



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 43-96
To adopt Amendment Number 281
and Amendment Number 281 A
to the 1984 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. 1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number 281 and Amendment Number 281 A to the 1984 Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 281 and Amendment Number 281 A to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 6th day of March, 1996.

APPROVED AS TO FORM LAW DEPT BRAMPTON
DATE

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

CHAPTER 2A
NORTHWEST SANDALWOOD PARKWAY
SECONDARY PLAN

AMENDMENT NUMBER 281

and

AMENDMENT NUMBER 281 A

**to the 1984 Official Plan of the
City of Brampton Planning Area**

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(Part IV, Chapter 2a)

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AMENDMENT NUMBER 281

and

AMENDMENT NUMBER 281 A

to the 1984 Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to change the land use designations, for the lands shown outlined on Schedule A to this amendment, from Industrial to Residential, Commercial and Open Space and to establish, in accordance with Part II, Section 7.2 of the Official Plan, detailed policy guidelines for the development of the Northwest Sandalwood Parkway Secondary Plan Area (2a).

Development of the subject secondary plan area will occur within an ecosystem context, with the Fletchers Creek Subwatershed Management Study (Paragon Engineering) forming the environmental basis of the Secondary Plan. The subject property will be developed as a residential community containing a mix of housing types and supporting open space, recreation, school, community service and commercial uses and facilities. Associated infrastructure, environmental considerations and development constraints will be recognized in the secondary plan policies and the development of the area.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 168 hectares (415 acres) and are located between McLaughlin Road and the Canadian Pacific Railway, south of Mayfield Road and north of Sandalwood Parkway. The lands are described as being part of the west halves of Lots 13, 14, 15, 16 and 17, Concession 1, W.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are specifically indicated on the Schedules to this amendment.

3. AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 281 :

1. The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (i) by adding to the list of amendments pertaining to the Snelgrove Secondary Plan, as set out in section 7.2.7.1, Amendment Number 281;

- (ii) by adding to the list of amendments pertaining to the Sandalwood Industrial East Secondary Plan, as set out in section 7.2.7.2, Amendment Number 281 A;
- (iii) by adding to section 7.2.7.2 thereof, the following: "Area 2a: Part IV - Chapter 2(a) of this Official Plan, shall constitute the Northwest Sandalwood Parkway Secondary Plan as it applies to Part 2a of Secondary Plan Area 2."
- (iv) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the land use designation of the lands shown outlined on Schedule A to this amendment from "INDUSTRIAL" TO "RESIDENTIAL" AND "COMMERCIAL";
- (v) by changing on Schedule 'D', NEW DEVELOPMENT AREAS thereto, the limits of New Development Area 1 to the limits indicated on Schedule B to this amendment;
- (vi) by adding to Schedule 'F', COMMERCIAL thereto, "CONVENIENCE COMMERCIAL" and "HIGHWAY AND SERVICE COMMERCIAL" designations in the locations shown on Schedule C to this amendment;
- (vii) by adding to Schedule 'H' MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK thereto, a "MINOR ARTERIAL ROAD" and a "COLLECTOR ROAD" in the locations shown on Schedule D to this amendment;
- (viii) by adding to Schedule 'I' MAJOR ROAD RIGHT-OF-WAY WIDTHS thereto, "23 to 26 METRES (76 TO 86 FEET)" rights-of-way in the locations shown on Schedule E to this amendment;
- (ix) by adding to Schedule 'K' SECONDARY PLAN AREAS thereto, "SECONDARY PLAN AREA NUMBER 2a" as shown on Schedule F to this amendment;
- (x) by deleting from Schedule SP1(A) of Chapter 1A thereto, the land use designations for the lands as shown on Schedule G to this amendment;
- (xi) by changing on Schedule SP1(A) of Chapter 1A thereto, the westerly Snelgrove Secondary Plan Boundary to coincide with the Canadian Pacific Railway, as shown on Schedule G to this amendment;

- (xii) by adding thereto as Schedule 'SP2(a)' of Chapter 2, Schedule H to this amendment;
- (xiii) by adding to Part IV - SECONDARY PLANS, the following new chapter title: "Chapter 2(a): THE NORTHWEST SANDALWOOD PARKWAY SECONDARY PLAN"; and,
- (xiv) by adding to PART IV - SECONDARY PLANS, as Chapter 2(a), the following text:

**"Chapter 2(a): THE NORTHWEST SANDALWOOD PARKWAY
SECONDARY PLAN**

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP2(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Part II, Section 7.2 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP2(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development.

This Chapter recognizes the development/redevelopment of previously designated industrial lands for residential and related uses. This chapter will constitute the Northwest Sandalwood Parkway Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 168 hectares (415 acres) and are generally situated between McLaughlin Road and the Canadian Pacific Railway, south of Mayfield Road and north of Sandalwood Parkway, comprising part of Lots 13, 14, 15, 16 and 17, Concession 1, W.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP2(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP2(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from detached units to townhouses. Complementary uses as set out in Part II of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.2 Housing mix range targets, as indicated on Table 1 following, shall apply to Secondary Plan Area Number 2(a).

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
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NORTH OF WANLESS DRIVE

Single Detached Density	40% - 55%
Semi-Detached Density	40% - 55%
Medium Density Type	<u>0% - 10%</u>
Total	100%

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
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SOUTH OF WANLESS DRIVE

Single Detached Density	20% - 30%
Semi-Detached Density	30% - 45%
Medium Density Type	<u>30% - 45%</u>
Total	100%

3.1.3 The overall density range for Secondary Plan Area Number 2(a) shall be:

- 14.5 to 17.3 units per hectare (5.9 to 7.0 units per acre) of gross residential area north of Wanless Drive.
- 20 to 26.0 units per hectare (8.1 to 10.5 units per acre) of gross residential area south of Wanless Drive.

In addition to the above, there may be a south to north flexible density gradation on the subject lands north of Wanless Drive. This density gradation may represent a maximum of 19.8 units per gross residential hectare (8.0 units per gross residential acre) on the southerly half of the subject lands and a minimum of 14.8 units per gross residential hectare (6.0 units per gross residential acre) on the northerly half of the subject lands, provided the maximum overall density for the subject lands north of Wanless Drive remains at 7 units per gross residential acre.

3.1.4 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan (Chapter 2a).

Medium Density Residential

3.1.5 In areas designated Medium Density Residential on Schedule SP2(a), residential uses within the Medium Density range defined in Part II of this Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.

3.1.6 Any proposal for Medium Density development shall have regard for the achievement of acceptable transition and integration with lower density forms of development and for the provision of design and landscaping features to achieve effective buffering from major roads or adjacent commercial uses.

3.1.7 In order to promote a "Main Street" concept on Wanless Drive, development within the medium density designation along that street is encouraged to front onto Wanless Drive while maintaining primary access to the local road system.

Low and Medium Density Residential

3.1.8 In areas designated Low and Medium Density Residential on Schedule SP2(a), residential uses within the Low and Medium

Density ranges defined in Part II of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.

3.1.9 Residential lots shall be oriented toward and have primary access to the local and minor collector road system, to the greatest extent practicable. Lots which must front onto and gain direct access to major collector roads shall generally maintain a minimum width of 12 metres, with a greater width or reverse frontage possibly being required in the vicinity of major intersections.

