

# **OFFICE CONSOLIDATION**

## **SECONDARY PLAN AREA 10**

### **THE WESTGATE SECONDARY PLAN**

February 2010

## EXPLANATORY NOTES

### Office Consolidation The Westgate Plan Secondary Plan Area 10)

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

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
  - (a) the referenced provision is in conflict with the current Official Plan;
  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
  - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

**Specific (Secondary Plan 10, The Westgate Secondary Plan)**

This office consolidation of the Westgate Secondary Plan consists of four parts being Chapter 10(a) of the document known as the 1984 Official Plan and Chapters C34, C62 and C72 of Section C of Part C and Plate Number 20 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 10.

Chapter 10(a) is based on Official Plan Amendment 47 to the document known as the 1984 Official Plan as approved by City Council on January 14, 1985 and by the Minister of Municipal Affairs on March 14, 1985 with the inclusion of all modifications. The following Ontario Municipal Board order has also been incorporated:

OMB Order 1087

Chapters C34, C62 and C72 of Section C of Part C and Plate Number 20 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 10 have also been included. The following Official Plan Amendments as approved by the Province have also been incorporated:

- 33 (amends C34 and plate 20)
- 98 (adds chapter C62 and amends plate 20)
- 47A (amends plate 20)
- 64A (amends plate 20)
- 65A (adds chapter C72 and amends plate 20)
- 20A (amends chapter C34 and amends plate 20)
- 160A (amends plate 20)

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

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

**Chapter C34 of Section C  
of Part C and Plate 20  
the Document known as  
the Consolidated Official Plan**

## **CHAPTER C34**

### **1.0 PURPOSE**

The purpose of this chapter is to amend and establish the policy including the approximate distribution of land uses for the orderly development of approximately 2,300 acres of land as shown on Plate 12, 20, 22 and 24 within the Bramalea urban area as outlined on Plate 11, 19, 21 and 23. This Chapter carries forward the intent and general policies previously set out in the former Township's proposed Official Plan Amendment No. 30 - a master plan for the Bramalea area submitted to the former Minister of Municipal Affairs in September, 1970.

### **2.0 POLICY**

The following policies, and Plates 12, 20, 22, 24 form the basis of Chapter C34.

#### **2.1 Population in the Bramalea Area**

The total population for the Bramalea urban area generated by existing committed development and by this Chapter shall not exceed 125,000 persons.

The estimated population generated by previous development releases in the Bramalea area is approximately 71,000 persons. This leaves a balance of some 54,000 persons which is being accommodated on the approximately 2,300 acres of land shown on Plate 12, 20, 22, 24 at a density of some 24 to 26 persons per gross acre.

#### **2.2 Financial**

Subdivision and other agreements between the former Township and developers of lands proposed for development shall contain provisions designed to recognize the financial impact of each area of land proposed for development and to protect the existing stable financial position of the former Township while meeting the social, environmental and financial needs of a rapidly growing urban area.

2.2.1 Servicing and Staging

This Official Plan recognizes that urbanization is to be permitted in stages implementing the land use as shown herein and on the basis that the major trunk sewers and watermains shall be designed to service all lands shown on Plate 12, 20, 22, 24 to this Chapter and shall be the responsibility of the developer of the said lands to be released such that the major trunk sewer and water distribution systems shall be constructed by the developer as a condition of any subdivision agreement. Nothing in this Official Plan shall be deemed to alter the rights of the former Township of Chinguacousy under the provisions of the South Peel Servicing Scheme.

2.2.2 Open Space

The land uses reflected herein establish public open space lands which are deemed to be part of the active urbanization of the said lands to the end that the responsibility of the developer developing any area in the said Official Plan shall be to provide by dedication or conveyance the public open space areas or to provide a proportionate per acre levy to permit the municipality to assemble the public open space areas. This concept is necessary to recognize that the population permitted is allocated to the aforesaid land uses to provide an ultimate population in a meaningful environment, an essential part of which is the public open space system established herein. A policy of public acquisition shall be established at the time of release of development to ensure that economic hardship does not result from the ownership of lands designated for public open space as opposed to other areas for urbanization.

2.3 Community Structure - "Villages"

This Chapter establishes three new and distinct "village" areas north of Highway No. 7 and provides for the completion of two villages which were partially developed under Chapter C17 and provides a policy for lands south of Highway No. 7 within Plate 12.

2.3.1 Population

Each village generates a population varying from 10,000 to 15,000 persons depending on design and location.

