



REPEALED BY BY-LAW 106-98

THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 273-97

To Adopt Amendment Number OP93- 78

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. 1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number OP93- 78 to the 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 Region of Peel for approval of Amendment Number OP93- 78 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED in OPEN COUNCIL, the 24th day of November, 1997 .

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CLERK

Approved as to Content:

William Winterhalt, M.C.I.P.  
Director, Planning Policy & Research

APPROVED AS TO FORM  
LAW DEPT.  
BRAMPTON  
WCC  
DATE 11/24/97

**AMENDMENT NUMBER OP93- 78**

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

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(PART II, Chapter 44)

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## AMENDMENT OP93-78

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

#### 1.0 PURPOSE

The purpose of this amendment pertaining to the lands shown outlined on Schedule A to this amendment is to establish, in accordance with Part 5.4 of the Official Plan, detailed policy guidelines for the development of Secondary Plan Area 44.

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 area 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 and, to an extent, certain existing uses situated within the secondary plan area.

#### 2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 951 hectares (2,350 acres) and are bounded by Wanless Drive to the north, the CNR mainline and Highway Number 7 to the south, McLaughlin Road to the east and Creditview Road and an expanded area surrounding the future planned Mount Pleasant GO Station to the west, in addition to an area extending southward from Highway 7 to Williams Parkway, between Creditview Road and Chinguacousy Road. The lands are described as being part of Lots 11, 12, 13, 14, 15 Concessions 2 and 3 W.H.S. and part of Part Lots 9 and 10, Concession 3 W.H.S..

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

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

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

- (i) by deleting therefrom in its entirety, sections 4.1.4.6 and 4.1.4.7 thereof and replacing them with the following and renumbering the subsequent policies accordingly:

Mount Pleasant:

The area designated Residential: Special Policy Area at the Mount Pleasant junction on Schedule "A" identifies a key transit node that has significant potential for higher density residential concentrations in association with some aggregation of retail and office uses.

Policies

4.1.4.6 The City shall further assess the potential of the proposed Mount Pleasant GO Station site as a potential location for higher density residential and aggregations of office and retail uses as set out in the Fletchers Meadow Secondary Plan, in conjunction with an additional review to be undertaken during the preparation of the secondary plan for the abutting area to the south (Secondary Plan Area 45).

- (ii) by adding to Schedule 'B' MAJOR ROAD NETWORK RIGHT-OF-WAY WIDTHS thereto 23 to 26 METRES (76-86 FEET) Collector Roads in the locations shown on Schedule A to this amendment, including the segment of Collector Road extending down from Highway 7 to Williams Parkway through the abutting Secondary Plan to the south (Number 43) halfway between McLaughlin and Chinguacousy Roads, and by deleting therefrom the segment of 36 METRES (120 FEET) Minor Arterial Road abutting the CNR line as shown on Schedule A to this amendment;

- (iii) by deleting therefrom, in Part II: SECONDARY PLANS thereof, the heading "Area 44: Fletchers Creek North" and the following: "no Secondary Plan in place" and substituting therefor the following: "Area 44: Fletchers Meadow" and "Part II, Chapter 44 of the 1993 Official Plan shall constitute the Fletchers Meadow Secondary Plan";
- (iv) by adding to Part II: SECONDARY PLANS, thereof, the following new chapter title: "Chapter 44: FLETCHERS MEADOW SECONDARY PLAN";
- (v) by adding to Part II: SECONDARY PLANS Chapter 44 thereof, as Schedule 'SP44(a)', Schedule B to this amendment; and,
- (vi) by adding to Part II: SECONDARY PLANS, thereof as Chapter 44, the following text:

"Chapter 44: THE FLETCHERS MEADOW SECONDARY  
PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP44(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of lands outlined on Schedule SP44(a) for predominately residential purposes, 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 constitutes the Fletchers Meadow Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 951 ha. (2,350 acres) and are generally situated between Wanless Drive to the north, the CNR mainline and Highway No. 7 to the

south, McLaughlin Road to the east and Creditview Road and an expanded area surrounding the future planned Mount Pleasant GO Station to the west, comprising part of Lots 11, 12, 13, 14, 15 Concessions 2 and 3 W.H.S. and Part Lots 9 and 10, Concession 3 W.H.S, as shown on Schedule SP44(a).

**3.0 DEVELOPMENT PRINCIPLES**

**3.1 Residential**

**3.1.1** The various residential designations shown on Schedule SP44(a) are categories in which the predominant use of land is residential and they collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I 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 in Table 1 following, shall apply to Secondary Plan Area Number 44.

**TABLE 1**

<b>Housing Type</b>	<b>Percent of Total Dwelling Units</b>
Single Detached Density	20% - 35%
Semi-Detached Density	35% - 45%
Medium Density	15% - 25%
Cluster High Density	5% - 15%
	-----
	100%

**3.1.3** The density range for Secondary Plan Area 44 shall be 18 to 26 units per hectare (7.3 to 10.5 units per acre) of gross residential area.

**3.1.4** Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including Section 5.0 of this Chapter.

**3.1.5** Prior to draft approval of a plan of subdivision or zoning approval, as appropriate, proponent(s) may be required to submit for the approval of the City a development concept for residential designations with difficult design features or limited access opportunities. Such a development concept shall address, as appropriate, how these designations will function, observing limited access opportunities and shadow impacts, if any, on adjacent low and medium density residential forms.

#### Cluster and High Density Residential

**3.1.6** In areas designated Cluster and High Density Residential on Schedule SP44(a), residential uses within the Cluster and High Density ranges defined in Part I of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.7.

**3.1.7** The net density for Cluster and High Density Residential designations shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to density yields, will have an



acceptable level of impact on the local roads and services within the Secondary Plan Area.

**3.1.8** Any proposals for Cluster and High Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

#### Medium Density Residential

**3.1.9** In areas designated Medium Density Residential on Schedule SP44(a), residential uses within the Medium Density range in Part I, Section 5.0 of the Official Plan area permitted, subject to policies 3.1.2, 3.1.3 and 3.1.10.