Affordable Housing

3.1.10 Opportunities will be created for a range and mix of housing types suitable for a spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.

3.1.11 Affordable housing will be integrated into the overall community so as not to isolate such housing in any one area.

3.1.12 Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

3.2 Commercial

Convenience Commercial

3.2.1 Lands designated Convenience Commercial on Schedule SP2(a) shall permit the range of uses and be developed in accordance with the Convenience Commercial policies of Part II, Chapter 2, section 2.2 and other relevant policies of the Official Plan.

3.2.2 Convenience Commercial sites shall be designed in a sensitive fashion to achieve an acceptable transition to low and medium density residential uses. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

Highway and Service Commercial

3.2.3 Lands designated Highway and Service Commercial on Schedule SP2(a) shall permit the range of uses and be developed in accordance with the Highway and Service Commercial policies of Part II, Chapter 2, subsection 2.2 and other relevant policies of the Official Plan.

3.2.4 Highway and Service Commercial sites shall be designed in a sensitive fashion to achieve an acceptable transition to low and medium density residential uses. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

3.3 Open Space

3.3.1 Lands designated Open Space on Schedule SP2(a) shall be used for outdoor and indoor recreation areas and facilities, as appropriate. Part II, Chapter 2, section 2.5 and other relevant policies of the Official Plan shall apply.

Neighbourhood Park

3.3.2 Neighbourhood Parks shall be developed in the general locations indicated on Schedule SP2(a) in accordance with Part II, Chapter 2, section 2.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, necessary adjustments may be made to the size and location of a neighbourhood park through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.3 Where Open Space facilities designated on Schedule SP2(a) abut school sites, it is the intent of the City to co-operate with the relevant school board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

Hazard Lands

3.3.4 Lands designated Hazard Lands on Schedule SP2(a) have been identified as having inherent environmental hazards

including flood and erosion susceptibility while contributing to the ecological integrity of the Fletchers Creek watershed. Designated Hazard Lands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part II, Chapter 1, section 1.2, 1.3 and other relevant policies of the Official Plan and the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering), as approved by relevant agencies.

3.3.5 The Hazard lands designated on Schedule SP2(a) coincide with a proposed naturalized channel to accommodate surface runoff and overland flow. The broken or intermittent hazard land designation indicates a possible alternate routing for the naturalized channel which may occur with further amendment to this Plan. This naturalized channel would enable the realignment of existing drainage swales in the area and will be subject to the submission of an Environmental Implementation Report (EIR) and appropriate supporting documentation in accordance with the Fletchers Creek Subwatershed Management Study, for the approval of the City and Conservation Authority

3.3.6 Lot line and building setbacks may be imposed from the margin of Hazard Lands so as to have regard for slope stability, erosion potential and other hazards. Setbacks and buffers, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision, and incorporated into the implementing zoning by-law as appropriate. These considerations have the potential to reduce the total amount of tableland area available for urban development.

Storm Water Management Facility

3.3.7 Lands designated Storm Water Management Facility on Schedule SP2(a) recognize the requirement for such facilities within the Secondary Plan Area. Due to their detention function, secondary uses shall primarily consist of activities associated with the Link and Environmental Park policies of Part II, Chapter 2, section 2.5 and other relevant policies of the Official Plan.

3.3.8 Storm Water Management Facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP2(a). The Storm Water Management Facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of storm water management facilities will be determined prior to the registration of subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.4 of this Secondary Plan and the relevant recommendations of the Fletchers Creek Subwatershed Management Study.

The locations, size and function of storm water management facilities may be amalgamated in order to reduce the total number of facilities required in Secondary Plan Area 2(a). Due to the conceptual nature of the Storm Water Management Facility designation, all noted alterations are permitted without amendment to this Plan.

3.4 Institutional

School Sites

3.4.1 One separate elementary school site and one public elementary school site are required in the general locations indicated on Schedule SP2(a). If a school site or part thereof is not required by either the Peel Board of Education or the Dufferin-Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this Plan.

3.4.2 Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage without amendment to this Plan in order to improve the centrality of the site to its intended service area or its functionality.

3.4.3 School sites are designated on Schedule SP2(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by the School Board, the other Board may utilize the site regardless of whether it is for the educational level implied by the designation without further amendment to this plan.

3.4.4 The relevant subdivision plan(s) shall include designated school sites as appropriate with a shape, size and frontage to the satisfaction of the relevant School Board. Developers will be required to demonstrate how school sites can be redeveloped for suitable alternate uses should any particular school site be released or not required for school or park purposes.

3.4.5 Prior to approval of plans of subdivision, the City shall encourage landowners within the Secondary Plan Area 2(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing school sites designated on Schedule SP2(a), in the absence of Education Development Charges or another effective mechanism.

3.4.6 Where considered acceptable by the City, school sites may be rezoned for alternative residential or open space purposes compatible with and capable of integration with adjacent residential designations.

Place of Worship

3.4.7 Two place of worship sites are indicated on Schedule SP2(a). The establishment and retention of these place of worship sites shall be subject to the following principles:

- the sites shall be included in the appropriate subdivision plans as a condition of draft approval and shall be held for use or acquisition for place of worship purposes for a period of 5 years after the registration of the subject subdivision plan;
- site areas shall be approximately .6 hectares (1.5 acres) to 1.2 hectares (3 acres);
- the sites shall be zoned for place of worship purposes at the time of subdivision registration but if not acquired or used for such purposes within 5 years, may also be rezoned to permit low and medium density residential uses without further amendment to this Plan;
- an owner of land accommodating a place of worship site may shift its location to another appropriate location on their lands without further amendment to this Plan; and

- place of worship sites ideally possess arterial road exposure but gain access to the collector or local road system.

4.0 Transportation Policies

4.1 Roads

4.1.1 Road facilities in Secondary Plan Area Number 2(a) are intended to develop and function in accordance with Part II, Chapter 4, section 4.2, and other relevant policies of the Official Plan.

4.1.2 Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within Secondary Plan Area Number 2(a) to achieve a 45.0 metre right-of-way for Mayfield Road and 36.0 metre rights-of-way for McLaughlin Road, Wanless Drive and Sandalwood Parkway.

4.1.3 To protect the function of arterial roads, it is the policy of the City to restrict access from individual properties. To this end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting major roads, except at approved access locations.

4.1.4 The right-of-way requirement for Collector Roads shall be 23.0 - 26.0 metres. Additional right-of-way dedication may be required at major intersections or access points for the construction of turning lanes and/or utilities.

4.1.5 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Public Transit

4.2.1 The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to potentially provide bus routes within 400 metres of all residents.

4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to

accommodate residents who would otherwise be more than 300 metres(1000 feet) walking distance from an existing or planned transit stop.

4.2.3 Sidewalks along arterial and collector roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.

4.3 Pedestrian/Cyclist Links

4.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including active tableland parks, school sites and valleylands in an environmentally conscious manner.

4.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or at specific locations as determined by the City.

4.3.3 To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as McLaughlin road and Mayfield Road shall be by underpass or other suitable arrangements where the City does not consider an at-grade crossing appropriate or practical.

