
AMENDMENT NUMBER

**To the Official Plan of the
City of Brampton Planning Area**

AMENDMENT NUMBER _____

**To the Official Plan of the
City of Brampton Planning Area**

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 document known as the 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 Official Plan of the City of Brampton Planning Area, 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.

Attachment 1

- 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 and replacing it with 'Mid-Rise Residential' and 'Mixed-Use' policies.
- 4) By removing 'Residential – Special Policy Area' from policy 4.2.3.
- 5) By changing Section 7.0 'Implementation and Interpretation' to Section 8.0 and renumbering the subsequent policies.
- 6) By adding the following policies and policy sections:

Mid-Rise Residential

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

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

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

Attachment 1

- vi. 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.

Mixed-Use

4.1.15 Lands conceptually designated Mixed-Use on Schedule SP49(b) shall be developed as a mid-rise building typology which includes a mix of apartment and townhouse typologies, (up to the permitted six storeys) that are street-related, mixed-use buildings. with retail, service and office uses located at grade.

4.1.16 Permitted uses shall include:

- i. Retail and service uses at grade and no more than 2 storeys;
- ii. Office uses at grade and no more than 2 storeys;
- iii. Institutional uses such as a school, daycare centre, place of worship, library and recreational facility; and
- iv. Residential uses.

4.1.17 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.

4.1.18 Visual and physical connections to the Natural Heritage System will be incorporated into the design of developments with the Mixed-Use designation.

4.1.21 Auto-oriented development, including drive-through restaurants, shall not be permitted in Mixed Use areas.

4.1.22 The provision of low-rise, single use developments will be prohibited in areas designated Mixed-Use.

Office Mixed-Use

4.1.23 Lands conceptually designated Office Mixed-Use on Schedule SP49(b) shall be developed with mid-rise (up to six storeys) street-related

Attachment 1

buildings with major office as the predominant use.

- 4.1.24 Permitted uses may include ground floor commercial, small-scale retail, office, personal service and employment-supportive uses up to two floors.
- 4.1.25 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.
- 4.1.26 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.
- 4.1.27 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.
- 4.1.28 The intersection of Mayfield Road and Airport Road is a major entry point into the City. Development at the corner 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 Road and Mayfield Road Tertiary Plan on Schedule SP49(b). The lands within this area will conform to the associated policies and designation as per on Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.2 The Airport and Mayfield Tertiary Plan is envisioned to be a Gateway into the Values of Castlemore North Secondary Plan. 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.

Attachment 1

- 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. 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. 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.

Mid-Rise Residential

- 7.1.8 Mid-Rise Residential uses are conceptually identified on Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.9 The Mid-Rise Residential designation is located at the southern end of the tertiary plan area, fronting onto Airport Road. The location of areas designated Mid-Rise Residential is intentional to support increased densities and more compact built form within the site. Policies within the Mid-Rise Residential designation is 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 to allow for an increased density within the site area while implementing appropriate transition and architectural form and style. The ultimate heights of building within Mid-Rise Residential areas should not exceed six storeys unless contemplated through appropriate planning justification.

Attachment 1

- 7.1.10 Lands within the Mid-Rise 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 Mid-Rise Residential policies of the Chapter.
- 7.1.11 Lands within the Mid-Rise Residential designation may be developed for a range of semi-detached, apartments, duplexes, maisonettes, triplexes, townhouses and apartment structural types, and in accordance with the Mid-Rise Residential policies of this plan.
- 7.1.12 High quality of architectural form and streetscape shall be incorporated, including visual and physical connections to natural areas, and the ultimate heights of all buildings and the provision of taller buildings greater than six storeys will be subject to suitable planning justification.
- 7.1.13 Views and vistas of the Natural Heritage System to the west 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.
- 7.1.14 Scale, massing and density shall be highest fronting onto Airport Road and Mayfield Road and will transition away from these areas in terms of scale, massing, heights and density.

Mixed-Use

- 7.1.15 Mixed-Use areas are shown conceptually on Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.16 Lands designated Mixed-Use are located in key area at the north end and east end of the site area, fronting onto Mayfield Road and Airport Road, respectively. Mixed Use areas are intended to comprise of a variety of housing types as well as retail/commercial/office uses and live-work units. 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. Mixed use development is permitted within areas designated Mid-Rise Residential and in accordance with the policies of the plan.
- 7.1.17 Pedestrian-friendly, mixed-use residential and mixed-use non-residential development will be focused within the Mixed-Use designation on Schedule SP49(b) and in accordance with the Mixed-Use policies of this plan.
- 7.1.18 Lands identified as Mixed-Use on Schedule SP49(b) will be predominately developed in alignment with medium density residential buildings (up to 6 storeys) with a range of commercial uses at grade, including, retail, commercial and office uses.
- 7.1.19 Development in these Mixed-Use areas will maximize the mixed-use nature of the area and provide connections to surrounding land uses. Visual and physical

Attachment 1

connections to the natural environment and cultural anchors in the area will be considered as to maximize the benefits of the Mixed-Use designations and its connection to proximate uses.