**3.1.10** Nonprofit housing projects within the Medium Density designations on Schedule SP44(a) may be developed at a Medium-High (Cluster) Density as defined in Part I of the Official Plan, without further amendment to this Plan. Such proposals to develop these lands at a Medium-High Density will have regard to policy 3.1.11 and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

**3.1.11** Any proposals for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.

#### Low and Medium Density Residential

**3.1.12** In areas designated Low and Medium Density Residential on Schedule SP44(a), residential uses within the Low and Medium Density ranges defined in Part I, Section 5.0 of the

Official Plan are permitted, subject to policies 3.1.2, 3.1.3, 3.1.13 and 3.1.14.

**3.1.13** Although Table 1 specifies overall housing mix ranges for the entire Secondary Plan Area, there is an inherent mix of single detached, semi-detached and townhouse density types which applies exclusively to the Low and Medium Density Residential designation in order to achieve the overall housing mix ranges for the Secondary Plan Area. Table 2 following specifies the housing mix ranges for the Low and Medium Density Residential designation.

**TABLE 2**  
**Low and Medium Density**  
**Residential Housing Mix**

Housing Type	Percent of Total Dwelling Units
Single Detached Density	25% - 35%
Semi-Detached Density	50% - 60%
Medium Density	5% to 15%
<hr/>	
Total	100%

**3.1.14** The density range for the Low and Medium Density Residential designation within Secondary Plan Area 44 shall be 15 to 23 units per hectare (6.1 to 9.3 units per acre) of gross residential area.

**3.1.15** In areas designated Low and Medium Density Residential adjacent to the Canadian National Railway Right-of-Way, medium density residential forms are encouraged in order to satisfactorily address noise attenuation requirements.

**3.1.16** Any proposal for Medium Density Residential development will have regard for the achievement of acceptable transition and physical integration with lower density forms of

development, and separation and buffering from major roads, other noise sources or adjacent Commercial uses.

**3.1.17** Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections.

#### Low Density Residential

**3.1.18** In areas designated Low Density Residential on Schedule SP44(a), residential uses within the single detached density range defined in Part I, Section 5.0 of the Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.19.

**3.1.19** The density yield for the Low Density Residential designation on Schedule SP44(a) shall not exceed 12.4 units per hectare (5.0 units per acre) of net residential area.

**3.1.20** The Low Density Residential designations abutting existing residential development shall be developed in a manner that is compatible with the scale and character of the existing development.

**3.1.21** Residential lots shall be oriented toward and have primary access to the minor collector and local road system to the greatest extent practicable.

#### Affordable Housing

**3.1.22** Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents and shall

include a minimum of 25% of new residential units to be affordable in accordance with need, where practicable. Such opportunities shall be provided in accordance with the intent of the Provincial Policy Statement.

**3.1.23** Affordable housing will be integrated into the overall community to ensure opportunities for affordable housing are widely available.

**3.1.24** Proponents may be required to enter into an appropriate agreement with respect to the implementation of housing policies in the Provincial Policy Statement.

## **3.2 Commercial**

**3.2.1** The Local Retail Centres and other designated commercial sites in the Fletchers Meadow Secondary Plan area shall collectively be sized in conjunction with sites in adjacent areas to accommodate the demand forecasts set out in the Fletchers Meadow Commercial Opportunity Study by Coopers and Lybrand, or in any more recent comprehensive commercial studies prepared for and adopted by the City of Brampton.

### **Local Retail**

**3.2.2** Elements of the Local Retail hierarchy designated in this secondary plan in accordance with Part 1, section 4.2.8 of the Official Plan include District Retail, Neighbourhood Retail and Convenience Retail. These designations shall not permit motels, hotels or entertainment uses except in accordance with Official Plan policy 4.2.2.2.

**3.2.3** Development within these Local Retail designations shall also respect the following principles:

- i) no outdoor storage of goods or materials shall be permitted;

- ii) provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,
- iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations.

District Retail

**3.2.4** The lands designated District Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part 1, section 4.2.8 and other relevant policies of the Official Plan, except that notwithstanding such policies:

- i) the District Retail designation abutting Chinguacousy Road and Sandalwood Parkway may, in accordance with policy 3.2.1, accommodate up to 30,000 square metres (323,000 square feet) of gross leasable area on a site up to 13 hectares (32.2 acres) in size; and
- ii) the District Retail designation in the northwest quadrant of McLaughlin Road and Highway 7 is regarded as a site that will most likely be developed in a power centre format complementary to the approved District Retail/Power Centre site on the east side of McLaughlin Road, and accordingly:

- the former site may accommodate up to 11,000 square metres (118,400 square feet) of District Retail/Power Centre space on a site of approximately 4 hectares (10 acres); and
- it shall be developed with its major access driveway towards the north end of the site in a location to be coordinated with and aligned with an access driveway serving the District Retail/Power Centre site on the east side of McLaughlin Road.

#### Neighbourhood Retail

**3.2.5** The lands designated Neighbourhood Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan.

**3.2.6** The lands designated Neighbourhood Retail at the northwest corner of Williams Parkway and Chinguacousy Road on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan, except that a supermarket is not permitted, save and except for a grocery store/specialty food store having a maximum gross leaseable area of 1394 square metres (15,000 square feet).

#### Convenience Retail

**3.2.7** Land designated Convenience Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan.

## Highway and Service Commercial

**3.2.8** The lands designated Highway and Service Commercial on Schedule SP44(a) shall permit the range of uses and be developed in accordance with Part I, Section 4.2, subsection 4.2.9 and other relevant policies of the Official Plan. The smaller Highway and Service Commercial designations are primarily intended to accommodate a gas bar or service station and related uses. The larger Highway and Service Commercial designation on the north side of Highway 7, west of Chinguacousy Road is intended to accommodate a broad range of uses in accordance with subsection 4.2.9 of the Official Plan.

**3.2.9** Developers of Highway and Service Commercial designation lands shall be encouraged to develop in accordance with the following principles in order to contribute to an attractive development character:

- To generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;
- Service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- To ensure comprehensive and integrated development along the principal arterial, the City may require the submission of a development concept to demonstrate how the

designated area can be comprehensively developed; and,

- Common access arrangements and linked parking areas may be required to serve multiple land uses.

#### Mixed Use Node

**3.2.10** The lands designated Mixed Use Node on Schedule SP44(a) shall permit office and convenience commercial uses. Cluster and high density residential uses may also be incorporated in the mixed use node subject to a site specific review at the development stage.