4.4 Railways

4.4.1 Schedule SP2(a) identifies a proposed grade separation at the intersections of Sandalwood Parkway and Wanless Drive with the Canadian Pacific Railway. Sufficient lands shall be reserved as necessary for a possible future grade separation, in conjunction with draft plan approval of affected plans of subdivision.

5.0 Environmental, Servicing and Design Considerations

5.1 General

The Fletchers Creek Subwatershed Management Study (Paragon Engineering) shall be implemented within Secondary Plan Area 2(a) through the preparation of an Environmental Implementation Report(s). Preferably this report(s) addresses large land blocks

as opposed to individual subdivision plans to benefit from economies of scale, account for cumulative effects, identify central or combined storm water management facilities and reduce agency review. Among other items, the Environmental Implementation Report (EIR) will include Environmental Impact Statements (EIS) for development within 50 metres of high and medium function greenspace units as documented in the Subwatershed Management Study.

5.2 Tree Preservation

5.2.1 It is intended that significant, high quality tree specimens are retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the secondary plan area.

5.2.2 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to the registration of a subdivision plan or other development related approvals, in accordance with Part II, Chapter 1, section 1.3, other relevant policies of the Official Plan and the City's Woodlot Development Guidelines (AgPlan Limited, 1992).

5.3 Noise Attenuation

5.3.1 In the case of low and medium density residential uses adjacent to Provincial Highways and Major Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1000 feet).

5.3.2 As a secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

5.3.3 In the case of either road noise attenuation treatment above, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel

service roads, to accommodate satisfactory safety measures between the minor arterial and local road.

5.3.4 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part II, Chapter 1, section 1.8 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Such noise study shall account for measures necessary to mitigate residential development from the noise source of industrial uses within the general vicinity of the secondary plan area, as well as the Canadian Pacific bulk transfer facility north of Mayfield Road.

5.3.5 Residential development adjacent to the Canadian Pacific Railway will be subject to the Rail Noise and Vibration Policies of Part II, Chapter 1, section 1.8 and other relevant policies of the Official Plan.

5.3.6 Where residential development, for which noise control measures will be required precede the construction of the proposed grade separations at the Canadian Pacific Railway and Sandalwood Parkway and Wanless Drive, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authority.

5.3.7 Prior to subdivision approval for lands situated adjacent to the Canadian Pacific Railway right-of-way, noise and vibration impact studies shall be undertaken by the developer, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment and the City, in consultation with Canadian Pacific Railway are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to berming, fencing and the imposition of building setbacks.

5.3.8 Prior to subdivision or zoning approval for lands adjacent to existing industrial uses east of the Canadian Pacific Railway (OSECO, Brampton Brick and Peel Block) arrangements shall be made by owners within Secondary Plan Area 2(a) for installation

of at source mitigation measures to the satisfaction of the City and the Ministry of Environment and Energy.

5.4 Storm Water Management

5.4.1 In addition to the Open Space designation, storm water management facilities are permitted in all land use designations on Schedule SP2(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

5.4.2 Storm water management practices within Secondary Plan Area 2(a) shall address such concerns as flow attenuation (quantity), water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within Fletchers Creek Watershed shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

5.4.3 A storm water management plan will be undertaken for any development in Secondary Plan Area Number 2(a) in accordance with the Fletchers Creek Subwatershed Management Study. The storm water management plan shall be prepared and included with the related Environmental Implementation Report (EIR) and will be subject to approval by the Credit Valley Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.

This storm water management plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts and minimize erosion and siltation in Fletchers Creek and associated tributaries during and after the construction period. The Storm Water Management Plan shall also identify a monitoring program.

Detailed drainage submissions shall be consistent with the Environmental Implemental Report, and subject to the approval of the Credit Valley Conservation and the City prior to the registration of any individual plans of subdivision.

5.4.4 Prior to the alteration of any watercourse , the construction of any storm water management facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Credit Valley Conservation Authority and the City.

5.5 Sanitary Sewage and Water Supply

5.5.1 Development within Secondary Plan Area Number 2(a) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

5.5.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area which are to continue in use should their operation be detrimentally impacted through the process of developing the secondary plan area.

5.5.3 The detailed design and installation of services within the secondary plan area shall be undertaken in an environmentally conscious manner with regard for the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

5.6 Urban Design Guidelines

5.6.1 The design requirements governing the arrangement and massing of built form and the provision of features and facilities such as, but not limited to, streetscapes, noise barrier walls, storm water channels, walkways, landscape buffers, entrance gates/signs, street lights and vending boxes may be set out in appropriate design guidelines as adopted and revised from time to time by the City. Such design guidelines should be set out at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire secondary plan area, as appropriate.

5.6.2 All development within Secondary Plan Area 2(a) shall give due consideration to and incorporate the design principles of C.P.T.E.D. (Crime Prevention Through Environmental Design) wherever practicable.

5.6.3 Where Residential land use designations on Schedule SP2(a) interface with Commercial or Industrial land use designations, the City may require buffering measures to be implemented in accordance with Part II, Chapter 1, section 1.10 and other relevant policies of the Official Plan.

6.0 Implementation and Interpretation

6.1 Development Phasing

6.1.1 The release of residential development within all or part of Secondary Plan Area 2(a) shall be phased relative to the installation of at source mitigation measures for adjacent industrial uses (OSECO, Brampton Brick, Peel Block) as set out in preceding Section 5.3.

In addition, the release of residential development in Secondary Plan Area 2(a) south of Wanless Drive shall be phased relative to the relocation of existing industrial uses on Van Scott Crescent. As long as such industrial uses continue operation in their current location, then new residential development will not be permitted on the subject lands south of Wanless Drive, north of Sandalwood Parkway.

6.1.2 The phasing policies of Part II, Chapter 7 of the Official Plan shall apply to the development of Secondary Plan Area 2(a). Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.

6.1.3 The intent of the City is that essential services will be provided with residential development in Secondary Plan Area 2(a). In accordance with Part II, Chapter 2 section 2.1, Chapter 7 section 7.4 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which schools, roads or any other essential service are not available or committed.

6.1.4 In accordance with relevant Official Plan policies (Part II, Chapters 2, 6 and 7) various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios and overall growth rates will be monitored so that measures can be taken to phase or

direct growth in Secondary Plan Area 2(a) and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

6.2 Implementation Measures

6.2.1 Provision shall be made in abutting plans of subdivision to ensure the compatibility and integration of new development with existing residential holdings and to provide for their redevelopment in accordance with this secondary plan. In this regard, consideration will be given to the implementation of holding zones, reserve lots or other appropriate measures to ensure compatibility and integration.

6.2.2 In addition to Development Charges capital contributions, the City shall require the use of Cost Sharing Agreements or other suitable arrangements amongst landowners in order to implement development of the secondary plan area, share in the cost of common studies and equalize the cost of development for common infrastructure, facilities and works, including the establishment of school sites. The release of lands for development may be subject to the finalization and registration of such cost sharing agreement, as appropriate.

6.2.3 The City will support reasonable cost sharing arrangements amongst benefitting landowners to obtain payments from benefitting landowners who have not contributed to common costs associated with developing lands which were front-ended by other landowners. Such costs may include the cost of background studies associated with the preparation of this secondary plan, the relocation of existing industrial uses within the secondary plan area and the Fletchers Creek Subwatershed Management Study.

