



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____ - 2024

To adopt Amendment Number 2024-_____ to the Official Plan of the City of
Brampton Planning Area

The Council of the Corporation of the City of Brampton in accordance with the
provisions of the Planning act R.S.O c.P. 13, hereby ENACTS as follows:

1. Amendment Number 2024-_____ to the Official Plan of the City of
Brampton Planning Area is hereby adopted and made part of this by-law.

ENACTED and PASSED this [enter date] day of [enter month], 2024.

Approved as to form. 20__ /month/day [insert name]

Patrick Brown, Mayor

Approved as to content. 2024/02/20 AAP

Genevieve Scharback, City Clerk

(File No. OZS-2023-0027)

**AMENDMENT NUMBER 2024-
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA**

DRAFT

1. PURPOSE

The purpose of this amendment is to establish a policy framework to guide future development and redevelopment for the lands located at the southwest corner of Airport Road and Mayfield Road located within the Vales of Castlemore North Secondary Plan Area in accordance with the new Schedule SP49(b): Airport and Mayfield Tertiary Plan. This amendment sets out land use designations, a conceptual local road network and trail system, and related policies to achieve a vision for the area.

2. LOCATION

The lands subject to this amendment are located within the southwest quadrant of Airport Road and Mayfield Road.

3. AMENDMENT AND POLICIES THERETO

3.1 The portions of the document known as the 2006 Official Plan of the City of Brampton Planning Area is hereby amended:

- 1) By changing on Schedule 1: City Concept thereto, the designation of 'Employment Areas' to 'Communities', as shown on Schedule A to this amendment.
- 2) By changing on Schedule A: General Land Use Designations thereto, the designation of 'Business Corridor' to 'Residential', as shown on Schedule B to this amendment.

3.2 The portions of the document known as the 2024 Official Plan of the City of Brampton Planning Area, Brampton Plan, as they relate to the Vales of Castlemore North Secondary Plan, being Chapter 49, are hereby amended:

- 1) By amending Schedule SP49(a) to designate the lands on the west side of Airport Road as 'Airport and Mayfield Tertiary Plan', as shown on Schedule C to this amendment.
- 2) By adding as Schedule SP49(b), the 'Airport and Mayfield Tertiary Plan' as shown on Schedule D to this amendment.
- 3) By deleting Section 'Residential – Special Policy Area' and associated policies 4.2.22, 4.2.23, 4.2.24 and 4.2.25 in its entirety.
- 4) By removing 'Residential – Special Policy Area' from policy 4.2.3.
- 5) By adding 'Low Rise Plus Residential' and 'Mixed Use' policies to section 4.1 Residential.
- 6) By adding 'Office Mixed-Use' policies to section 4.2 Employment.
- 7) By changing Section 7.0 'Implementation and Interpretation' to Section 8.0 and renumbering the subsequent policies.
- 8) By adding the following policies and policy sections:

Low-Rise Plus Residential

4.1.13 Lands conceptually designated Low-Rise Plus Residential on Schedule SP49(b) will be developed primarily for a variety of residential housing types.

4.1.14 In areas designated Low-Rise Plus Residential on Schedule SP49(b), the following policies will apply:

- i. Permitted uses shall include, semi-detached, apartments, duplexes, maisonettes triplexes, townhouses, and apartment

structural types, as well as live-work units, seniors' residences, places of worship, schools and parks, stormwater management facilities and other infrastructure.

- ii. Permitted building heights shall range between two to six storeys, with appropriate transition between areas of different development intensity and scale. The ultimate heights of all buildings and the provision of taller buildings greater than six storeys will be subject to suitable planning justification.
- iii. A minimum density of 40 units per net hectare shall be permitted. Densities which are below this number shall be evaluated on a case-by-case basis in relation to submitted development proposals.
- iv. Minimum lot widths and number of units shall be evaluated on a case-by-case basis in relation to submitted development proposals.
- v. Single-detached dwellings may be permitted along the valley edges to take advantage of the locational and natural attributes of the area and will be evaluated on a case-by-case basis to ensure an appropriate transition in density and compatibility within the community.
- vi. All development proposals will have regard for the achievement of acceptable transition and physical integration with other forms of development and minimize shadowing and overlooking of lower density residential forms.
- vii. Views and vistas of the Natural Heritage System will be incorporated into the design of developments, as appropriate and act as visual and functional focal points and not to obstruct sightlines to natural areas.