Permitted uses include: convenience retail, restaurants and services to serve the GO station traffic and local office workers;. Residential based office uses, such as medical buildings, professional offices and banks; and selected recreation facilities. Entertainment Uses shall also be permitted in the Mixed Use Node designation in accordance with relevant policies of the Official Plan, and equivalent to District Retail permissions. The maximum commercial gross floor area allocated to this designation is 14,864 m<sup>2</sup> (160,000 square feet) in addition to the floor space to be occupied by residential uses.

#### Special Policy Area 1 (Go Transit/Mixed Use Node)

**3.2.11** The area designated Residential: Special Policy Area 1 at the Mount Pleasant junction (at the intersection of Highway 7 and Creditview Road with the CNR Line) on Schedule "A" of the Official Plan identifies a key transit node that has significant potential for higher density residential concentrations in association with some aggregation of retail and office uses.



The City shall further assess the potential of the proposed Mount Pleasant GO Station site as a potential location for higher density residential and aggregations of office and retail as set out the Fletchers Meadow Secondary Plan in conjunction with an additional review to be undertaken in conjunction with the secondary plan studies for the Credit Valley Secondary Plan Area (Area 45).

### 3.3 Open Space

#### Valleylands (Primary and Secondary)

**3.3.1** Lands designated Valleyland on Schedule SP44(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to some degree to the ecological integrity of the Fletchers Creek Watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for stormwater management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997).

**3.3.2** Schedule SP44(a) differentiates between “Primary” Valleylands and “Secondary” Valleylands on the basis of the constraint mapping and analysis in the Fletchers Meadow Environmental Implementation Report (MMM, 1997). The “Primary” Valleyland reaches are assessed as primary constraint areas where permitted modifications and alterations are limited, largely due to ecological function and the presence of fish habitat. The “Secondary” Valleyland reaches are more permissive in terms of realignment, modification and alteration of corridors, subject to more detailed analysis and the approval of the City and Conservation

Authority. Reference should be made to the Fletchers Meadow Environmental Implementation Report for specific details.

**3.3.3** Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, 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. These considerations have the potential to reduce the total amount of tableland area available for urban development.

**3.3.4** Valleyland designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/valley corridor. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valleyland designation.

#### Community Park

**3.3.5** Lands designated Community Park shall be developed in the general locations identified on Schedule SP44(a) in accordance with the Community Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan.

**3.3.6** The specific location or configuration of the Community Park-Secondary School campus will be reviewed at the time of subdivision plan processing to confirm the need for the facilities and, if realized, to attempt to arrange the facilities in a manner that would promote a reasonable land sharing arrangement.

### Neighbourhood Park

**3.3.7** Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP44(a) in accordance with the Neighbourhood Park policies of Part I, section 4.5 and other relevant policies of the Official Plan.

### Parkette

**3.3.8** Lands designated Parkette shall be developed in the general locations indicated on Schedule SP44(a) in accordance with the Parkette policies of Part I, section 4.5 and other relevant policies of the Official Plan.

**3.3.9** Where Open Space facilities designated on Schedule SP44(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.

**3.3.10** Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space system such as valleylands.

**3.3.11** In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.

### Woodlot

**3.3.12** Lands designated Woodlot on Schedule SP44(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting

woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. The preservation or treatment of woodlots shall be in accordance with the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and the City's Woodlot Development Guidelines. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

**3.3.13** Lands designated as Woodlot on Schedule SP44(a) are encouraged for retention in acknowledgement of the value of their features and functions to the watershed as outlined in the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997). The City, in processing a development proposal that would privately retain all or part of a woodlot, may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Part I, Section 5.12 and other relevant policies of the Official Plan, or implement other suitable mechanisms to retain the woodlot and/or its function.

**3.3.14** Should it be demonstrated that an identified woodlot cannot practicably be retained through the development process, such lands shall be considered to have an alternate land use designation consistent with that of the surrounding designations without the necessity of further amendment of this Plan. A proponent of development on a woodlot shall be required to demonstrate how the woodlot site can be developed for suitable alternate land uses, and meet the objectives of Section 4.4.7 of the Official Plan.

## Storm Water Management Facility

**3.3.15** Storm Water Management Facilities are permitted in all land use designations on Schedule SP44(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City. However, notwithstanding this policy that Stormwater Management Facilities such as ponds, channels or valleylands on Open Space (park) and Institutional (school site) designations may be located without an Official Plan Amendment, such locations will not be accepted by the City or the school boards unless it can be demonstrated that the long term functionality of the park and school site is not impaired or the effective usable area of the sites is not reduced.

**3.3.16** Storm Water Management practices within the Secondary Plan Area shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for storm water management within Fletchers Meadow shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

**3.3.17** A Storm Water Management Plan will be undertaken for development in the Secondary Plan Area, in accordance with the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

## Special Policy Area 2 (Spill Zone)

**3.3.18** Special Policy Area 2 indicated on Schedule SP44(a) indicates a spill zone area on Fletchers Creek where a broad but shallow

floodplain exists. With site specific study, the potential exists to reduce the extent of the broad floodplain through culvert and/or channel modifications to improve local drainage conditions.

#### Cemetery

**3.3.19** Lands designated Cemetery on Schedule SP44(a) recognizes existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.

**3.3.20** Minor adjustments to the Memorial Garden Cemetery designation may be permitted without further amendment to this document where the adjustment is related to the placement of new roads resulting in small fragmented parcels being created, which directly abut the cemetery.

**3.3.21** The regulations set out in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.

### **3.4** Institutional

#### School Sites

**3.4.1** Lands designated Senior Public School, Elementary School or Secondary School are required in the general locations indicated on Schedule SP44(a), in accordance with the Community Services and Education Facilities policies of Part I, section 4.8 and other relevant policies of the Official Plan. If any 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 Low/Medium Density Residential, without further amendment to this plan.

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

**3.4.3** School sites are designated on Schedule SP44(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 one School Board, the other Board may utilize the site regardless of whether it is for the educational level implied by the designation.

**3.4.4** Relevant draft plans of subdivisions shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. In particular, the shape, size and frontage of abutting and associated Open Space and Institutional (school site) designations shall be arranged to the satisfaction of the school boards and the City to facilitate the development of school/park campuses involving shared buildings or shared outdoor areas. Landowners will also be required to demonstrate at the draft plan of subdivisions stage how school sites can be redeveloped for suitable alternate use 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 require landowners within the Secondary Plan Area to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP44(a), unless this purpose is satisfied by another effective mechanism.