### 2.3.2 Village Core

Each village has a central area or core including a local commercial area supporting some 20,000 - 50,000 square feet of floor space which is centrally located and related to medium and high density residential development. The core also incorporates, wherever possible, the main local public open spaces, high school, senior public schools, and church sites. Due to the relatively flat topography of the Bramalea area, high buildings and institutional facilities centrally located can give a visible identity and focus to each village.

### 2.3.3 Neighbourhoods and School Sites

Each village incorporates two to four distinct local neighbourhoods generally defined as residential areas bounded by arterial roads and with linked public school and park areas as the focus. These neighbourhoods are generally large enough to generate from 500-700 public school students within six to eight minutes walk of a school unrestricted by major public roads. Provision is also made for separate school sites at the rate of one site per village. These are combined with church sites so as to relate to a convenient service area and to the concept of schools and churches as focal points.

School or church sites if not needed in the measure indicated in the general plan Plates 12, 20, 22, 24 can be redistributed in line with the neighbourhood design principles outlined above or may be re-allocated for residential use providing the social need for such facilities is met.

### 2.3.4 Village Road Pattern

The villages are generally divided into two to four neighbourhoods by a system of north-south and east-west roads. All of the villages are interconnected by an internal loop road, Howden Boulevard, feasible for future transit facilities and connecting village centres to the City Centre via Central Park Drive.

### 2.3.5 Public Open Space

The former Township hereby establishes an open space policy of ten acres per 1,000 people made up as follows:

#### 2.3.5.1 Three acres per 1,000 people on an area municipally or regional basis outside the urban area or in green belts at the edge of the urban area.

- 2.3.5.2 (i) Seven acres per 1,000 people inclusive of:
- (a) Village Open Spaces,
  - (b) School play areas where these are integrated into and accessible as part of the public open space system but not otherwise,
  - (c) Children's play parks in residential areas,
  - (d) Smaller public parks and ornamental gardens,
  - (e) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group,
  - (f) Field paths, footpaths, linking greenways, natural watercourses and bridle paths,
  - (g) Buffer strips and protective planting areas which are accessible to and useable by the public but not otherwise, and
  - (h) Large organized sports areas for intensive activity.
- (ii) Of the above seven acres per 1,000 people, up to two acres per 1,000 will be allowed for central functions such as:
- (a) Central Park provision,
  - (b) Ornamental open space in the central area excluding land occupied by buildings,
  - (c) Active central sports facilities serving the whole urban area but not necessarily at the core,
  - (d) A cemetery area with park-like atmosphere and quiet and contemplative areas,
  - (e) Public golf courses which may include areas for waking and general access,

- (f) Winter sports areas,
- (g) A large area and stadium and active sports area and sports centre, and
- (h) Natural or artificial lake areas for sailing or other aquatic activities.

This establishes a standard about 250 acres as the need for the completed Bramalea urban area. Central Park and the open spaces in the Civic Centre already established amount to approximately 140 acres, leaving a balance yet to be provided of 110 acres for the uses set out above in 2.3.5.2(ii) (c) to (h).

2.3.5.3 It is recognized that there may be variations from this open space policy to provide a better total system and will depend on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

2.3.5.4 Wherever feasible, school and park sites in village areas shall be adjacent.

2.3.5.5 Open space, both public and private, shall be grouped systematically to provide;

- (a) A network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges,
- (b) large integrated useable public open space areas capable of development,
- (c) a methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities, and
- (d) a public footpath system aimed at providing a possible off-street walking network traversing the whole Bramalea area and linking the main social facilities, key local centres, and main open space

areas.

2.4 Housing Stock

The villages are generally conceived as being made up of a balanced housing stock including conventional and industrialized buildings. The "mix" will vary according to proximity to the City Centre (where higher densities have already been set out) and according to the particular character of each village. Generally the mix will consist of 50% in various forms of low density dwellings, 35% in medium density dwellings and 15% in high density dwellings.

2.5 Each of the villages included in this Chapter have a distinctive and potentially different character.

The three new villages are as follows:

2.5.1 The village immediately north of Highway 7 and west of Dixie Road in Concession 3, E.H.S. is characterized by:

- (i) extensive ravines to the west resulting from former mineral workings in the Brampton Esker,
- (ii) existing Bramalea Woods housing area,
- (iii) higher density residential development adjacent to Highway No. 7 relating to the City Centre,
- (iv) substantial buffer provisions adjacent to the proposed highway right-of-way, and
- (v) a specialized existing industrial use as described in Section 2.6.2 of this Chapter.

2.5.2 The village between Heart Lake Road and Dixie Road to the north of the Williams Parkway in Concession 3, E.H.S. is characterized by:

OPA 120A

- (i) the East Brampton Reservoir,
- (ii) a high school site linked to the open space network.