4.1.15 Development applications shall demonstrate how the affordable housing objectives of the City of Brampton and the Region of Peel are being addressed in accordance with Housing Brampton and the Official Plan.

Mixed-Use

4.1.16 Lands conceptually designated Mixed-Use on Schedule SP49(b) shall be developed with building typologies which include a mix of apartment and townhouse typologies, (up to six storeys) that are street-related, and may include mixed-use buildings with retail, service and office uses located at grade. Additional Planning Studies may identify appropriate locations for increased heights and densities.

4.1.17 Permitted uses shall include:

- i. Retail and service uses at grade;
- ii. Office uses at grade;
- iii. Flex-office space within residential amenity areas;
- iv. Institutional uses such as a school, daycare centre, place of worship, library, and recreational facility; and
- v. Residential uses.

4.1.18 Mixed-Use designations shall contribute to the development of a complete

and compact community by supporting a built form and mix of uses that that contributes to community character, schools, parks, and local amenities within walking and cycling distance from other residential uses.

- 4.1.19 Visual and physical connections to the Natural Heritage System will be incorporated into the design of developments with the Mixed-Use designation.
- 4.1.20 Auto-oriented development, including drive-through restaurants, shall not be permitted in Mixed Use areas.
- 4.1.21 Development applications shall demonstrate how the affordable housing objectives of the City of Brampton and the Region of Peel are being addressed in accordance with Housing Brampton and the Official Plan.

Office Mixed-Use

- 4.2.22 Lands designated Office Mixed-Use on Schedule SP49(b) shall be developed with mid-rise (up to 12 storeys) street-related buildings with potential employment uses including major office, commercial and flex office space with office as the predominant use.
- 4.2.23 Permitted uses may include ground floor commercial, small-scale retail, office, personal service, flex-office and employment-supportive uses up to two floors.
- 4.2.24 Service Commercial uses will be permitted in Office Mixed-Use areas to support the employment function and contribute to the economic activity of this area.
- 4.2.25 Office Mixed-Use areas are encouraged to locate along the frontage of arterial roads or in places of higher visibility with parking located at the rear.
- 4.2.26 Office Mixed-Use areas shall contribute to the development of a complete and compact community by providing employment and employment-supportive uses and built form that contributes to community character.
- 4.1.27 The intersection of Mayfield Road and Airport Road is a major entry point into the city. Development at the corner of Airport Road and Mayfield Road must adhere to the policies of Section 4.11.2 of the Official Plan and 4.2.3 of this Chapter.

7.0 AIRPORT AND MAYFIELD TERTIARY PLAN

7.1 Planning Vision and Process

- 7.1.1 The lands located south of Mayfield Road and west of Airport Road are designated as Airport and Mayfield Tertiary Plan on Schedule SP49(a) and shown on Schedule 49(b). The lands within this area will conform to the associated policies and designation as per Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.2 The lands within Airport and Mayfield Tertiary Plan are envisioned to be a Gateway into the Vales of Castlemore North Secondary Plan Area. The Tertiary Plan Area is planned to undergo significant change in the future with the area transitioning from a mainly greenfield setting to an urban, mixed-use, vibrant, and transit-supported community.
- 7.1.3 The lands located south of Mayfield Road and west of Airport Road are intended to be developed and redeveloped consistent with Section 5.35 of the Official Plan, Schedule SP49(b) and the Tertiary Plan policies of this plan. The goal is to ensure proposed development and redevelopment within the area is of appropriate scale, is

sensitive to the existing and surrounding land uses and happens in a coordinated manner.

7.1.4 The objective of the Airport and Mayfield Tertiary Plan is to introduce denser forms of residential, office and commercial development than previously contemplated in the secondary plan, including new designations such as mixed-use and mixed-use office designations. Proposed development will be well integrated in a manner that protects the natural heritage, is sensitive to the cultural uses and cemetery in the area, has no negative impacts on the adjacent residential and commercial uses and adds to the existing context.

7.1.5 A key component within the Tertiary Plan area is the Sikh Heritage Centre. The Sikh Heritage Centre is an existing place of worship and cultural anchor for the area. The tertiary plan is intended to ensure development surrounding and proximate to the Sikh Heritage Centre is sensitive to its day-to-day functions and provides vehicular and pedestrian connections where possible.