- 7.1.20 Lands south of the Sikh Heritage Centre shall permit a mixed-use seniors residential building, or similar use, and will incorporate a publicly-accessible amenity space to the rear of the site, and be developed in accordance with the Mixed Use policies of this plan. Notwithstanding the Mixed Institutional designation of the property at 11730 Airport Road, a mixed-use seniors residential building may be permitted without the need for an amendment to this Chapter, provided that all other requirements are satisfied through the full development approval process.
- 7.1.21 Development on the lands south of the Sikh Heritage Centre designated Mixed-Use shall incorporate the recommendations of the City of Brampton's Age-friendly Strategy and Housing Strategy, where applicable.
- 7.1.22 Significant residential and non-residential intensification in the form of mixed-use, pedestrian-friendly development will be focused within the Mixed-Use areas conceptually identified on Schedule SP49(b).

Office Mixed-Use

- 7.1.23 Office Mixed-Use areas are designated conceptually on Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.24 Office Mixed-Use areas are located at the northern quadrant of the site, fronting both Airport Road and Mayfield Road. The Office Mixed-Use designation intends to support employment uses, focusing on major office as the predominant use and office-supported, commercial and retail uses at grade.
- 7.1.25 Development within Office Mixed-Use areas shall have regard for the policies in Section 6.3 of this Chapter.
- 7.1.26 Schedule SP49(b) permits the development of a mixed office/commercial building with 50% or more of the building containing office uses and up to two storeys of ground floor office-supportive uses. Permitted uses may include ground floor commercial, small-scale retail, office, personal service and employment-supportive uses up to two floors.
- 7.1.27 Development within the Office Mixed-Use node will be of superior urban form, incorporating architectural and landscape elements, and provide a gateway into the community, in accordance with the policies of Section 4.11.2 of the Official Plan and 4.2.3 of this Chapter.
- 7.1.28 The Tullamore Village Blacksmith shop located at Airport Road is one of the last remaining structures of the Hamlet of Tullamore. Appropriate conservation,

Attachment 1

mitigation, and/or commemoration measures will be undertaken to the satisfaction of City staff.

- 7.1.29 Development occurring which will affect 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 Chapter.
- 7.1.30 The existing permission for the gas station at the southwest corner of Mayfield Road and Airport Road will continue to be recognized in the Secondary Plan according to existing zoning provisions. Redevelopment of these lands will be subject to a superior standard of urban design with respect to the built form and streetscape in accordance with the policies of Section 4.11 Urban Form of the Official Plan and Office Mixed-Use designation.

Mixed Institutional

- 7.1.31 Mixed Institutional areas are designated conceptually on Schedule SP49(b) – Airport and Mayfield Plan.
- 7.1.32 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. Adjacent development will be sympathetic to 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.
- 7.1.33 Areas designated Mixed Institutional on Schedule SP49(b) permits a range of uses and shall be developed in accordance with the provisions of the Official Plan and Mixed Institutional policies of this plan.
- 7.1.34 Development in areas designated Mixed Institutional will function as cultural anchors for the area and develop in accordance with Section 4.4.11 of this Chapter. Development occurring within the Airport Road and Mayfield Road Tertiary Plan area shall have regard for the Sikh Heritage Centre and shall provide transit and pedestrian connections to this site.
- 7.1.35 The lands designated Mixed Institutional on Schedule SP49(b) shall also adhere to the Institutional policies Section 4.4.11 of this Chapter.

Valleyland

- 7.1.36 The Valleyland designation is shown on Schedule SP49(b), along the western edge of the Secondary Plan, and conceptually reflects the width of the Natural Heritage System and identifies potential development constraints as well as natural corridors to be protected.

Attachment 1

7.1.37 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 Road and Mayfield Road Tertiary Plan area.

Stormwater Management

7.1.38 Stormwater Management ponds shows on Schedule SP49(b) are conceptual. Their size and location will be refined as part of the development approval process for applications within the tertiary plan area

Neighbourhood Park

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

Transportation

7.1.40 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 of this Chapter.