6.3 Interpretation

6.3.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP2(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Northwest Sandalwood Parkway Secondary Plan 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 Plan in an equitable manner relative to property lines and parcel sizes,

provided that the basic integrity of the Plan 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 plan, provided the City is satisfied:

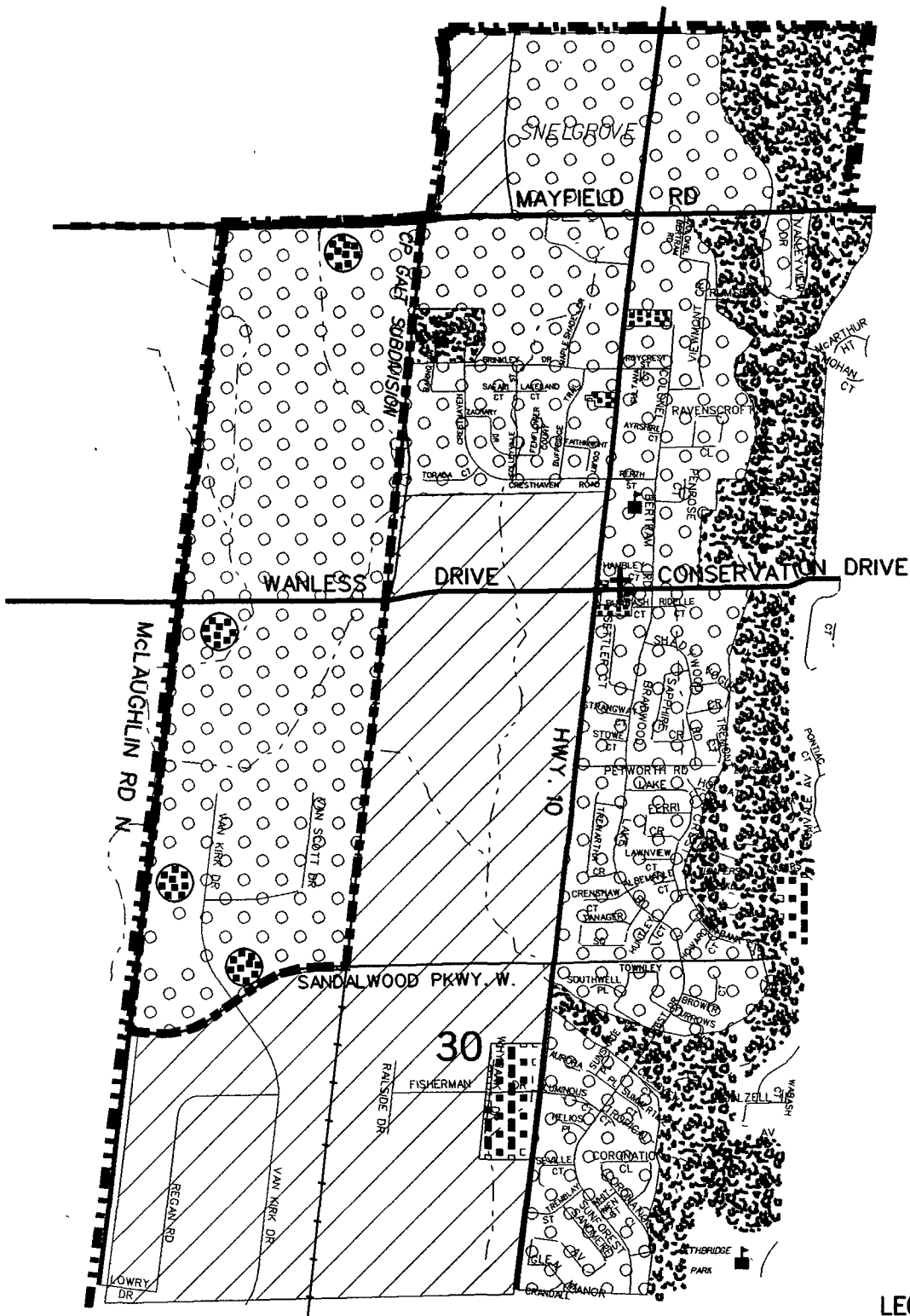
- that the fundamental effectiveness of the intended uses would not be reduced;
- that the intent and integrity of the overall plan is respected;
- that shortfalls or excesses are to be made up elsewhere in the plan;
- that the function and centrality of services is maintained, and
- that the fundamental aspects of land use interrelationships are maintained.

6.3.2 The provisions of Part II, Chapter 7 and other relevant policies of the Official Plan shall apply to the implementation and interpretation of this chapter."



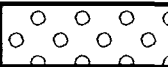

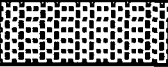


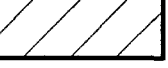

3.2 Amendment Number 281 A:

1. The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Sandalwood Industrial East Secondary Plan (being Amendment 4 to the Consolidated Official Plan and Chapter C55 of Section C of Part C and Plates Number 38 and 54 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended), is hereby further amended:

- (i) by deleting the land use designations shown on Plate 38 for those lands shown outlined as "Area Subject to this Amendment" on Schedule A to this amendment, and by noting thereon the following: "See Official Plan, Chapter 2(a)".



LEGEND

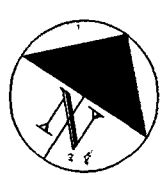
-  URBAN BOUNDARY
-  Area Subject to This Amendment
-  RESIDENTIAL
-  OPEN SPACE
-  COMMERCIAL
-  AGRICULTURAL
-  OPEN SPACE-CEMETERIES
-  INDUSTRIAL
-  INSTITUTIONAL

GENERAL LAND USE DESIGNATIONS SCHEDULE 'A'