2.5.3 The village north of the Williams Parkway between Dixie Road and Bramalea Road in Concession 4. E.H.S., focusing on the Etobicoke

Creek Valley with the core linking in with this significant open space feature.

In addition, this Chapter provides for the completion of the following two villages:

2.5.4 The village bounded by Dixie Road, Bramalea Road, Highway No. 7 and the Williams Parkway. This village contains the Crescent Hill area (Chapter C22) and Central Park (Chapter C26). Under this Chapter, the approximate 100 acres remaining are designated for residential, open space and school uses as shown on Plates 12, 20, 22, 24.

2.5.5 The village located between Bramalea Road and Torbram Road north of the Williams Parkway in Concession 5, E.H.S. Development is currently underway on the southern part of this village. This area is a unique one by virtue of a man-made lake resulting from former mineral workings. This forms a focus for the village core and is a major asset to the whole Bramalea area. The lake shall be retained as a public open space recreation facility.

2.6 Lands South of Highway No. 7

Lands south of Highway No. 7 as shown on Plate 12 covered by this Chapter and the policies applying thereto are as follows:

2.6.1 An area of medium and high density residential uses is established west of Dixie Road and south of Highway No. 7. This area relates to the now developing Bramalea City Centre to the immediate east. A major open space designation applies for lands to the west to act as a buffer from adjacent industrial areas and to preserve the existing forest cover and man-made lake.

OPA 33 deletes 2.6.2

2.7 Main Road Structure

The main roads structure for the Bramalea area utilizes the basic Concession and Sideroad system. To this are added major east-west roads (at mid-concession) namely Clark Boulevard and the Williams Parkway.

The main roads are:

- (1) No. 10 Sideroad
- (2) Highway No. 7
- (3) Heart Lake Road (2nd Line East)
- (4) Dixie Road (3rd Line East)
- (5) Bramalea Road (4th Line East)
- (6) Torbram Road (5th Line East)
- (7) Williams Parkway
- (8) Clark Boulevard

All of the above roadways are to be developed as reversed frontage and controlled access routes, as key elements in the circulation system for the entire Bramalea area.

#### 2.7.1 Lane Use and Highway Noise

No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular new residential development should not be permitted in any area where it is anticipated that transportation noises will exceed a level of 56dBA for more than 10% of the time during the peak hours of the day. Determination of the above with regard to specific locations may be obtained from the Environmental and Operational Planning Branch of the Ministry of Transportation and Communications.

#### 2.8 Lake

Through detailed design at the plan of subdivision stage, it is possible the final configuration of the Lake in Concession 5 will differ from that shown on Plate 24. Should this occur, it is not the policy of the Chapter to require further amendment of the Official Plan to permit such changes provided the Public Open Space designation around the perimeter of the lake is maintained and no alternative land use designations for the affected areas are proposed.

3.0 Interpretation

The terms, boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with the Chapter. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfills the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

4.0 Implementation

This Chapter is to be implemented by:

- (i) approval of plans of subdivision which are in conformity with this Chapter,
- (ii) subdivision agreements,
- (iii) subsequent zoning in accordance with the principles set out herein, and developed in accordance with (i) above,
- (iv) by agreements between the former Township and landowners in accordance with these concepts.

**Chapter C62 of Section C of  
Part C  
of the Document known as the  
Consolidated Official Plan**

## **CHAPTER C62**

### **1.0 PURPOSE**

The purpose of this chapter is to permit certain lands designated as Convenience Commercial to be used for specific commercial purposes in accordance with the development principles as set out in this chapter.

### **2.0 LOCATION**

The lands subject to this chapter are located at the north-west corner of Dixie Road and North Park Drive, being part of Lot 9, Concession 3, East of Hurontario Street, formerly in the Township of Chinguacousy, now within the City of Brampton.

The parcel encompasses an area of 0.93 hectares with frontage along Dixie Road of 51.47 metres and a frontage along North Park Drive of 102.26 metres.

### **3.0 DEFINITIONS**

Convenience Commercial means lands which are intended to be used for specific commercial purposes, namely, a small shopping centre consisting of a number of retail, service and office establishments serving the daily and essential needs of a population within the immediately adjacent area. Dwellings as an accessory use will not be permitted.

### **4.0 DEVELOPMENT PRINCIPLES**

The lands designated Convenience Commercial by this chapter will be subject to the following development principles:

4.1 The design of buildings on the subject lands shall ensure compatibility with surrounding residences with respect to height, massing and visual appearance.