**3.4.6** Where considered acceptable by the City, school sites may be pre-zoned for alternative land use purposes compatible with and capable of integration with adjacent land use designations.

#### Places of Worship

**3.4.7** Lands designated Place of Worship indicate sites to be reserved for such purposes subject to the following principles:

- To be included in the appropriate subdivision plan as a condition of draft approval and shall be held for use or acquisition for worship purposes for a period of 5 years from the date of registration of the subject subdivision plan;
- Each to be approximately 0.8-1.2 hectares (2-3 acres) in sizes;
- Restricted arterial road access subject to approval by the City; and,
- To be zoned for worship purposes at the time of subdivision registration, but may be dual zoned to also permit suitable alternate development without further amendment to this Plan, in the event that it is not acquired or used for such purpose within the 5 year reserve period.

#### Libraries

**3.4.8** Libraries are not designated on Schedule SP44(a), however they are permitted in all land use designations, except for the Open Space Valleyland designation, as a free standing facility, an integrated institutional or commercial development component, or within a recreation centre facility.



**3.4.9** Retail centres may be oversized at the draft plan of subdivision stage in order to account for a future library use and to compensate for the land and building area to be occupied by the library. In that context, library sites are acknowledged as having an alternative use of low density residential for the purpose of land valuation.

#### 4.0 Transportation Policies

##### 4.1 Roads

**4.1.1** Road facilities in the Secondary Plan Area are intended to develop and function in accordance with Part I, section 4.3 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

**4.1.2** The right-of-way required for Highway 7 shall be sufficient to accommodate an ultimate 6 lane arterial road with centre median including provision for four general purpose lanes and two high occupancy vehicle or reserved bus lanes. Appropriate road widening necessary to achieve the right-of-way requirement shall be conveyed as a prerequisite to development within the Secondary Plan Number 44 Area. Additional right-of-way dedications may be required at intersections for the construction of turning lanes and/or utilities.

**4.1.3** Accesses to Highway 7 shall require the approval of the Ministry of Transportation of Ontario (MTO). The Ministry and the City will encourage the elimination or consolidation of existing accesses to Highway 7 to the extent practicable. New direct accesses for individual

properties to Highway 7 will generally not be permitted particularly in close proximity to key intersections, although right-in, right-out accesses may be considered at appropriate locations where primary access can be provided from the internal road system.

**4.1.4** The right-of-way required for Creditview Road shall be sufficient to accommodate a 2 lane arterial road from Wanless Drive to Sandalwood Parkway and 4 lanes from Sandalwood Parkway to Williams Parkway. For long term flexibility, the designated right-of-way width for Creditview Road shall be 36 metres throughout the Fletchers Meadow Secondary Plan area.

**4.1.5** The right-of-way requirement for Chinguacousy Road shall be sufficient to accommodate a 2 lane arterial road from Wanless Drive to Sandalwood Parkway, 4 lanes from Sandalwood Parkway to Highway 7 and 6 lanes from Highway 7 to Williams Parkway. For long term flexibility, the designated right-of-way widths for Chinguacousy Road from Wanless Drive to Highway 7 shall be 36 metres and 40 to 45 metres from Highway 7 to Williams Parkway.

**4.1.6** The right-of-way requirement for McLaughlin Road shall be sufficient to accommodate 4 lanes of traffic. For long term flexibility, the designated right-of-way width for McLaughlin Road shall be 36 metres.

**4.1.7** The right-of-way requirement for Wanless Drive shall be 36 metres to accommodate a 2 lane arterial road and provide additional long term flexibility.

**4.1.8** The right-of-way requirement for Sandalwood Parkway shall be 36 metres to accommodate a 4 lane arterial road.

**4.1.9** The right-of-way requirement for Williams Parkway shall be sufficient to accommodate a 4

lane arterial from McLaughlin Road to the mid-concession collector road between McLaughlin Road and Chinguacousy Road and 2 lanes from the above-noted collector road to Creditview Road. The designated right-of-way width for Williams Parkway to maintain long-term flexibility shall be 36 metres.

**4.1.10** To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be required as a condition of development approval for lands abutting Arterial Roads, except at approved access locations.

**4.1.11** Other than those indicated on Schedule SP44(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.

**4.1.12** The right-of-way required for Collector Roads designated on Schedule SP44(a) shall be between 23.0 metres and 26.0 metres.

**4.1.13** The short Collector Road designation connecting McLaughlin Road to the continuous north-south Collector Road in the area halfway between Highway 7 and Sandalwood Parkway is not an absolute transportation necessity, but it would significantly enhance the overall accessibility and convenience for residents of the southwesterly quadrant of the Plan. It is also recognized that the abutting Convenience Retail designation would not be viable without that Collector Road. If provided, this Collector Road shall be aligned with Lowry Drive on the east side of McLaughlin Road.

**4.1.14** The fact that Local Roads are not designated on Schedule SP44(a), does not preclude Local Road crossings of valleylands provided that the environmental impacts of any

such crossing are acceptable in relation to the necessity/convenience of the crossing.

## 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 provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.

**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 those who would otherwise be more than 300 metres (1,000 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.

**4.2.4** In response to the City's anticipated need for a transit facility in the general vicinity of the GO Station, the Fletchers Meadow Transportation and Mixed Use/GO Station Node Study (Marshall Macklin Monaghan) has identified locational and operational options for the development of either an on-street or off-street transit terminal in conjunction with the GO Station terminal.

In the context of the above a transit terminal facility is permitted in the Mixed Use Node designation of this plan.

## 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 tableland parks, school sites and valleylands.

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

**4.3.3** To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical. From a safety perspective, simultaneous compound changes in the grade and direction of underpass designs are not recommended.

## **5.0 Environmental, Servicing and Design Considerations**

The Fletchers Creek Subwatershed Study (Paragon Ltd.) shall be implemented within the Secondary Plan Area through the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997) and the completion of more detailed analysis where required and appropriate.