**OFFICIAL PLAN AMENDMENT
OFFICIAL PLAN AMENDMENT**

281 **A**



CITY OF BRAMPTON
Planning and Development

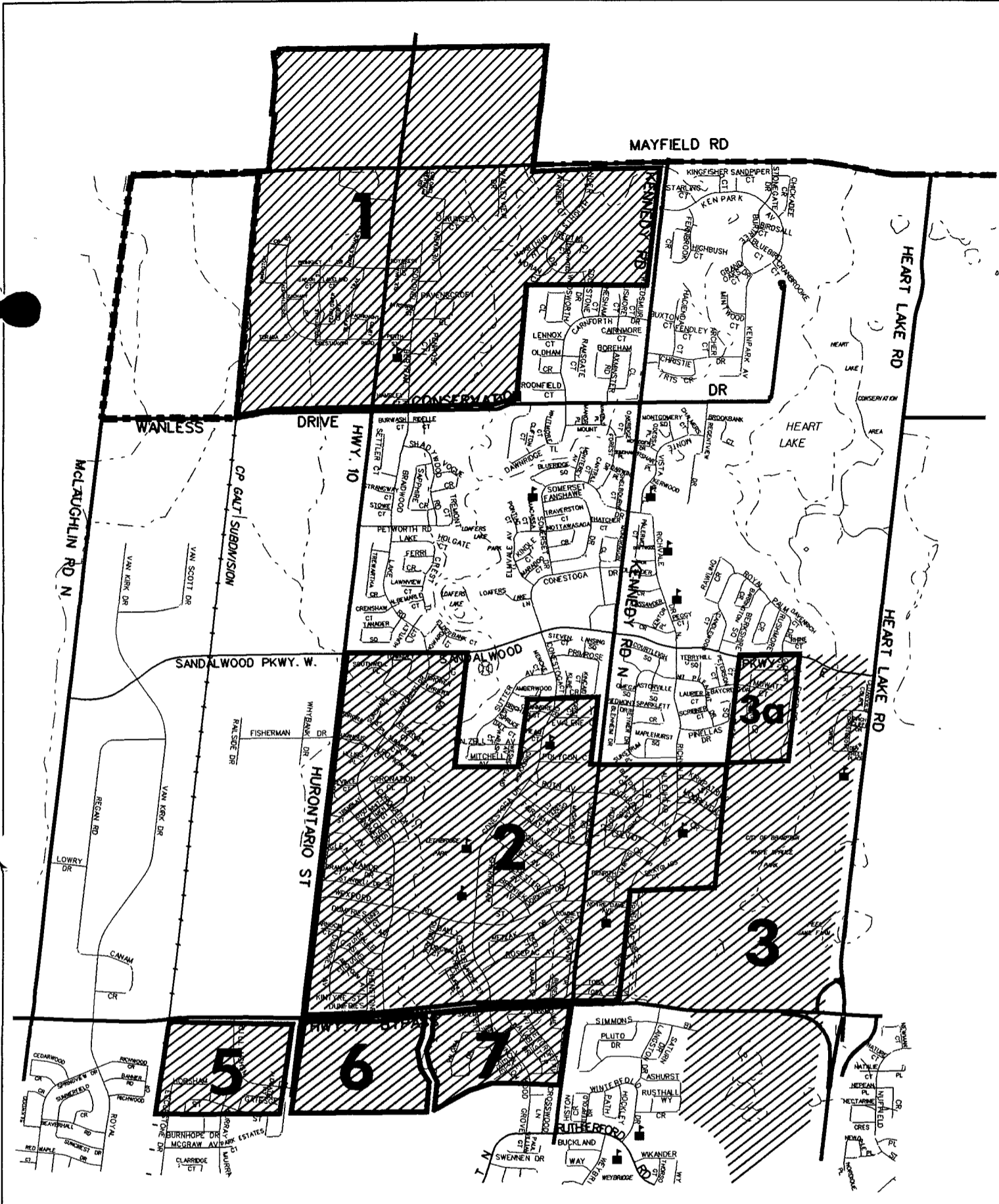
Date: 95 / 07 / 27

Drawn by: JK

Schedule A to By-law 43-96

File no.

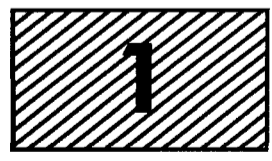
Map no.



----- Area Subject to This Amendment

NEW DEVELOPMENT AREAS
SCHEDULE 'D'

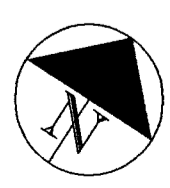
LEGEND



1 NEW DEVELOPMENT AREA



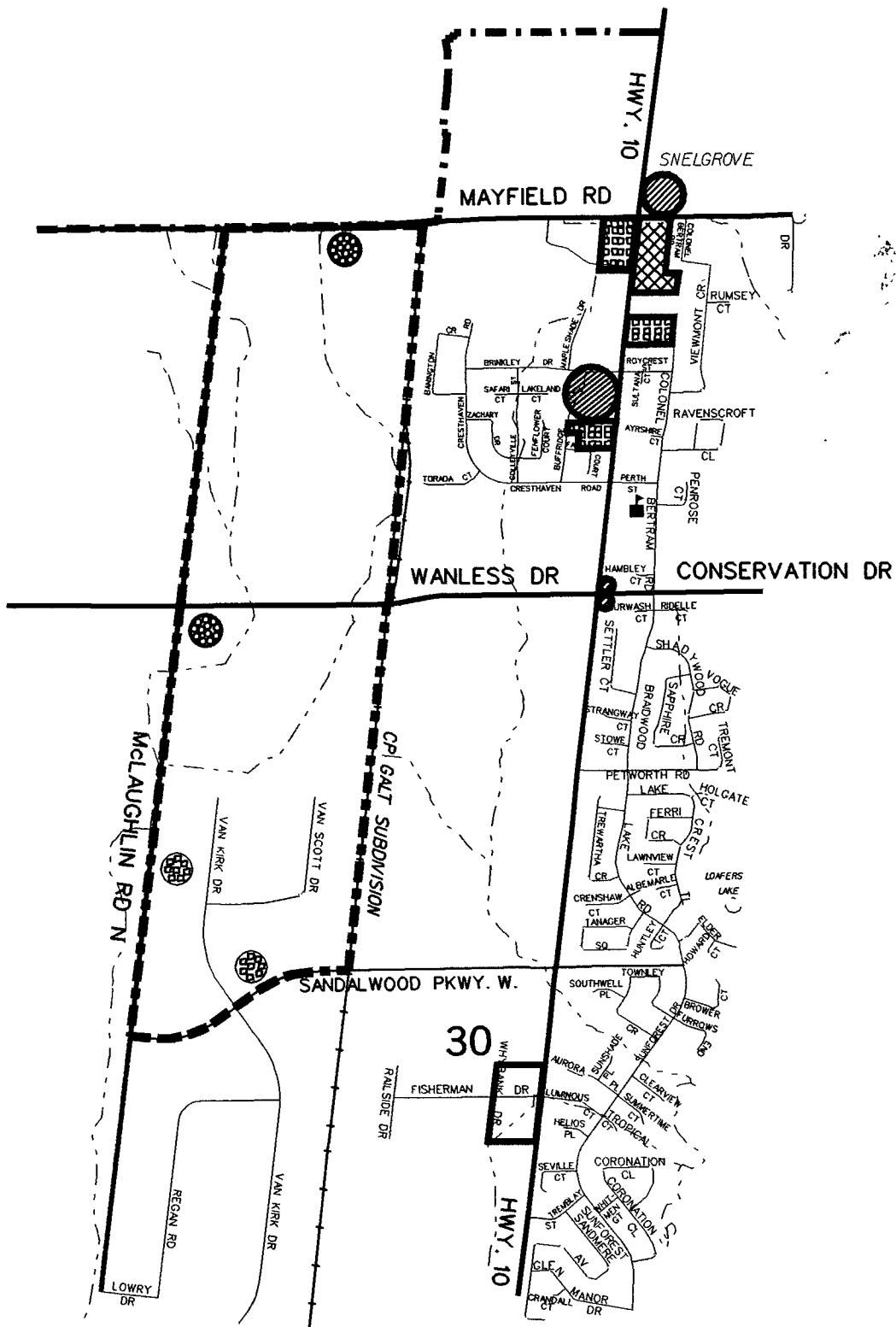
OFFICIAL PLAN AMENDMENT 281



CITY OF BRAMPTON
Planning and Development

Schedule B to By-law 43-96

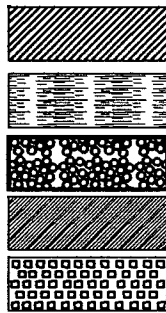
Date: 95/07/26 Drawn by: JK
File no. Map no.