4.2 Provision shall be made for adequate landscaping, fencing, and buffering to minimize the adverse influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.

- 4.3 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers and the design of parking facilities shall have regard to the convenience of customers and employees.
- 4.4 The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.
- 4.5 Appropriate setback distances shall be imposed to permit the widening of Dixie Road as may be required by the road authority having jurisdiction.
- 4.6 The illumination of parking and ancillary areas and the illumination of signs shall be controlled to minimize visual intrusion and glare upon the abutting residences.
- 4.7 Activities and accessory facilities that are likely to generate noise or odour shall be located away from residences and shall be minimized by the provision of barrier walls and other appropriate architectural and design techniques.

**5.0 IMPLEMENTATION**

- 5.1 This chapter will be implemented by an appropriate amendment to the Restricted Area By-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 4.0.
- 5.2 The Corporation of the City of Brampton may require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of The Planning Act (R.S.O. 1980, c 379, as amended).

**Chapter C72 of Section C of  
Part C  
of the Document known as the  
Consolidated Official Plan**

## **CHAPTER C72**

### **1.0 PURPOSE**

The purpose of this chapter is to permit certain lands as identified in this chapter to be used for specific commercial purposes in accordance with the development principles set out in this chapter.

### **2.0 LOCATION**

The lands subject to this chapter are located at the southwest corner of Williams Parkway and Dixie Road, being part of Lot 8, Concession 3, East of Hurontario Street, in the geographic Township of Chinguacousy, now within the City of Brampton.

The parcel encompasses an area of 0.44 hectares, with a frontage of 52.6 metres along Williams Parkway and a frontage along Dixie Road of 60.8 metres.

### **3.0 DEVELOPMENT PRINCIPLES**

The lands designated Highway Commercial by this chapter shall only be used for the purposes of a gas bar and a convenience store and shall be subject to the following development principles:

- 3.1 The design of buildings on the subject lands shall be as compatible as possible with the surrounding residences in respect of height, massing and visual appearance.
- 3.2 Provision shall be made for adequate landscaping, fencing, and buffering, to minimize the adverse influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.
- 3.3 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, and the design of parking facilities shall have regard to the convenience of customers and employees.
- 3.4 The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

3.5 The illumination of parking and ancillary areas and the illumination of signs shall be controlled to minimize visual intrusion and glare upon the abutting residences.

3.6 Activities and accessory facilities that are likely to generate noise or odour shall be located away from residences and shall be minimized by the provision of barrier walls and other appropriate architectural and design techniques.

**4.0 IMPLEMENTATION**

4.1 This chapter will be implemented by an appropriate amendment to the zoning by-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 3.0.

4.2 The City may require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of the Planning Act, 1983.

**Chapter 10(a) of Part IV  
of the Document known as  
the 1984 Official Plan**

**Chapter 10(a): THE WESTGATE SECONDARY PLAN**  
**as it relates to New Development Area 3(b)**

**1.0**                    **PURPOSE**

The purpose of this chapter, together with Schedule SP10(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the residential, commercial and open space development of the lands shown outlined on Schedule SP10(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for residential, commercial, and open space purposes. The area covered by this chapter is identified as "New Development Area 3(b)" on Schedule D. This chapter will form part of the Westgate Secondary Plan.

**2.0**                    **LOCATION**

The subject lands comprise a total area of approximately 37.1 hectares (91.7 acres), and are located on the east side of Heart Lake Road, approximately 613 metres (2,010 feet) north of Highway Number 7 comprising part of Lots 6 and 7, Concession 3, E.H.S., in the City of Brampton, as shown outlined on Schedule SP10(a).

**DEVELOPMENT PRINCIPLES**

**3.0**                    **BRAMPTON ESKER**

**3.1**                    **Introduction**

The lands within New Development Area 3(b) form part of a geological feature known as the Brampton Esker. A special study, in accordance with Chapter 2, subsection 2.10.2, is in progress to determine suitable land uses for lands not within New Development Area 3(b) which are designated on Schedule A as "Special Study Area". The finalization of the study will lead to an overall continuous open space and hydrological control system which may have some effect on New Development Area 3(b).

**3.2**                    No further gravel extraction operations shall be permitted in New

Development Area 3(b).

3.3 Any development in New Development Area 3(b) shall be complementary to the establishment of an overall continuous open space system and hydrological control system in the Brampton Esker Special Study Area.

**4.0 RESIDENTIAL POLICIES**

4.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 3(b):

TABLE I

Single detached density types	62-68%
Semi-detached density types	<u>32-38%</u>
	100%

4.2 The density target for New Development Area 3(b) is 13.5 units per hectare (5.4 units per acre) of gross residential area.

