v) Arterial A2 and Highway 50;
- vi) East-West Arterial Road and Clarkway Drive;
- vii) Castlemore Road and Clarkway Drive; and,
- viii) Castlemore Road and The Gore Road.

**10.8.6** Additionally, the intersection of Countryside Drive with Clarkway Drive, the intersections of the East-West Arterial Road with The Gore Road and the north-south Collector Road east of Clarkway Drive, the intersection of Old Castlemore Road with Highway 50 as well as the intersections of all Collector Roads with The Gore Road are designated as Secondary Gateway locations.

**10.8.7** The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish Secondary Plan Area 47 from the Town of Caledon and the City of Vaughan, as well as from the existing neighbourhoods south of Castlemore Road in Secondary Plan Area 41 and the Toronto Gore Rural Estate community west of The Gore Road.

**10.8.8** Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well-structured focal point. A superior form of architectural design and detail. In addition to site design, landscaping and appropriate buffer treatment will be required to recognize, establish and reinforce their focal significance.

**10.8.9** Zoning permissions for buildings within gateways shall be limited to compatible land uses. Gas bars, drive-through facilities, parking lots and highway service commercial uses shall have sufficient separation from a gateway, except as part of the Highway Commercial designation at the northeast corner of Clarkway Drive and Castlemore Road.

**10.8.10** Developers shall contribute financially toward gateway features that are to be provided in Secondary Plan Area 47. The design and financial obligation related to Gateway features will be determined through the block plan stage of approval.

## **10.9 Built Form**

**10.9.1** The Built Form shall be in accordance with Sections 4.11, 5.5 and other relevant policies of the Official Plan, the Development Design Guidelines, Sustainable Community Development Guidelines and this Chapter.

**10.9.2** In order to achieve superior streetscapes, a superior standard of built form is required. In residential areas, this shall include:

- i) Diversity in lot widths, house forms and lot depths;
- ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
- iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture;
- iv) Innovative housing forms and housing types will be encouraged; and,
- v) Garage placement in a manner that garage doors do not dominate the streetscape.

## **10.10 Modified Block Planning Process**

**10.10.1** Through the early initiation of a modified Block Plan process oriented towards a single stage final approval here is the potential for increased

efficiency and effectiveness to avoid duplication between subdivision and Block Plan component studies.

OMB Order  
PL141189  
dated March  
28, 2017.  
- Area-specific  
appeal by  
Caveze  
Investments  
Ltd., with  
respect to  
Block Plan  
Area 47-3.

**10.10.2** In accordance with the objective of pursuing a modified Block Plan process in Secondary Plan Area 47, the following Block Plan component studies will be required:

- i) Cost Sharing Agreement;
- ii) Environmental Implementation Report;
- iii) Tableland Vegetation Assessment Report;
- iv) Sustainability Score and Sustainability Summary;
- v) Functional Servicing Report;
- vi) Community Design Guidelines;
- vii) Growth Management Staging and Sequencing Strategy;
- viii) Traffic Impact Study;
- ix) Phases 3 & 4 of the EA for the Collector Road network; and,
- x) Noise Control Feasibility Study;

To ensure the Environmental Implementation Report meets City and TRCA requirements, including matters that may not have been addressed in the Master Environmental Servicing Plan, a Terms of Reference for the Environmental Implementation Report is required to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.

The modified Block Plan approval process is predicated on the preparation of the following studies at the time of submitting Draft Plan of Subdivision applications:

- i) Planning Justification Reports;
- ii) Stormwater Management Studies;
- iii) Environmental Impact Study (including Functional Servicing Report, water balance, etc.);
- iv) Noise Report;

- v) Environmental Site Assessment;
- vi) Geotechnical Studies;
- vii) Tree Inventory and Assessment;
- viii) Sustainability Score and Sustainability Summary;
- ix) Zoning By-law; and,
- x) Architectural Control Compliance Process as outlined in the City's Development Design Guidelines.

To ensure the Environmental Impact Study meets City and TRCA requirements, including matters that may not have been addressed in the Master Environmental Servicing Plan, a Terms of Reference for the Environmental Impact Study is required to the satisfaction of the City in consultation with TRCA; and where it concerns natural hazards, to the satisfaction of TRCA.

## **10.11 Sustainability**

**10.11.1** The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the Planning Vision for Secondary Plan Area 47 as a sustainable community, the processing of Block Plans and other development applications shall have regard for the overall principles of the Sustainable City Concept in the Official Plan and the City's Development Design Guidelines, including the Sustainable Community Development Guidelines. 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. This includes making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so that future generations will be able to continue to enjoy and use them. It also includes the design of walkable, pedestrian orientated and healthy neighbourhoods that promote transit use, reduce car dependency, and a variety of uses and built form typologies.

**10.11.2**The development of a healthy, walkable and sustainable community within Area 47 has been identified within Section 4.2 of this Chapter as an important principle consistent with the Complete Communities principle identified in the Provincial Growth Plan, Peel's Healthy Development Index as identified in the May 2011 Region of Peel Health Background Study as well as the City's Sustainable Community Development Guidelines.

As part of a complete application with respect to block planning, draft plans of subdivision and site plans, as applicable, applicants will be required to undertake a sustainability assessment utilizing the City's Dynamic Excel-based Tool and to submit a Sustainability Score and Sustainability Summary that shall meet at least the minimum Threshold Sustainability Score established by the City.