7.1.6 The protection and conservation of existing natural and cultural heritage features in the area is also a key component of the area:

a. The Tertiary Plan identifies a conceptual trail network, which provides opportunities for pedestrian access and connectivity to natural heritage features, which will also be further refined as part of the development approval process of applications within the Tertiary Plan area.

b. The Tertiary Plan area also identifies several Listed and Designated cultural heritage resources. Mitigation, conservation and/or commemoration of these resources will be identified as part of development approval and appropriate studies.

7.1.7 The Tertiary Plan contemplates the creation of internal roads that extend and connect to the existing road network in the adjacent areas. A conceptual road network is identified in the Tertiary Plan, which will be further refined as part of the development approval process of applications within the Tertiary Plan area.

Development Policies

Low-Rise Plus Residential

7.1.8 The Low-Rise Plus Residential designation is located at the southern end of the tertiary plan area, fronting onto Airport Road. The location of areas designated Low-Rise Plus Residential is intentional to support increased densities and more compact built form within the site. Policies within the Low-Rise Plus Residential designation are intended to allow for intensification of use in selected residential areas in a manner that is sympathetic to the other uses and densities within the site. The designation recognizes the need for increased densities within the site area while implementing appropriate transition and architectural form and style. The ultimate heights of building within Low-Rise Plus Residential areas should not exceed six storeys unless contemplated through appropriate planning justification.

7.1.9 Lands within the Low-Rise Plus Residential designation on the west side of Airport Road shall be developed in accordance with Schedule SP49(b) – Airport and Mayfield Tertiary Plan and the Low-Rise Plus Residential policies of the plan.

7.1.10 Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents, where appropriate. Such opportunities should include the provision of purpose-built rental units and/or affordable housing units in accordance with provincial definitions.

7.1.11 Affordable housing should be integrated throughout the community so as not to isolate such housing in any one area and to ensure multiple opportunities for affordable housing are available.

Mixed-Use

- 7.1.12 Lands designated Mixed-Use are in key areas of the site, fronting onto Mayfield Road and Airport Road, respectively. Mixed Use areas are intended to comprise of a variety of residential uses and office and employment uses. Areas designated Mixed-Use will support the transition of the site from a mainly greenfield area to an urban setting that is transit-supported, pedestrian-friendly and contemplates new residential densities, while continuing to offer diverse employment opportunities.
- 7.1.13 Lands identified as Mixed-Use on Schedule SP49(b) will be predominately developed in alignment with the Low-Rise Plus Residential policies of this plan through the construction of medium density residential buildings (up to six storeys) and will also permit a range of retail, commercial and office uses at grade, including flexible office space permitted within residential amenity areas. Increased heights and densities may be permitted in appropriate locations on a case-by-case basis.
- 7.1.14 Lands designated Mixed-Use fronting Mayfield Road shall only permit residential uses in buildings where a minimum of 80% of the Ground Floor Area of a building is dedicated to office or employment uses.
- 7.1.15 Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents, where appropriate. Such opportunities should include the provision of purpose-built rental units and/or affordable housing units in accordance with provincial definitions.
- 7.1.16 Affordable housing should be integrated into the community so as not to isolate such housing in any one area and to ensure opportunities for affordable housing is available.

Office Mixed-Use

- 7.1.17 Office Mixed-Use areas are located at the northern quadrant, fronting both Airport Road and Mayfield Road, and the southern quadrant of the site. The Office Mixed-Use designation intends to support employment uses, focusing on office as the predominant use and office-supporting, commercial, and retail uses at grade.
- 7.1.18 Development within Office Mixed-Use areas shall have regard for the policies in Section 6.3 of this plan.
- 7.1.19 Schedule SP49(b) permits the development of a mixed office/commercial building containing office uses and ground floor office-supportive uses. Permitted uses may include ground floor commercial, small-scale retail, flex office, personal service and employment-supportive uses up to two floors.
- 7.1.20 Development occurring which will impact a cultural heritage resource within the Office Mixed-Use or adjacent designations, shall adhere to the preservations policies identified in Section 6.1 of this plan.

Mixed Institutional

- 7.1.21 The Mixed Institutional designation represents the large parcel fronting onto Airport Road and accommodates the Sikh Heritage Centre. The Sikh Heritage Centre is a key cultural anchor for the area. Development occurring within the Airport and Mayfield Tertiary Plan area shall have regard for its use, daily function and provide connections to the site. Any future redevelopment of the site should be consistent with its current use and provide internal and external connectivity.
- 7.1.22 Areas designated Mixed Institutional on Schedule SP49(b) permit a range of uses and shall be developed in accordance with the provisions of the Official Plan and Section 4.4.11 of this Chapter.
- 7.1.23 Notwithstanding the Mixed Institutional designation of the property at 11730 Airport Road, a mixed-use seniors residential building may be permitted provided that all other requirements are satisfied through the full development approval and employment conversion process. An Official Plan Amendment will be required.