7.1.41 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.

7.1.42 A 'Main Spine Street' is conceptually envisioned, spanning the site from north to south, with access from Mayfield Road. The "Main Spine Street" will connect to the adjacent residential area, in particular through Lacoste Boulevard, and 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 area.

7.1.43 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.

Attachment 1

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.

- 7.1.44 A minimum 10m buffer is required to provide appropriate distance between the cemetery and the most northern east-west conceptual street.
- 7.1.45 The most northern conceptual east-west street should not intersect with the existing heritage property as to preclude the conservation of the resource.
- 7.1.46 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.
- 7.1.47 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, towards the development of new streets that facilitate the development of the local street network as show conceptually on Schedule SP49(b).
- 7.1.48 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

- 7.1.49 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.
- 7.1.50 Development within the Airport Road and Mayfield Road 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 City staff.
- 7.1.51 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.

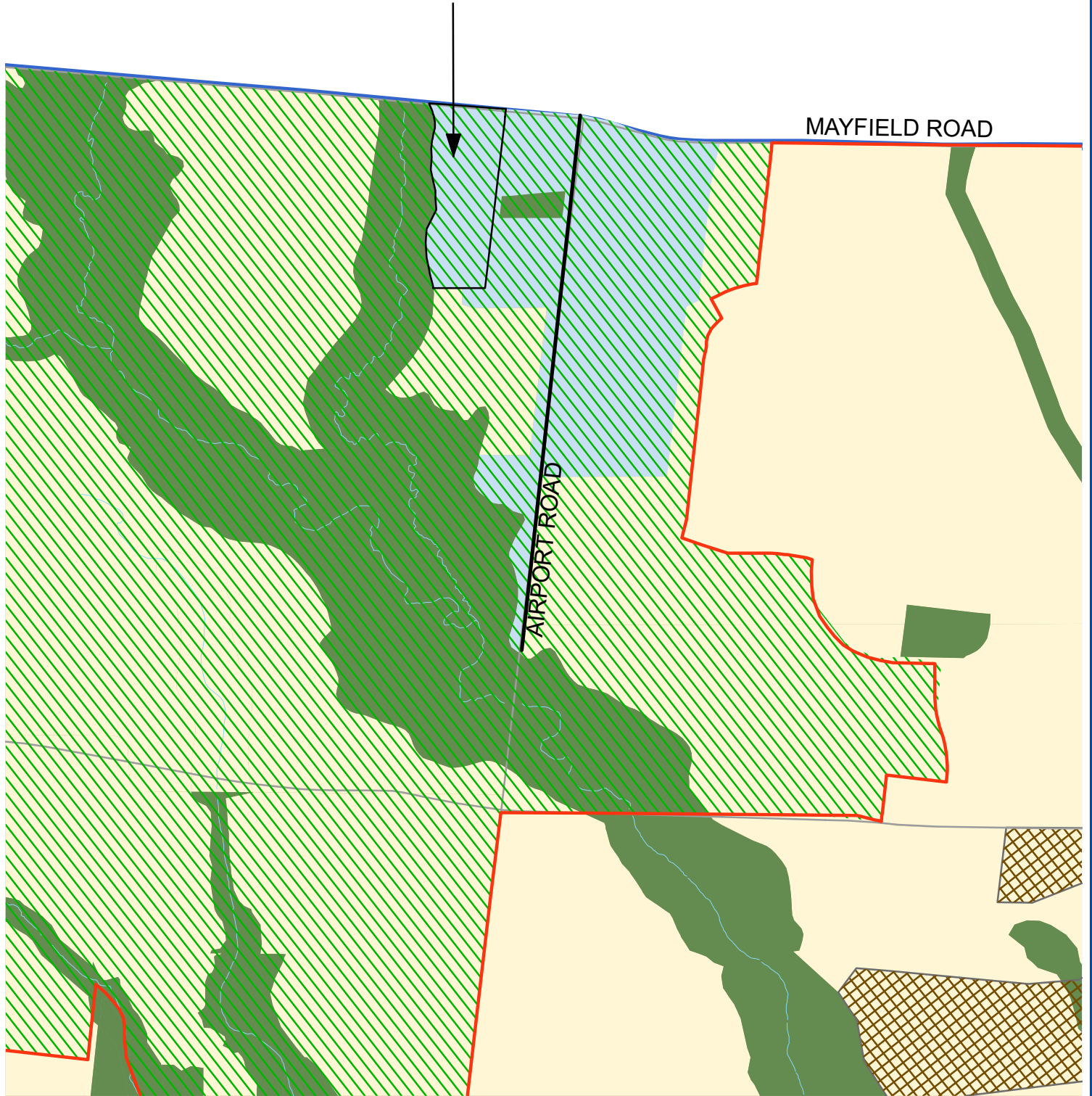
Attachment 1

- 7.1.52 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.
- 7.1.53 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.
- 7.1.54 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.
- 7.1.55 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.
- 7.1.56 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

- 7.1.57 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.
- 7.1.58 Proponents of development must demonstrate the technical merit to gain development approval, including re-examining infrastructure, roads and identification of population and employment numbers.
- 7.1.59 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.