## **10.12 LEED**

**10.12.1**The opportunity to apply LEED certification shall be explored as part of site plan approval.

## **11.0 COMMUNITY DESIGN GUIDELINES**

**11.1** The Community Design Guidelines, required for each of the respective Block Plan areas, shall be prepared to the satisfaction of the City, prior to approval of any Draft Plan of Subdivision within the Secondary Plan. They represent a further refinement of the planning vision of the community as outlined in the Community Block Plan and shall include, but are not limited to, the following:

- i) The general intended visual character of the areas viewed from the streets and other public open spaces, including the design theme that will be reflected in a substantial number of the community components;
- ii) The hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to



the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated streetscape furniture such as benches and litter containers;

- iii) The locations and generic design of all community and neighbourhood entry features, decorative centre medians, islands, fencing, sidewalks, etc.;
- iv) The locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
- v) The intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.
- vi) Programming requirements, conceptual plans and recommended park names for all open space blocks;
- vii) The Community Design Guidelines shall be concise and specific to the context of the area. The Community Design Guidelines should identify the relationship with and build on the City-wide Development Design Guidelines and focus on what will be special and unique about the new community;

**11.2** The Community Design Guidelines shall be provided in one comprehensive document with one section addressing all of the aforementioned visual and landscape components of the prescribed block plan area and the other section addressing building architecture.

**11.3** The Community Design Guidelines shall be in compliance with the approved Community Block Plan. The Guidelines shall have regard for any relevant guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.

- 11.4 The Community Design Guidelines shall reflect the boundaries of the Community Block Plans and may be submitted concurrently along with Community Block Plans.
- 11.5 All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention shall be paid to addressing the residential land use interface with other designations.
- 11.6 Designated retail centres in Secondary Plan Area 47 shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of larger centres; such centres are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the entire centre and no such portion shall be developed until the tertiary plan for the entire retail centre has been approved by the City.

**12.0 IMPLEMENTATION**

**12.1 General Provisions**

12.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

12.1.2 The land use designations and road network shown on Schedule SP47(a) are schematic and may be adjusted through the Block Plan and other development approval processes, taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street patterns. Minor variations of land use boundaries and the local road pattern shall not

OMB Order  
PL141189  
dated March  
28, 2017.  
- Under  
appeal to the  
extent of the  
lands  
identified on  
SP47(a)

require an amendment to this Chapter, provided the intent of the Chapter is maintained.

**12.1.3** The limits of the Natural Heritage System which includes Valleylands and Watercourse Corridors, Woodlands and Wetlands designations will be determined based on the findings of the Master Environmental Servicing Plan (MESP) and will be refined based on an Environmental Implementation Report or Environmental Impact Study prepared to the satisfaction of the City of Brampton in consultation with TRCA. In the event that minor modifications can be made to the Natural Heritage System that would have the effect of reducing the extent of the Natural Heritage System but enhance its ecological and hydrological functions to the satisfaction of the City of Brampton and the TRCA, the adjoining residential designations shall apply without further amendment to this Chapter.

OMB Order  
PL141189  
dated March  
28, 2017.  
- Area-specific  
appeal by  
Caveze  
Investments  
Ltd., with  
respect to  
Block Plan  
Area 47-3.

**12.1.4** The location of park blocks and sites for other community uses shown on Schedule SP47 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a Cost Sharing Agreement, prior to Draft Plan Approval, site plan approval or rezoning. Such a Cost Sharing Agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under Development Charges.

**12.1.5** During processing of development applications, the City shall require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals in core areas. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section

4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.

**12.1.6** Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in Subdivision and Site Plan Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

## **12.2 Growth Management**

**12.2.1** The application of Growth Management measures shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, the Highway 427 Industrial Secondary Plan shall be planned to achieve in the order of 27,000 persons and 20,500 jobs, resulting in a density of approximately 46 persons and jobs per hectare. Implementing zoning and draft plans of subdivision applications shall demonstrate that they have contributed appropriately to the achievement of these targets in accordance with this Chapter.

## **12.3 Small Holdings**

**12.3.1** Landowners of small holdings less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

OMB Order  
PL141189 dated  
March 28, 2017.  
-Site-specific  
appeal by Caveze  
Investments Ltd.,  
10605 Coleraine  
Drive.

**12.3.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP47(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

**12.3.3** Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

## 12.4 Cost Sharing

OMB Order  
PL141189  
dated March  
28, 2017.  
- Area-specific  
appeal by  
Caveze  
Investments  
Ltd., with  
respect to  
Block Plan  
Area 47-3.

**12.4.1** In addition to Development Charges, the City where and as appropriate, shall require the use of front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

**12.4.2** The City shall require that a Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between all developers within each of Block Plan Area 47-1 and 47-2, respectively, for any draft plan of subdivision, site plan and/or rezoning. The City shall require, where it deems appropriate, having regard for the requirements of Section 5.2.1.2 herein, that Developer Cost Sharing Agreement(s) sufficient to ensure the equitable implementation of this Chapter are executed between developers within the area comprising of the employment lands, for any draft plan of subdivision, site plan and/or rezoning. Where a Developer Cost Sharing Agreement has been required, the City shall require confirmation from the Developer Cost Share Trustee of:

- i) The execution by the developer of the Developer Cost Sharing Agreement including any amendment(s) thereto, and;
- ii) Confirmation of developer compliance with the terms of the Developer Cost Sharing Agreement. The aforesaid confirmation shall be provided to the City prior to the approval of any draft plan of subdivision plan, site plan and/or rezoning within the Secondary Plan Area.

**12.5 Environmental Assessment Act**

12.5.1 Various infrastructure and facilities proposed and designated in this Chapter may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to the necessary Environmental Assessment approvals.

**13.0 INTERPRETATION**

**13.1** Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP47(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this Chapter, provided the City is satisfied of the following:

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

OMB Order PL141189 dated March 28, 2017.  
 - Under appeal to the extent of the lands identified on SP47(a)

v) that the fundamental aspects of land use interrelationships are maintained.

**13.2** The provisions of the Official Plan shall also apply to the interpretation of this Chapter.