Natural Heritage System

- 7.1.24 Schedule SP49(b) designates a conceptual Natural Heritage System along the western edge of the Secondary Plan, which identifies potential development constraints, natural corridors to be protected and opportunities for natural heritage feature enhancements. Lands within the Natural Heritage System shall be developed in accordance with the Open Space policies of Section 4.3, and other relevant policies of the Official Plan.
- 7.1.25 The final delineation of the Natural Heritage System, features, required setbacks and other mitigation measures will be undertaken through the approval of an Environmental Impact Study (EIS)/Environmental Implementation Report (EIR) to the satisfaction of the City and Conservation Authority prior to the approval of any development application within the Airport and Mayfield Tertiary Plan area.

Stormwater Management

- 7.1.26 The size and location of stormwater management ponds are conceptual and will be refined as part of the development approval process for applications within the tertiary plan area.

Neighbourhood Park and Open Space

- 7.1.27 The conceptual park shown on the eastern edge of the valleylands shall be developed in accordance with the Neighbourhood Park policies in this plan. The size and location will be defined as part of the development approval process.

Transportation

- 7.1.28 A key objective of the lands designated on Schedule SP49(b) – Airport and Mayfield Tertiary Plan is ensuring a coordinated street network and approach to access is provided to enable connectivity within and beyond the site. Development within this area must adhere to the Transportation Policies in Section 5.0.
- 7.1.29 The street network identified on Schedule SP49(b) shall be approved in consultation with the Region of Peel and City of Brampton as public or private roads through future phases of development. The Cost Sharing implications of this plan will apply and landowners within the Tertiary Plan area encouraged to coordinate with adjacent properties to create consolidated accesses and an efficient street network.
- 7.1.30 A 'Main Spine Street' is conceptually envisioned, spanning the site from north to south, with access from Mayfield Road. The "Main Spine Street" will be designed at a pedestrian scale aimed at creating a vibrant focal point that helps shape the identity of the area. The final road alignments will be determined as part of the development approval process of applications within the Tertiary Plan.
- 7.1.31 The layout and pattern of new local streets and accesses as illustrated on Schedule SP49(b) will be supported by and connected to the 'Main Spine Street'. The exact location, alignment and design of the streets, including the 'Main Spine Street' will be determined and refined through future processes, ultimately to be reviewed and approved through future development phases. The establishment of these roads will have regard for the current functionalities of Airport Road and Mayfield Road, as well as the adjacent site to the east.
- 7.1.32 A minimum 10m buffer is required to provide appropriate distance between the cemetery and the most northern east-west conceptual street.
- 7.1.33 The most northern conceptual east-west street should not intersect with the existing heritage property so as to preclude the conservation of the resource.
- 7.1.34 Access and servicing to the site from new or existing local or collector streets will be encouraged. The impact of driveways, garages and parking areas will be minimized by locating them at the side or rear of buildings, where applicable. Proponents of

development must consider how parking will be managed on the site, with reference to the City of Brampton's Parking Plan.

- 7.1.35 As a condition of development approval, proponents of development will be required to convey the necessary property, construct and/or provide financial contributions to the City's satisfaction, that facilitate the development of the road network as show conceptually on Schedule SP49(b).
- 7.1.36 Pedestrian connectivity and active transportation linkages should be provided through trail connections, pedestrian walkways, dedicated bike lanes, etc. The Tertiary Plan identifies a conceptual trail network that promotes pedestrian connectivity within and to adjacent areas and provides opportunities for public access to the natural heritage features.