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

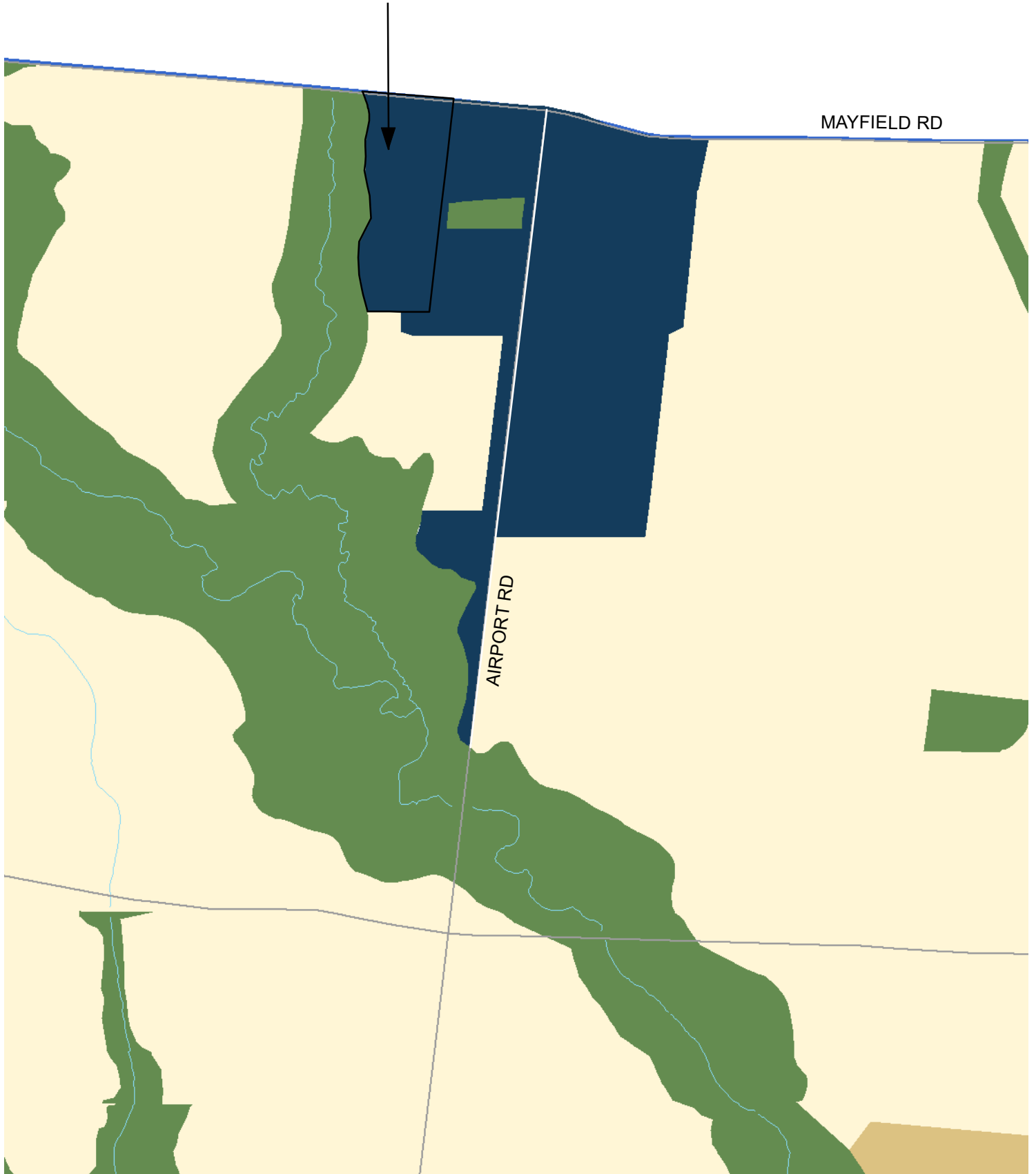


EXTRACT FROM SCHEDULE 1 (CITY CONCEPT) OF THE DOCUMENT KNOWN AS THE CITY OF BRAMPTON OFFICIAL PLAN

- | | | | |
|--------------|---|------------------------------------|----------------------------|
| 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"