----- Area Subject to This Amendment

COMMERCIAL SCHEDULE 'F'

LEGEND

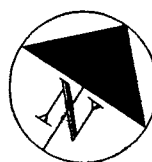


- REGIONAL COMMERCIAL
- DISTRICT COMMERCIAL
- CONVENIENCE COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- HIGHWAY & SERVICE COMMERCIAL



OFFICIAL PLAN AMENDMENT 281

Schedule C to By-law 43-96



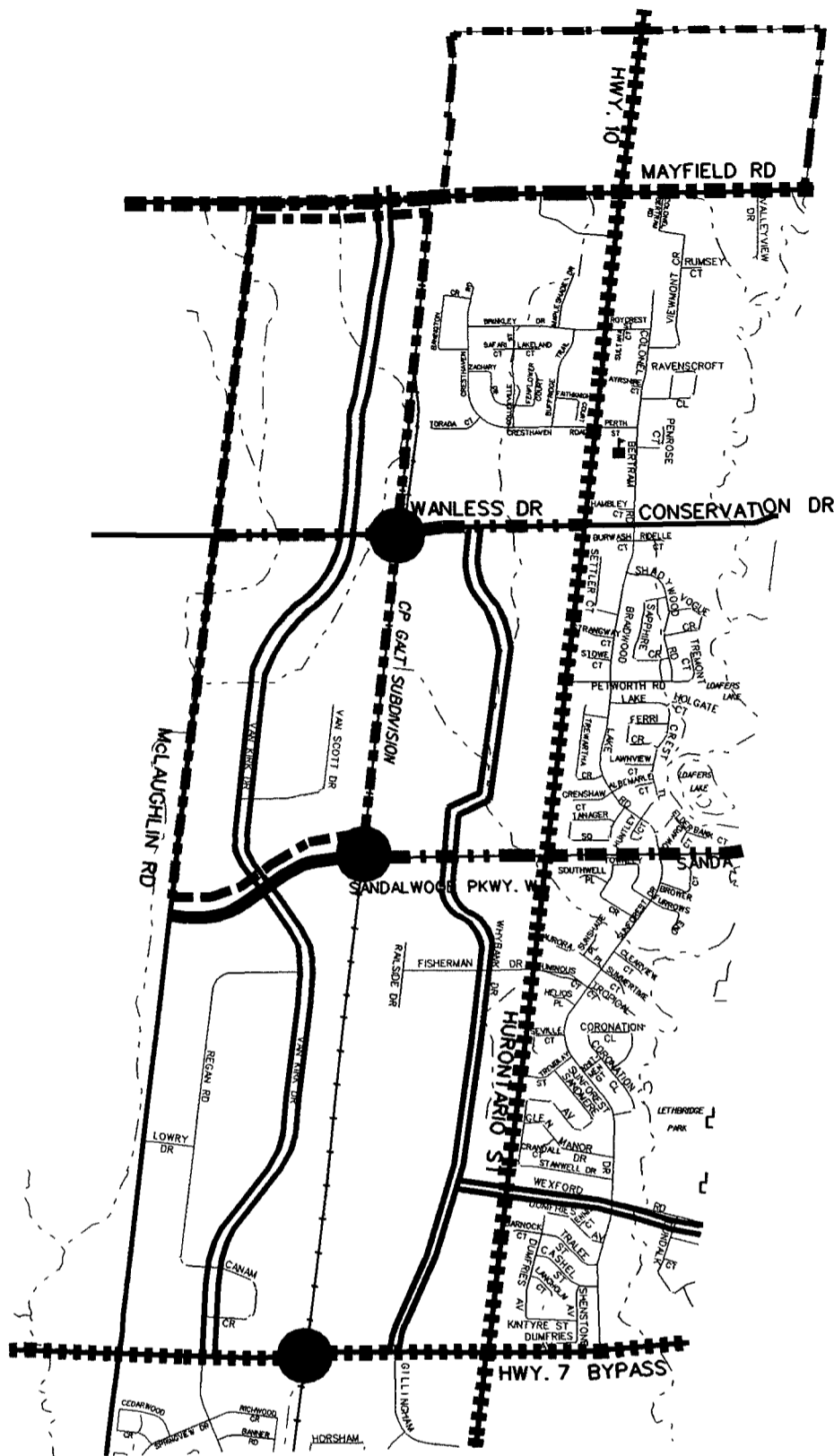
CITY OF BRAMPTON
Planning and Development

Date: 95 / 07 27






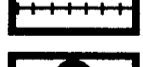

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File no.

Map no.



LEGEND

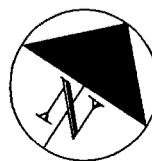
-  PROVINCIAL FREEWAY
-  PROVINCIAL HIGHWAY
-  MAJOR ARTERIAL ROADS
-  MINOR ARTERIAL ROADS
-  COLLECTOR ROADS
-  MAJOR RAILWAY LINE
-  PROPOSED GRADE SEPARATION

----- Area Subject to This Amendment

MAJOR TRANSPORTATION ELEMENTS
AND MAJOR ROAD NETWORK
SCHEDULE 'H'