Cultural Heritage

- 7.1.37 Development adjacent to or near the St. Mary's (Tullamore) Cemetery and listed cultural heritage resource at 11903 Airport Road will protect the function and features of these resources and adhere to the Cemetery and Cultural Heritage policies of this Chapter and the Official Plan.
- 7.1.38 Development within the Airport and Mayfield Tertiary Plan area will have regard for and integrate the cultural heritage resources into site design to enhance the overall character of the area. Appropriate conservation, mitigation and/or commemoration measures will be undertaken to the satisfaction of City staff.
- 7.1.39 The MacDonald Garage is a wood clad building and is one of the very last wood frame and wood clad buildings in the city. The Garage is representative of a rare type of construction for the City of Brampton. The design of uses along Airport Road shall draw inspiration from the historic Main Street of Tullamore as well as the MacDonald Garage at 11903 Airport Road.
- 7.1.40 Uses along Airport Road are encouraged to use wood cladding, or materials with the appearance of wood cladding, as the main material for building facades.
- 7.1.41 Where public art is proposed as part of a development of any lands within the Tertiary Plan area, consideration of themes to guide the art installation shall include those originating from the area's history as the village of Tullamore.
- 7.1.42 Prior to the approval of development of any lands within the Plan area, the lands will be subject to an Archaeological Assessment by a licensed Archaeologist following the Standards and Guidelines for Archaeologists as mandated by the Provincial Ministry.
- 7.1.43 Any development adjacent to the existing cemetery or built heritage resources within the plan area will require the submission of a Cultural Heritage Evaluation Report (CHER) at the time of the pre-consultation. Additionally, a Heritage Impact Assessment (HIA) will be required to be prepared in accordance with the City's Terms of Reference and submitted as part of a complete application.
- 7.1.44 The preparation of a Heritage Conservation Plan, Heritage Building Protection Plan, Heritage Commemoration Plan, and/or a Demolition and Salvage Report may be required prior to approval of any development applications.

Cost Sharing

- 7.1.45 Cost sharing will be implemented in accordance with Section 7.2.9 of this Chapter for lands designated as Airport and Mayfield Tertiary Plan on Schedule SP49(b). Infrastructure costs will be shared through the development process in accordance with City of Brampton standards. The cost sharing agreement will also facilitate the delivery of community uses such as parks and entrance/gateway features. All of the affected lands identified on Schedule SP49(b) shall be part of the implementation.

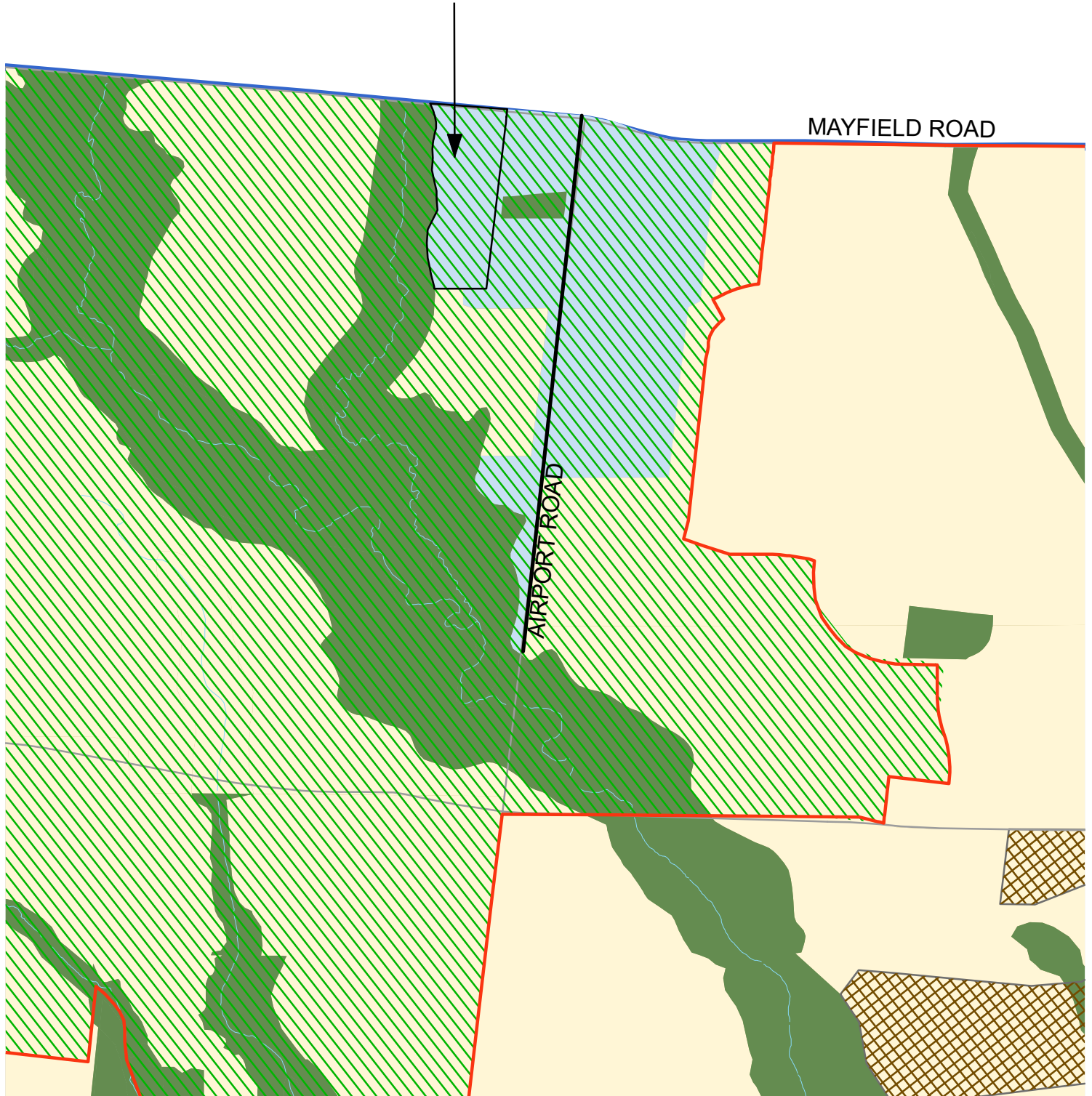
7.1.46 Proponents of development must demonstrate the technical merit to gain development approval, including re-examining infrastructure, roads and identification of population and employment numbers.