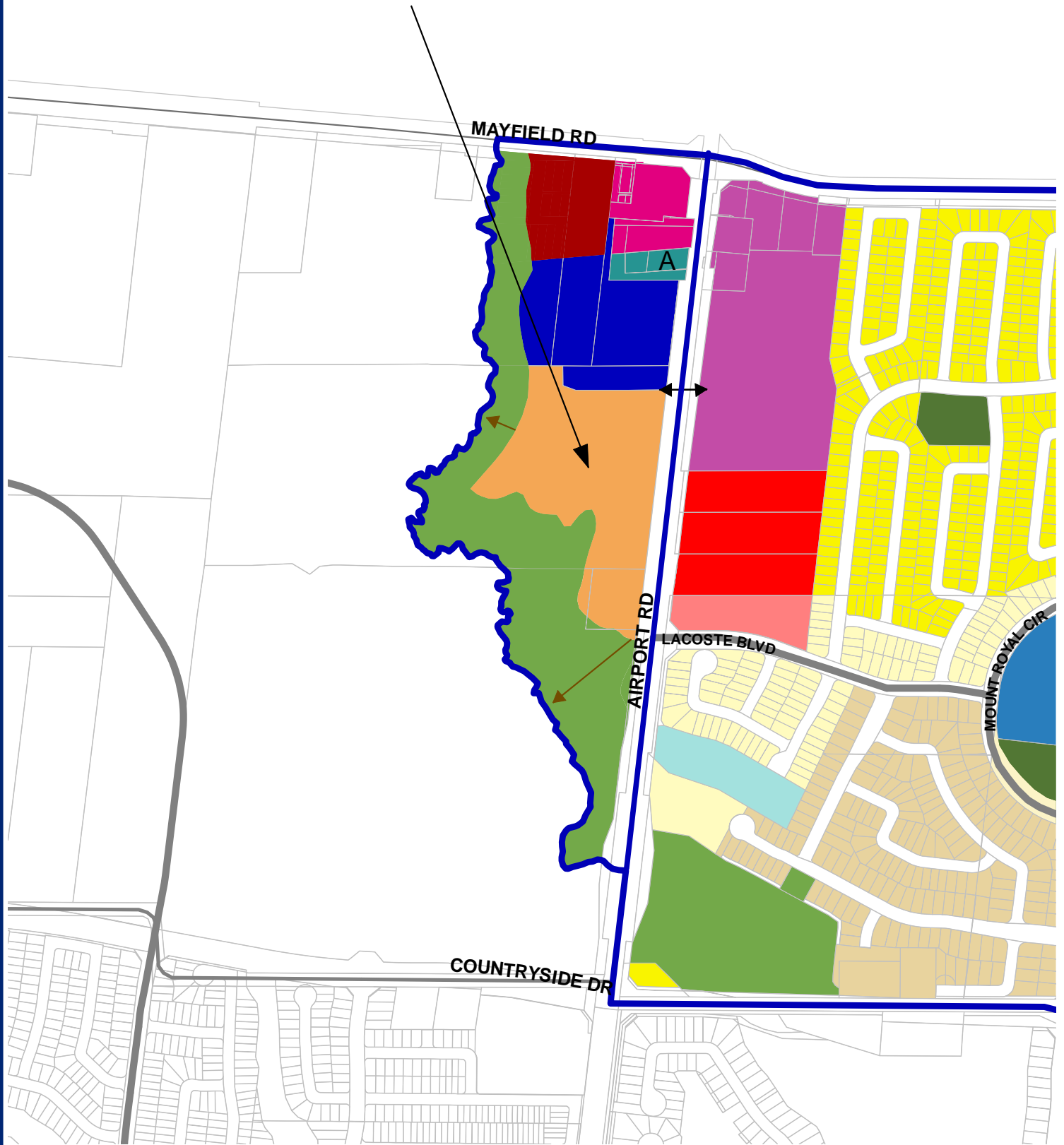


EXTRACT FROM SCHEDULE A (GENERAL LAND USE) OF THE DOCUMENT KNOWN AS THE BRAMPTON OFFICIAL PLAN

- | | | |
|-------------------------------------|---------------------|------------------------------|
| 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

- A** CATEGORY A
- B** CATEGORY B

- SECONDARY PLAN BOUNDARY