4.3 In the area designated Low Density Residential on Schedule SP10(a), permitted uses include those residential uses within the Low Density range defined in Part II to this Plan, subject to policies 4.1 and 4.2 above.

4.4 Wherever possible, residential lots shall be oriented toward and have primary access from local and minor local road systems.

4.5 Newly created lots which abut existing residential lots shall be of a size compatible with the existing development.

4.6 The portions of the Class II Woodlot, identified on Schedule C to this Plan, which are located within the Low Density Residential designation on Schedule SP10(a), shall be preserved to the greatest extent practicable.

4.7 On the lands designated Medium Density Residential and located on the south side of Vodden Street East, between Lone Oak Avenue and Laurelcrest Street, fifteen (15) 2-storey townhouse dwellings shall be permitted.

OMB Order  
1087

**5.0                    COMMERCIAL POLICIES**

5.1                    Highway Commercial

Entire Section 5.1 deleted per OMB Order No. 1087

5.2                    Neighbourhood Commercial

5.2.1                Definition

The lands designated Neighbourhood Commercial on Schedule SP10(a) shall not include automobile service stations, gas bars and car washes.

5.2.2                No outside storage shall be permitted.

5.2.3                The following criteria shall apply to the Neighbourhood Commercial development:

- i)                    the provision of adequate yard requirements to ensure the general amenity of the area;
- ii)                   the provision of a high standard of design for buildings, yards and landscaping, and, in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:
  - a)                    the siting and design of buildings,
  - b)                    vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
  - c)                    location, lighting and screening of parking areas,
  - d)                    landscaping and fencing,
  - e)                    location of garbage disposal facilities and areas for snow storage.
- iii)                   not likely to generate excessive air pollution, odour or noise.

**6.0 PUBLIC OPEN SPACE**

**6.1 Definition**

The lands designated Public Open Space on Schedule SP10(a) are intended to be used as specialized parkland due to the natural and physical features of the site. With respect to lands so designated on Schedule SP10(a), the policies of Chapter 2, subsection 2.5.1, of the Official Plan shall apply.

6.2 To achieve the objective of pedestrian linkages separated from vehicular traffic as outlined in Chapter 2, subsection 2.5.1.4 of the Official Plan, for lands designated Public Open Space, a pedestrian underpass, if deemed appropriate, between the Public Open Space areas to the north and south of Vodden Street, may be required to be provided by the proponents of development in New Development Area 3(b).

6.3 The City shall endeavour to ensure that the portions of the Class II Woodlot identified on Schedule C to this Plan which are located within the Public Open Space designation on Schedule SP10(a) are retained to the greatest extent possible for aesthetic and recreational purposes.

6.4 The City shall endeavour to ensure that the existing water bodies contained within the Public Open Space designation on Schedule SP10(a) are retained for aesthetic and recreational purposes.

6.5 To ensure the long term usefulness of the water bodies outlined in section 6.4 of this chapter, due regard shall be had for:

- i) minimizing the amount of pollutants entering the water bodies;
- ii) the type and quality of fill used in New Development Area 3(b).
- iii) a sufficient area of Public Open Space surrounding the water bodies;
- iv) a water level control system and;
- v) the edge treatment of the water bodies.

**7.0                    TRANSPORTATION POLICIES**

**7.1.                    Roads**

7.1.1                    Road facilities in New Development Area 3(b) are intended to function in accordance with the general guidelines and classifications outlined in Chapter 4, section 4.2.

7.1.2                    The minimum right-of-way requirement for Vodden Street within New Development Area 3(b) shall be 26 metres. The minimum right-of-way requirement for Laurelcrest Street within the New Development Area 3(b) shall be 23 metres. Local roads will be subject to approval as part of the subdivision approval process.

7.1.3                    To ensure the long term utility of roads such as Vodden Street, it will be the policy of the City to discourage, wherever practical and feasible, individual or direct access to these roadways. To this end, 0.3 metre reserves and special zoning restrictions will be employed to minimize access onto the said roads.

MOD 1

**8.0                    STORM WATER MANAGEMENT**

8.1                      A detailed engineering and drainage report will be undertaken for any development in New Development Area 3(b) and will be subject to approval by the Metropolitan Toronto and Region Conservation Authority, the Ministry of Transportation and Communications and the City prior to the registration of individual plans of subdivision. This report will describe the storm water management techniques which may be required to minimize the amount of storm water draining from New Development Area 3(b) and proposed methods for controlling or minimizing erosion and siltation in New Development Area 3(b) and/or in downstream areas during and after the construction period.