### **5.1 Woodlots and Valleylands**

**5.1.1** The woodlots identified on Schedule SP44(a) are to be preserved to the greatest extent practicable, and considered as areas for rehabilitation and enhancement of ecological functions through the development of surrounding lands. In this regard, development proposals within or abutting woodlots shall be subject to Part I, Section 4.4 and other relevant policies of the Official Plan. Any portions of a woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

**5.1.2** Many natural features such as natural hazards, tributaries and woodlots, exist within the Fletchers Meadow Secondary Plan Area. Development adjacent to such features shall be shaped, oriented and developed in a manner that is compatible and complementary to these natural features to the extent practicable.

**5.2** Tree Preservation

**5.2.1** It is intended that significant, high quality tree specimens be 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 draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and of the City's Woodlot Development Guidelines.

**5.3** Heritage Resources Preservation

**5.3.1** Heritage resource management activities within the Fletchers Meadow Secondary Plan Area shall be undertaken in accordance with Part I, Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts that are of historical, architectural or archaeological value, significance or interest.

**5.3.2** Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans, which may be prepared for such development.

**5.3.3** Where a development proposal may impact a heritage resource, the City may require the preparation of a cultural heritage resource assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on identified heritage resources.

**5.4** Noise Attenuation

**5.4.1** In the case of Low and Medium Density residential uses adjacent to Provincial Highways and Arterial Roads, the primary methods to achieve 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 (1,000 feet), unless otherwise authorized by the City.

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.

**5.4.2** In the case of either road noise attenuation treatment, 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 a satisfactory safety fence between the arterial road and the local service road.

**5.4.3** A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, section 4.4 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.

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

**5.4.5** Residential development adjacent to the Canadian National Railway will be subject to the Rail Noise policies of Part I, subsection 4.4.11 and other relevant policies of the Official Plan. Prior to subdivision approval for lands situated adjacent to the Canadian National Railway right-of-way, noise and vibration impact studies shall be undertaken by the landowner, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the City, in consultation with Canadian National Railway, are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to retaining walls, berming, fencing and the imposition of building setbacks.

**5.4.6** In design situations adjacent to a railway line, the City will not assume responsibility or the ownership or maintenance of a buffer block required through the approval of residential development. Therefore, non-residential uses are a preferred land use solution adjacent to railway rights-of-way.

Secondly, a high or medium density condominium form of residential development may be appropriate in such locations since the condominium corporation could assume ownership and maintenance responsibilities for required buffer blocks.



Failing the above alternatives in the treatment of railway buffer blocks, a proponent may opt for a financial solution, through the establishment of a perpetual maintenance fund, or a design solution such as the construction of a retaining wall, to the satisfaction of the City.

**5.4.7** Where a stormwater management facility is adjacent to the railway line, a Stormwater Management Report must be prepared to the satisfaction of Canadian National Railways.

## **5.5 Potentially Contaminated Sites**

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

## **5.6 Trans Canada Gas Pipeline Safety Features**

**5.6.1** In addition to any safety regulations or guidelines that may be applied to the Trans Canada Pipeline by the National Energy Board, the following supplementary measures shall be applied by Council to all developments that abut the pipeline right-of-way or easements within the Secondary Plan Area:

- A minimum setback of 10 metres (32.8 feet) from the pipeline right-of-way limits for any permanent structure or excavation will be maintained;
- Prospective purchasers of homes or buildings within 200 metres (656 feet) of the pipeline right-of-way or easement shall be notified of its

presence in agreements of purchase and sale;  
and

- No separate City owned buffer strips shall be required in addition to or as part of the 10 metres (32.8 feet) setback referred to above, but in all other respects that do not conflict with the preceding measures, the provisions of the 1979/11/26 Council Policy respecting Trans Canada Pipeline Safety Measures shall apply subject to any subsequent amendments thereto.

5.6.2 The zoning of the pipeline right-of-way for open space purposes including pedestrian and bicycle pathways, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

## 5.7 Ontario Hydro Transformer Station

5.7.1 Where development is adjacent to the Ontario Hydro Transformer Station, a Noise Impact Study must be completed to the satisfaction of Ontario Hydro prior to draft plan of subdivision approval. Development shall only be permitted if attenuation measures satisfactory to the City, in consultation with Ontario Hydro, are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to retaining walls, berming, fencing and the imposition of building setbacks.

5.7.2 To attenuate impacts in design situations adjacent to a transformer station, the City will not assume responsibility for the ownership or maintenance of buffer blocks proposed as a component of residential development. In the event that the proponent is unwilling or unable to pursue an alternative design solution to the use of buffer blocks, a proponent may opt for a financial solution, through the establishment of a perpetual maintenance fund for such buffer blocks.

## 5.8 Storm Water Management

**5.8.1** In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule SP44(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

**5.8.2** Storm water management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water (quality) detention, erosion/siltation control, and related design requirements, as appropriate. General principles for storm water management within Fletchers Meadow shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Study (Paragon) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

**5.8.3** A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Fletchers Creek Subwatershed Study (Paragon) and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required if such a report relates to drainage elements impacting provincial roads.

The 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, to mitigate environmental impacts, and to minimize erosion and siltation in the Fletchers Creek and associated tributaries during and after the construction period. The Storm Water

Management Plan will be consistent with and implement the recommendations of the Fletchers Creek Subwatershed Study (Paragon).

Detailed design submissions shall be consistent with the Fletchers Meadow Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

**5.8.4** 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 Conservation Authority and the City.

#### Subwatershed 8a

**5.8.5** A subwatershed plan will be required to be completed prior to development for lands located west of Creditview Road in the Fletchers Meadow Secondary Plan (which falls within Subwatershed Area 8a). If a portion of these lands are to be developed separately, on the basis of a plan of subdivision or site plan, then the proponent will be required to complete work as specified in the Credit Valley Conservation's Stormwater Management Guidelines (May 1996) and to evaluate potential impacts on downstream fish habitat and natural areas prior to approvals.

### **5.9** Sanitary Sewage and Water Supply

**5.9.1** Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

**5.9.2** 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 that are to continue in use, should their operation be detrimentally impacted through the process of development in the Secondary Plan Area.

**5.9.3** The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the Fletchers Creek Subwatershed Study (Paragon) and the Fletchers Meadow Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan).

**5.9.4** In accordance with Part I, Section 4.11 and other relevant policies in the Official Plan, the City and the Region may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the Region's ability to finance and construct new services.