OFFICIAL PLAN AMENDMENT 281



CITY OF BRAMPTON
Planning and Development

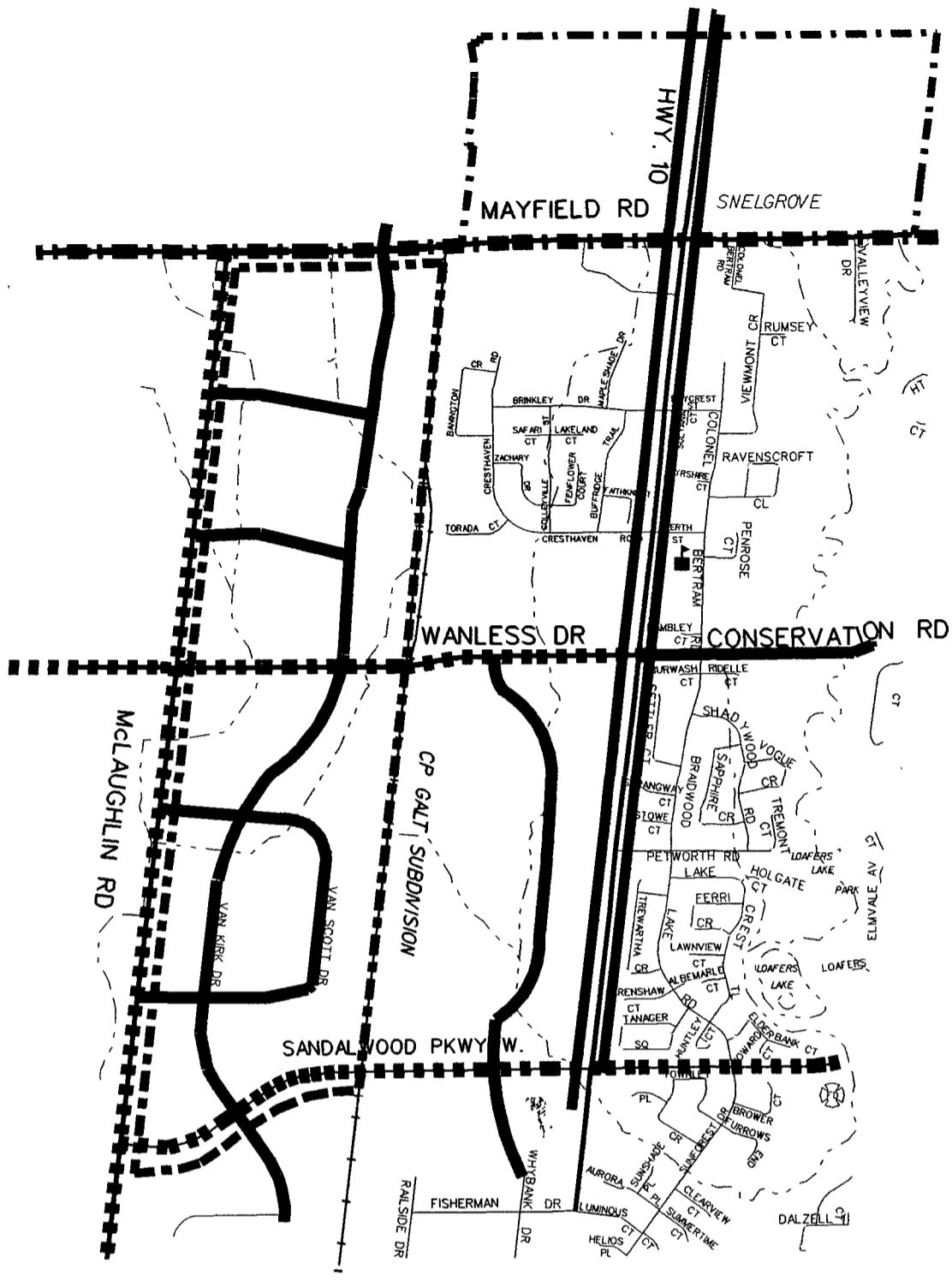
Date: 95 /07 /25

Drawn by: JK

File no.








Map no.

Schedule D to By-law 43-96



----- Area Subject to This Amendment

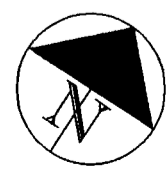
LEGEND

-  TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
-  45 METRES (150 FT.)
-  40 METRES (130 FT.)
-  36 METRES (120 FT.)
-  30 METRES (100 FT.)
-  23 TO 26 METRES (76-86 FT.)
-  20 METRES (66 FT. OR LESS)

**MAJOR ROAD
RIGHT-OF-WAY WIDTHS
SCHEDULE 'I'**



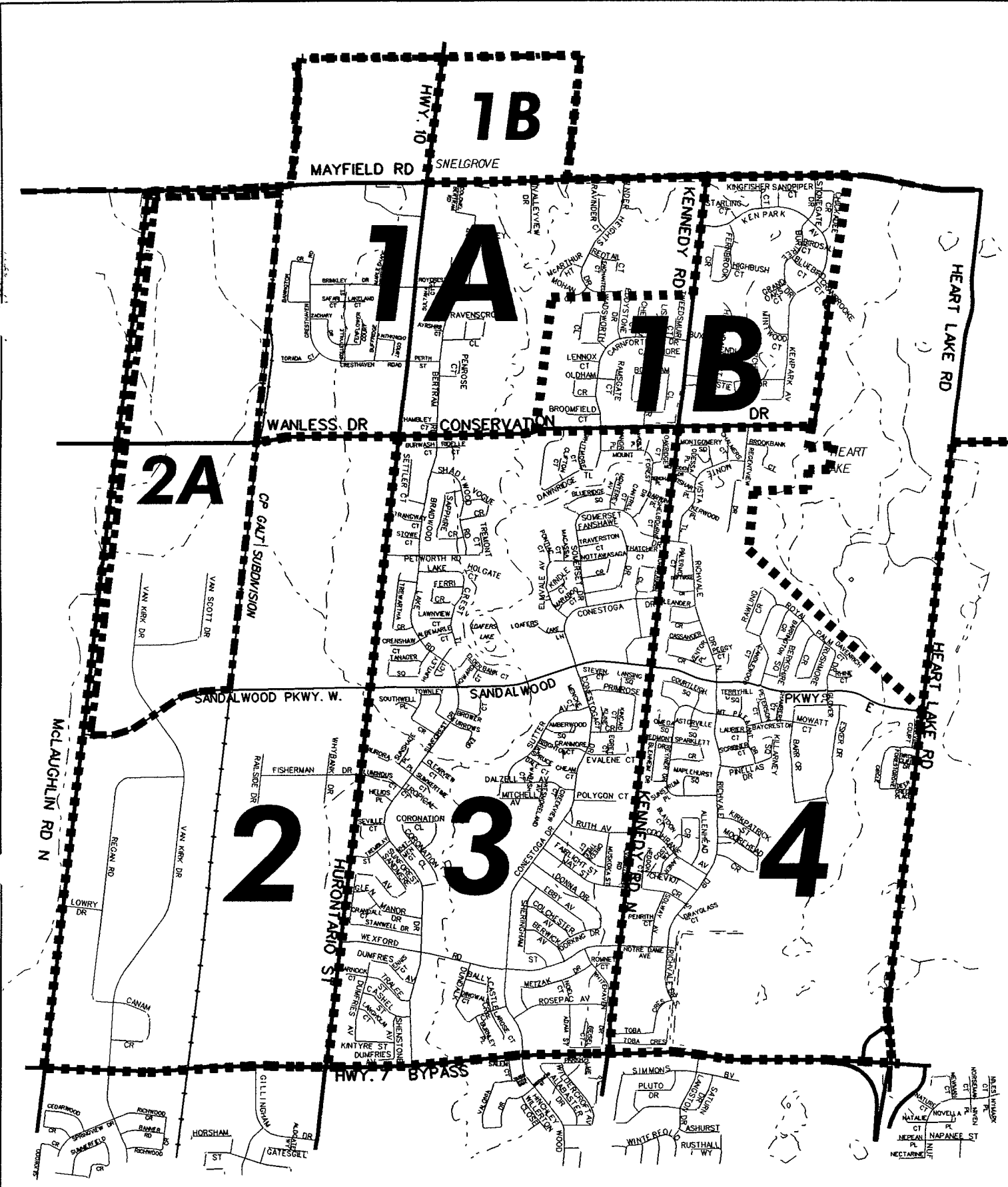
OFFICIAL PLAN AMENDMENT 281



CITY OF BRAMPTON
Planning and Development

Date: 95 /07/ 26 Drawn by:JK
File no. Map no.