7.1.47 In accordance with the objective of pursuing a unified tertiary plan and the Tertiary Plan policies of this Chapter, all development will assess and address various issues through technical input from various component studies, including but not limited to:

- i. Environmental Impact Study/Implementation Report
- ii. Infrastructure Servicing Study;
- iii. Traffic Impact Study;
- iv. Cultural Heritage Study; and
- v. Urban Design and Open Space Study.

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LANDS TO BE REDESIGNATED FROM "EMPLOYMENT" TO "COMMUNITIES"

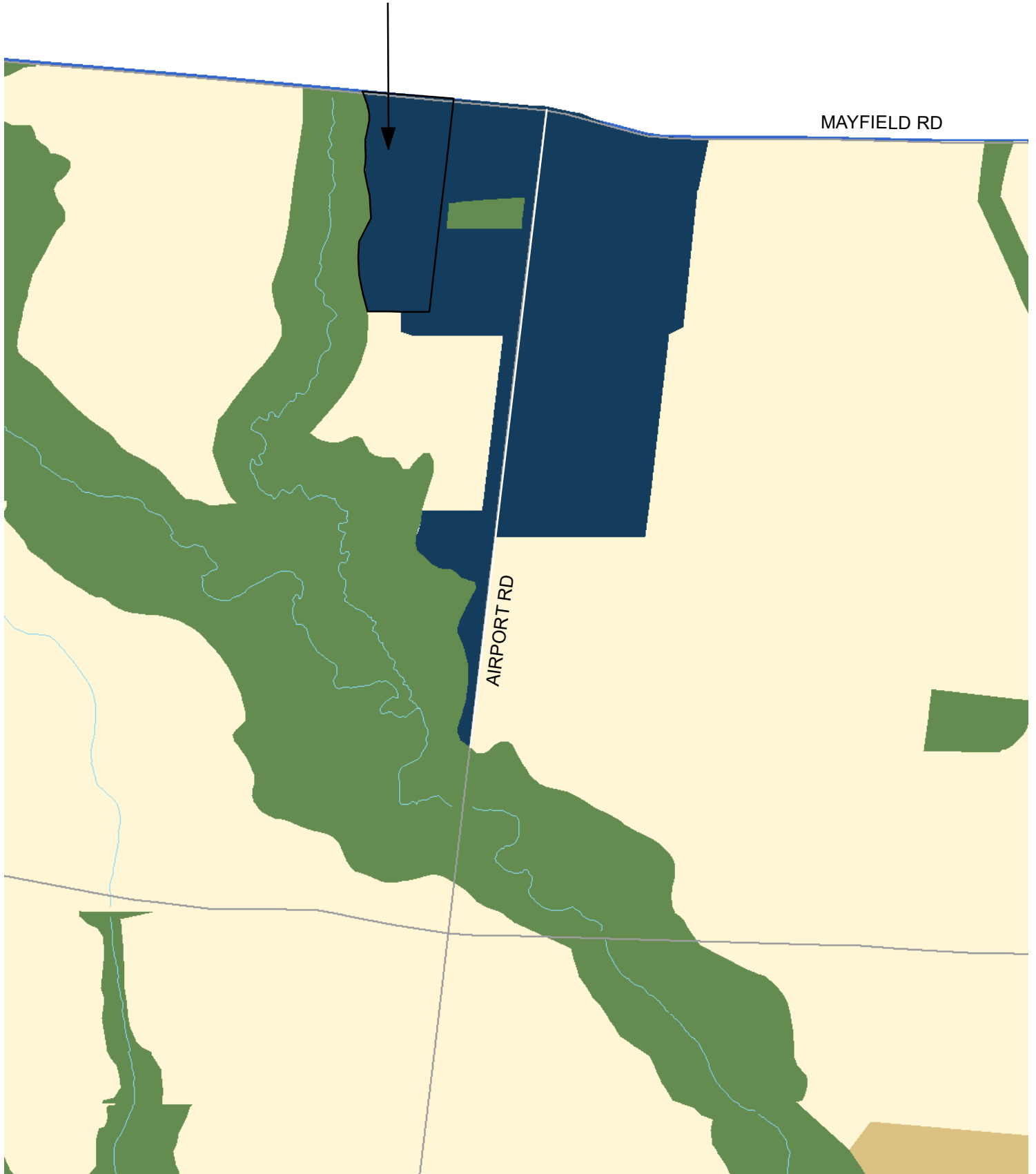


EXTRACT FROM SCHEDULE 1 (CITY CONCEPT) OF THE DOCUMENT KNOWN AS THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|--------------|---|------------------------------------|----------------------------|
| CENTRAL AREA | OPEN SPACE | PRIMARY INTENSIFICATION CORRIDOR | RESIDENTIAL CHARACTER AREA |
| EMPLOYMENT | RESIDENTIAL | SECONDARY INTENSIFICATION CORRIDOR | GREENBELT LEGEND |
| COMMUNITIES | BUILT BOUNDARY LINE | DESIGNATED GREENFIELD AREA | DEFERRAL |
| UTILITY | INTENSIFICATION CORRIDOR | UNIQUE COMMUNITIES | MAJOR TRANSIT STATION AREA |
| MOBILITY HUB | NORTHWEST BRAMPTON URBAN DEVELOPMENT AREA | SUBJECT LANDS | |



LANDS TO BE REDESIGNATED FROM "BUSINESS CORRIDOR" TO "RESIDENTIAL"