## **5.10 Urban Design Guidelines**

**5.10.1** The design requirements governing 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 adopted prior to or at the draft plan of subdivision approval stage in a comprehensive fashion addressing the entire Secondary Plan Area, or portions thereof, as appropriate.

**5.10.2** All development within the Secondary Plan Area shall be based on due consideration of the Crime Prevention Through Environmental

Design (C.P.T.E.D) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City.

**5.10.3** Where Residential land use designations interface with Commercial land use designations on Schedule SP44(a), the City will require buffering and mitigation measures to be implemented in accordance with Part I, section 4.4 and other relevant policies of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer and/or other appropriate methods.

**5.10.4** Designated retail centres (i.e. District Retail, Neighbourhood Retail and Convenience Retail) shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of the larger such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated plan for the whole centre and no such portion shall be developed until the integrated plan for the whole retail centre has been approved by the City.

**5.10.5** In order to maintain and enhance the visual opportunities and importance of certain features and attributes of the secondary plan area, lands identified in the Open Space Master Plan, Heritage/Visual Resources Study (Hough Woodland Naylor Dance Ltd.) as having visual significance shall be developed with consideration for the recommendations for that document.

## **5.11 Public Utilities and Facilities**

**5.11.1** Public utility and other facilities such as City work yards, Trans Canada Pipeline, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are

permitted in any land use designation provided that they are appropriately integrated and all other necessary approvals are obtained.

## 6.0 Implementation and Interpretation

### Development Phasing

**6.1.1** The phasing policies of Part I, section 4.11 of the Official Plan shall apply to the development of the Secondary Plan Area. 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.

**6.1.2** The intent of the City is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with Part I, section 4.11 and other relevant policies of the Official Plan, the City may impose timing conditions for any development for which sewer and water services, storm water management facilities, schools, roads and any other essential service are not available or committed.

**6.1.3** In accordance with relevant Official Plan policies, 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 the Secondary Plan Area and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

**6.1.4** The City will discourage and resist the conversion of any employment land for residential purposes until such time as an appropriate long term commercial and industrial assessment ratio has been assured.

## Agricultural Uses

**6.1.5** The City shall through the orderly phasing of development in accordance with the policies of this document and the Official Plan, endeavor to ensure that lands with high agricultural capability which are designated for urban uses remain available for agricultural purposes for as long as is practicable. Until lands are developed in accordance with the land use designations assigned on Schedule SP44(a), agricultural uses are permitted on such lands.

## **6.2** Implementation Measures

### Plan Integration

**6.2.1** Landowners of small holdings of less than 8.0 hectares (20 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and to expedite their development proposals. In any case, all developers may be requested to submit outline plans for adjacent lands to show how roads, schools, parks and other community facilities may be arranged within arterial or collector road boundaries or other logical planning boundaries, in accordance with this Plan.

**6.2.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP44(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

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



### Cost Sharing

**6.2.4** The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners in order to equalize the proportional costs of development, including the costs of front-ended secondary plan component studies, other common studies, infrastructure, facilities and works, including the establishment of school and park sites, to thereby ensure the orderly implementation of the secondary plan. However, the City will not be a party to this agreement nor will it be involved in its negotiation or administration.

**6.2.5** The City shall require that such a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Plan is executed and copies thereof provided to the City prior to the draft approval of any subdivision plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreement deals with all pertinent matters equitably and can reasonably be imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

### Environmental Assessment Act

**6.2.6** Various land use, infrastructure and facilities proposed and designated in this Secondary Plan may be subject to Environmental Assessment Act requirements, and accordingly, should be regarded as tentative subject to necessary Environmental Assessment approvals.

### Interpretation

**6.2.7** Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP44(a) are

intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Fletchers Meadow 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.

**6.2.9** The provisions of Part I, section 5 and other relevant policies of the Official Plan shall also apply to the implementation and interpretation of this chapter.

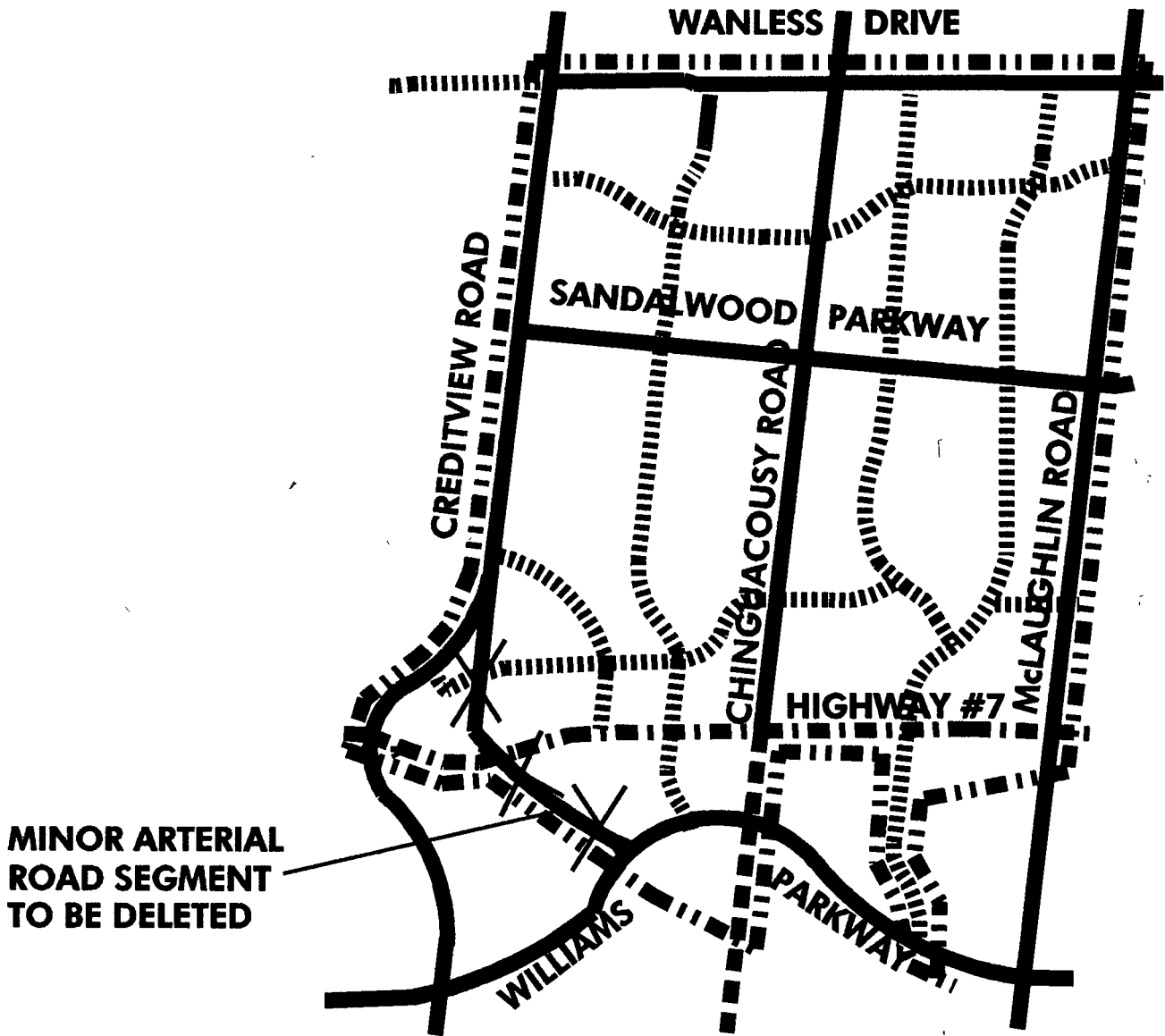
Approved as to Content:



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William Winterhalt, M.C.I.P.

Director, Planning Policy & Research



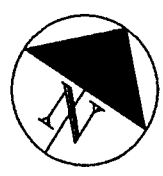
MINOR ARTERIAL ROAD SEGMENT TO BE DELETED

EXTRACT FROM SCHEDULE B OF THE DOCUMENT KNOWN AS THE OFFICIAL PLAN

LEGEND

- ■ ■ ■ HIGHWAY
- MAJOR ARTERIAL  
■ ■ ■ ■ 40 - 45 Metres (130 / 150 Feet)
- MINOR ARTERIAL  
■ ■ ■ ■ 36 Metres (120 Feet)
- COLLECTOR (All to be Added)  
||||||| 23 - 26 Metres (76 - 86 Feet)
- ■ ■ ■ AREA SUBJECT TO THIS AMENDMENT

OFFICIAL PLAN AMENDMENT OP93 -78

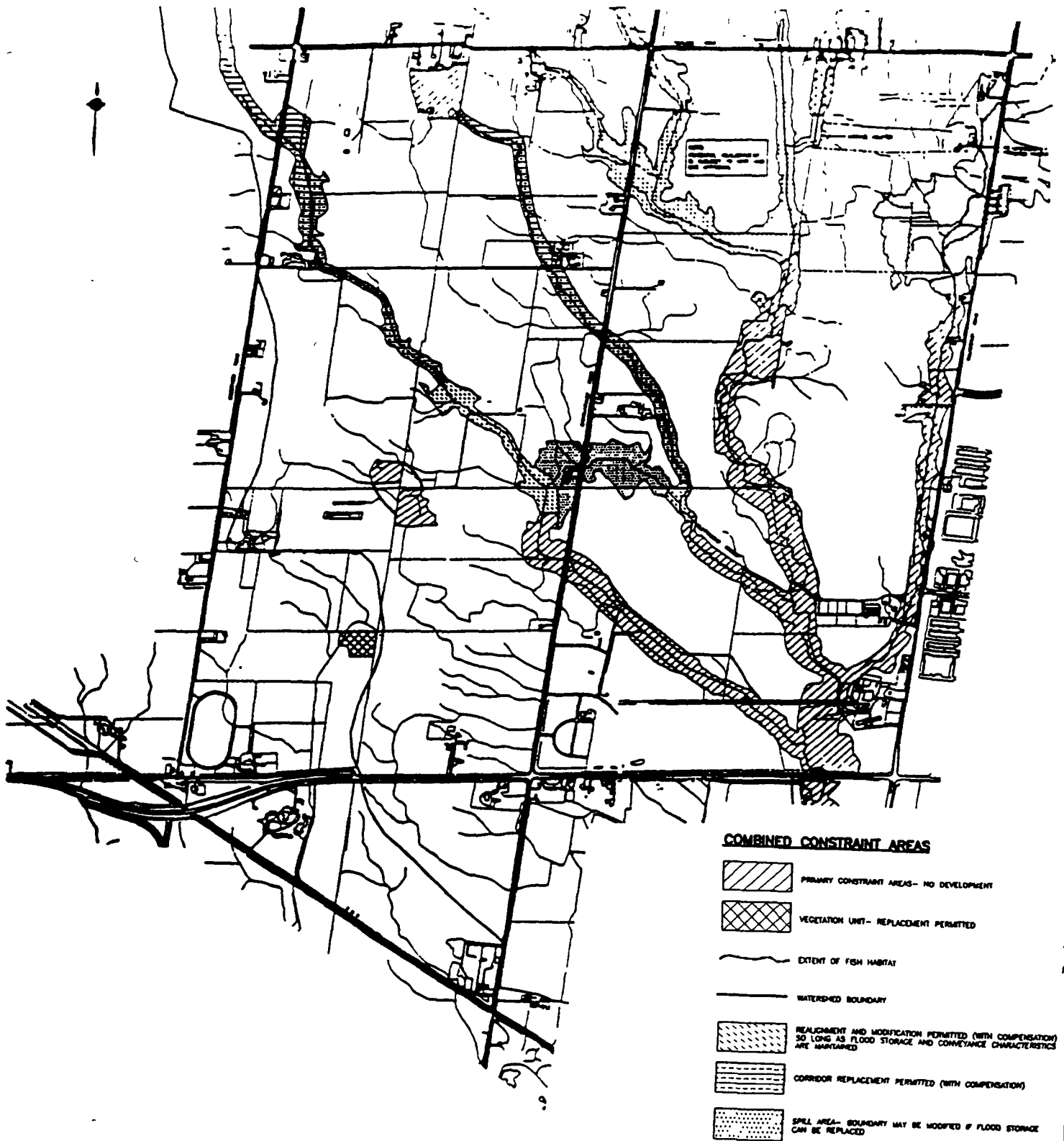


CITY OF BRAMPTON  
Planning and Building

Date: 1997 09 17 Drawn by: CJK

File no. - Map no. -

Schedule A to By-law 273-97



**CITY OF BRAMPTON**

Date: 97 07 28 Drawn By: JRB  
 File no. 02apa.dgn Map no.