Schedule E to By-law 43-96



----- Area Subject to This Amendment

LEGEND

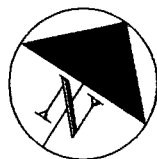
----- Area Boundaries

**SECONDARY PLAN
AREAS
SCHEDULE 'K'**



OFFICIAL PLAN AMENDMENT 281

Schedule F to By-law 43-96



CITY OF BRAMPTON
Planning and Development

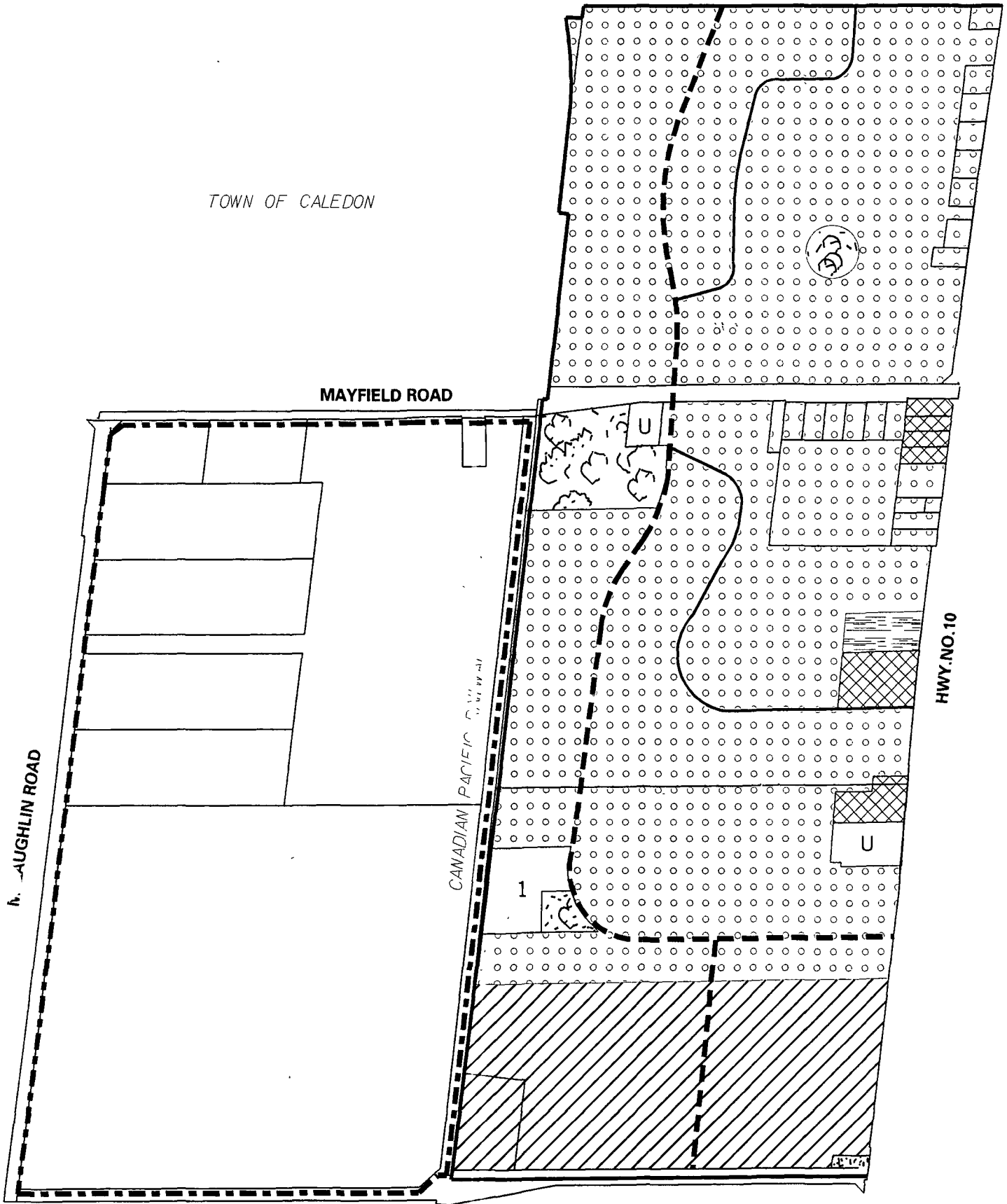
Date: 95 / 07 / 27

Drawn by: JK

File no.

Map no.

TOWN OF CALEDON



WANLESS DRIVE

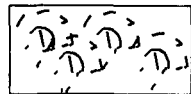
LEGEND

----- Area Subject to This Amendment

**SNELGROVE SECONDARY PLAN
SCHEDULE SP1 (A)**



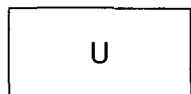
LIGHT INDUSTRIAL



OPEN SPACE



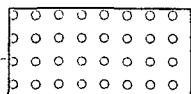
SERVICE COMMERCIAL



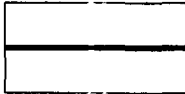
UTILITY



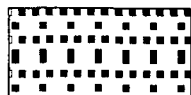
INSTITUTIONAL



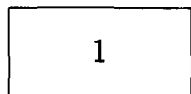
LOW DENSITY RESIDENTIAL



SECONDARY PLAN BOUNDARY



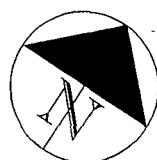
CONVIENCE COMMERCIAL



SPECIAL POLICY AREA NO.1



OFFICIAL PLAN AMENDMENT 281



CITY OF BRAMPTON
Planning and Development

Date 96 / 02 / 27

Drawn by: JK

Schedule G to By-law 43-96

File no. nwspsp.g1 dgn

Map no

MCLAUGHLIN ROAD

WANLESS DRIVE

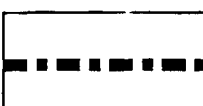


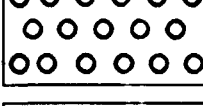
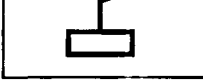
HWY. NO. 10

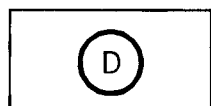
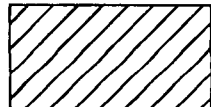
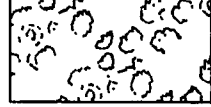


SANDALWOOD PKWY. W.

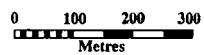
CP GALT SUBDIVISION

BRINKLEY DR
SAFARI CT
LAKELAND CT
ZACHARY DR
FENFLOWER COURT
COLLEVILLE DR
MAPLE SHADE DR
TRAIL
BATHKNIGHT COURT
CRESTHAVEN ROAD

SCHEDULE SP 2 (a)
NORTHWEST SANDALWOOD
PARKWAY

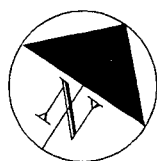
-  SECONDARY PLAN AREA
-  MEDIUM DENSITY RESIDENTIAL
-  INSTITUTIONAL PLACE OF WORSHIP
-  HIGHWAY AND SERVICE COMMERCIAL
-  INSTITUTIONAL ELEMENTARY SCHOOL

-  STORM WATER MANAGEMENT FACILITY
-  CONVENIENCE COMMERCIAL
-  OPEN SPACE NEIGHBOURHOOD PARK
-  OPEN SPACE HAZARD LANDS
-  LOW / MEDIUM DENSITY RESIDENTIAL



LEGEND

OFFICIAL PLAN AMENDMENT 281



CITY OF BRAMPTON
Planning and Development

Date: 96 / 02 / 14 Drawn by: JK

File no. nwsp2a.dgn Map no

Schedule H to By-law 43-96