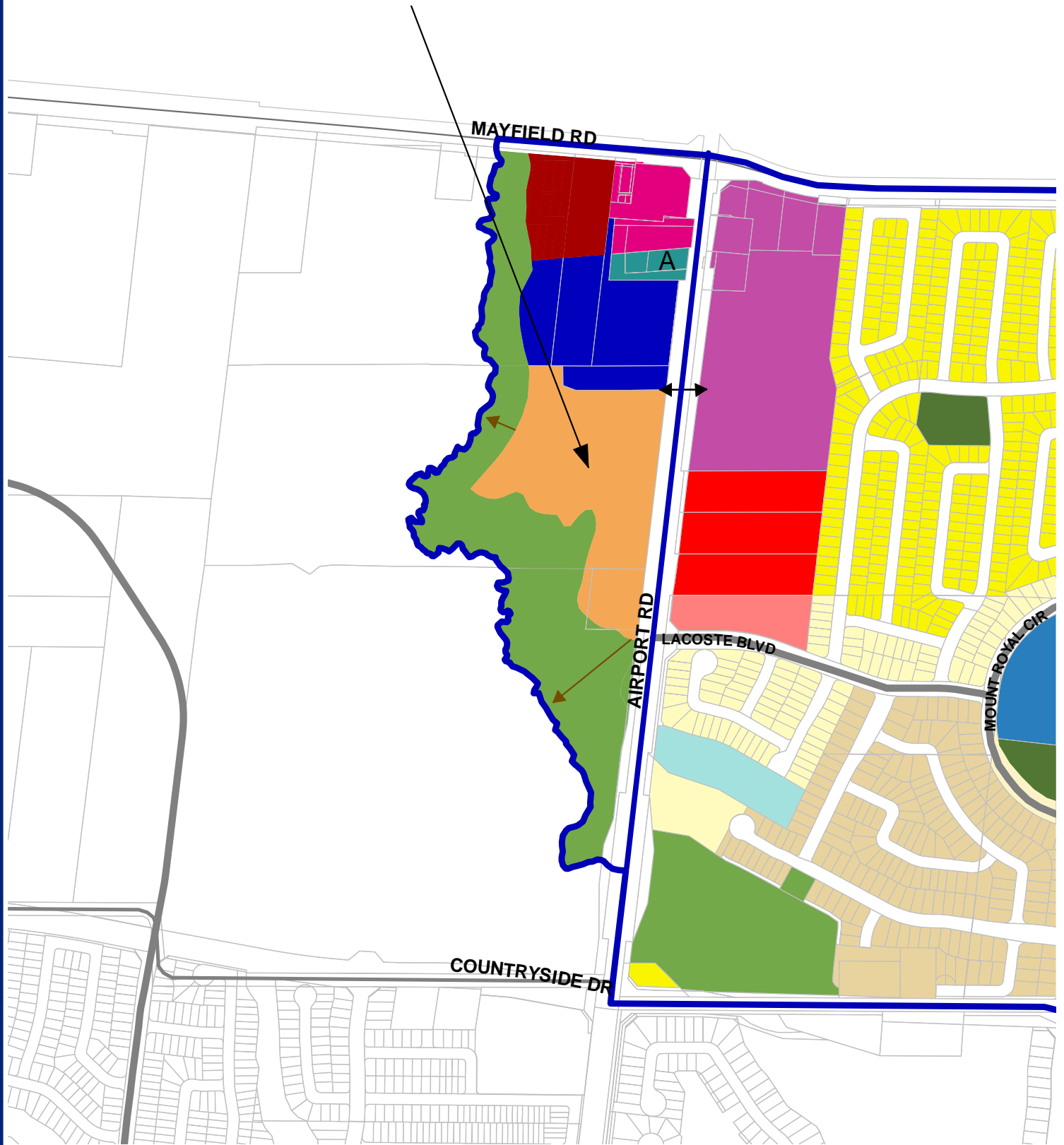


EXTRACT FROM SCHEDULE A (GENERAL LAND USE) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- | | | |
|-------------------------------------|---------------------|------------------------------|
| BUSINESS CORRIDOR | PARKWAY BELT WEST | SPECIAL LAND USE POLICY AREA |
| ESTATE RESIDENTIAL | PROVINCIAL HIGHWAYS | SPECIAL STUDY AREA |
| INDUSTRIAL | REGIONAL RETAIL | CORRIDOR PROTECTION AREA |
| MAJOR INSTITUTIONAL | RESIDENTIAL | GREENBELT LEGEND |
| N-W BRAMPTON URBAN DEVELOPMENT AREA | UTILITY | L.B.P.I.A. OPERATING AREA |
| OFFICE | VILLAGE RESIDENTIAL | DEFERRAL |
| OPENSOURCE | CENTRAL AREA | SUBJECT LANDS |



ALL DESIGNATIONS WEST OF AIRPORT ROAD AND SOUTH OF MAYFIELD ROAD TO BE REDESIGNATED "AIRPORT AND MAYFIELD TERTIARY PLAN"



EXTRACT FROM SCHEDULE SP49(A) OF THE DOCUMENT KNOWN AS THE VALES OF CASTLEMORE NORTH SECONDARY PLAN

RESIDENTIAL

- EXECUTIVE RESIDENTIAL
- LOW DENSITY RESIDENTIAL 1
- LOW DENSITY RESIDENTIAL 2
- RESIDENTIAL SPECIAL POLICY AREA

INSTITUTIONAL

- ELEMENTARY SCHOOL
- CEMETERY
- MIXED INSTITUTIONAL
- INSTITUTIONAL - SPECIAL POLICY AREA

COMMERCIAL

- NEIGHBOURHOOD RETAIL
- HIGHWAY / SERVICE COMMERCIAL
- SERVICE COMMERCIAL
- SERVICE EMPLOYMENT
- COMMERCIAL / INSTITUTIONAL

OPEN SPACE

- WOODLOT
- VALLEYLAND
- NEIGHBOURHOOD PARK
- STORM WATER MANAGEMENT FACILITY

TRANSPORTATION

- COLLECTOR
- MINOR ARTERIAL

HERITAGE

- CATEGORY A
- CATEGORY B
- SECONDARY PLAN BOUNDARY