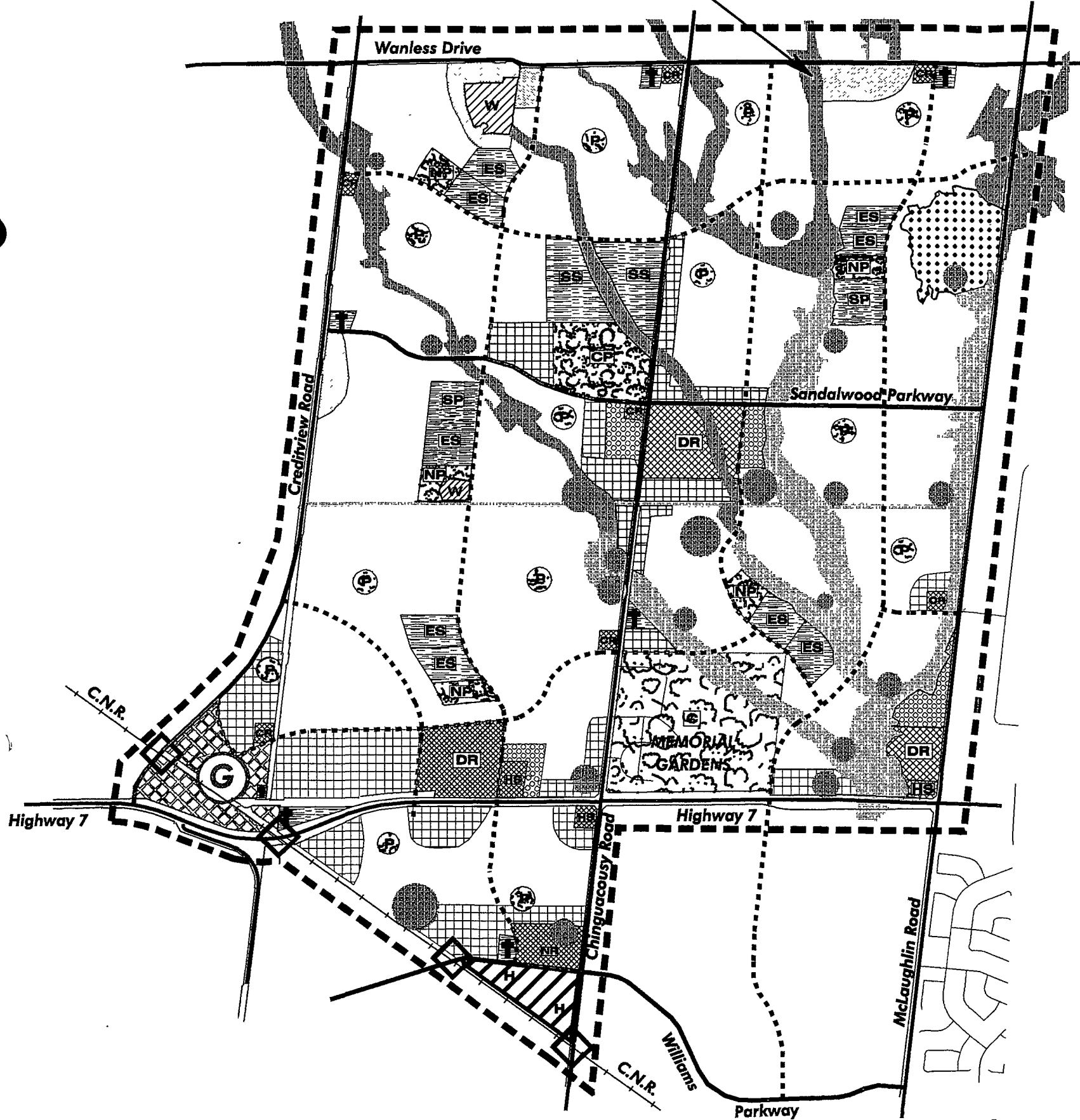


**APPENDIX 1**  
**Environmental Constraints**  
**Fletcher's Meadow Secondary Plan Area 44**  
**OP93-78**

PLANNING AND BUILDING DEPARTMENT

POTENTIAL REALIGNMENT  
SUBJECT TO MNR APPROVAL (FISH HABITAT)

# Schedule SP 44 (a) Fletcher's Meadow Secondary Plan Land Use Plan



**LEGEND:**

**RESIDENTIAL**

- LOW DENSITY RESIDENTIAL
- LOW / MEDIUM DENSITY RESIDENTIAL
- MEDIUM DENSITY RESIDENTIAL
- CLUSTER / HIGH DENSITY RESIDENTIAL

**TRANSPORTATION**

- GRADE SEPARATION
- ARTERIAL ROADS
- COLLECTOR ROADS
- GO TRANSIT SITE SPECIAL POLICY AREA 1
- MIXED USE NODE
- TRANS-CANADA PIPELINE
- HYDRO
- SPILL AREA SPECIAL POLICY AREA 2
- STORM WATER MANAGEMENT FACILITY
- SECONDARY PLAN BOUNDARY & AREA SUBJECT TO AMENDMENT

**INSTITUTIONAL**

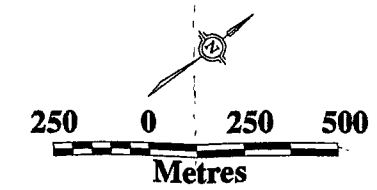
- SENIOR PUBLIC SCHOOL
- ELEMENTARY SCHOOL
- SECONDARY SCHOOL
- PLACE OF WORSHIP

**COMMERCIAL**

- DISTRICT RETAIL
- NEIGHBOURHOOD RETAIL
- CONVENIENCE RETAIL
- HIGHWAY / SERVICE COMMERCIAL

**OPEN SPACE**

- COMMUNITY PARK
- NEIGHBOURHOOD PARK
- PARKETTE
- WOODLOT
- CEMETERY
- PRIMARY VALLEY LAND
- SECONDARY VALLEY LAND



OFFICIAL PLAN AMENDMENT OP93 -78  
SCHEDULE B to By-law 273-97

November 20, 1997  
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CRE