

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 4

THE HEART LAKE EAST SECONDARY PLAN

January 2010

EXPLANATORY NOTES

Office Consolidation The Heart Lake East Secondary Plan (Secondary Plan Area 4)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 4, Heart Lake East Secondary Plan)

This office consolidation of the Heart Lake East Secondary Plan consists of five parts, being Chapter C35, C53, C58, and C67 of Section C of Part C and Plate Numbers 2, 45, and 65 of the document known as the Consolidated Official Plan and Chapter 4 (a) and Schedule SP4 (a) of the document known as the 1984 Official Plan.

Chapter C35 of Section C of Part C and Plate Number 2 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 4 has been included. The following Official Plan Amendments as approved by the Province have also been incorporated:

70	76	12A	228A (deleted by OPA93-111)
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Chapter C53 of Section C of Part C and Plate Number 45 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 4 is based on Official Plan Amendment 76 to the document known as the Consolidated Official Plan as approved by City Council on August 17, 1981 and by the Minister of Municipal Affairs on July 8, 1983. All modifications and the following Official Plan Amendments as approved by the Province have also been incorporated:

25A	80A	124A	193A
218A	OP93-111	OP93-141	OP93-142
93-277/2006-003			

Chapter C58 of Section C of Plate C of the document known as the Consolidated Official Plan, as it applies to Secondary Plan Area Number 4 is based on Official Plan Amendment 70 to the document known as the Consolidated Official Plan as approved by City Council on January 25, 1982 and by the Ontario Municipal Board on February 24, 1992. The following Official Plan Amendments as approved by the Province have been incorporated.

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Chapter C67 of Section C of Part C and Plate Number 65 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 4 is based on Official Plan Amendment 12A to the document known as the Consolidated Official Plan

as approved by City Council on March 21, 1983 and by the Minister of Municipal Affairs on June 20, 1983 and January 30, 1984. The following Official Plan Amendments as approved by the Province have also been incorporated:

nil

Chapter 4 (a) is based on Official Plan Amendment 217A to the document known as the 1984 Official Plan as approved by City Council on June 8, 1992 and by the Minister of Housing on November 6, 1992 with the inclusion of all modifications and the following Official Plan Amendments as approved by the Province:

nil

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	OP93-217		

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

January 2010

**Chapter C35 of Section C of
Part C and Plate 2
of the document known as the
Consolidated Official Plan**

CHAPTER C35

The policies contained in this Chapter should be read having reference to Plate 1 and 2.

1.0 GENERAL POLICY

1.1 Land Use Concept

The land use concept recognizes the following major elements:

- (a) The Etobicoke Creek Valley as a significant local open space system.
- (b) The new Heart Lake community comprising 4 sub-areas, creating recognizable urban entities with a full complement of facilities for people.
- (c) The Heart Lake Town Centre.
- (d) The "rounding out" of North Brampton.
- (e) The South Peel Servicing Scheme.
- (f) The Agreement between the former Township and the former Town of Brampton, pursuant to which the Etobicoke Creek trunk sanitary sewer was extended to the north limit of the former Town of Brampton.
- (g) The existing Mains Creek trunk sanitary sewer extending from the Etobicoke Creek trunk sewer to Highway Number 7.

OPA 76

1.2

DELETED BY OPA 76

1.3 Financial

Subdivision and other agreements between the Region, the City and the developers of land 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 City and Region while meeting the social, educational, environmental and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make contribution in consideration of specific expense incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

1.4

Servicing and Staging

Urbanization is to be permitted in stages within the areas as shown on Plate 1 and 2 implementing the land uses as shown. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

OPA 76

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development. Piecemeal and premature development shall not be permitted however, it is specifically provided that development of the Heart Lake Community-Sub-areas, and North Brampton area may proceed immediately and coincidentally subject to development agreements including existing agreements as called for herein.

It is intended that trunk sewer and water distribution systems be adequate in size to accommodate the development of all of the lands within the boundaries of Official Plan Amendment Number 52 of the former Township of Chinguacousy Planning Area.

1.5 Open Space

- 1.5.1 The lands use policy reflected herein establishes urban public open space lands which are deemed to be a part of the active urbanization of the area. It shall be the responsibility of the developer developing any area within the Heart Lake Community or the North Brampton Area to dedicate the public open space areas or at the discretion of the municipality to pay a levy to be used by the municipality in the provision of public open space areas. This policy is necessary to ensure that the ultimate population obtains a meaningful community environment, concurrent with residential development. A policy of public acquisition of other than flood plain and valley lands shall be established to ensure that economic hardship does not result where lands within any area released for development are designated for public open space. Where lands designated as public open space are under private ownership, it shall not be construed as implying that such lands are free and open to the general public.
- 1.5.2 The City hereby establishes an urban open space requirement of a minimum of 7 acres per 1,000 people inclusive of:
- (a) Neighbourhood children's play parks and tot lots,
 - (b) public parkettes and ornamental gardens,
 - (c) public community parks and organized game areas,
 - (d) field paths, pathways, natural water courses and bridle paths,
 - (e) public golf courses,
 - (f) natural or artificial lake areas.
- 1.5.3 It is intended that the Etobicoke Creek Valley area, dedicated or conveyed to the City may be allowed as a partial credit toward this standard on the basis that the valley lands can be substantially utilized for public recreation facilities. However, no permanent buildings or structures of any kind, nor the placing nor removing of fill of any kind whether originating on the site or elsewhere, shall be permitted in areas subject to flooding or physical limitations of any kind without the written consent of the Metropolitan Toronto and Region Conservation Authority.

The City shall require at least 50% of the urban public open space requirement of 7 acres per 1,000 persons to be comprised of table land outside of the flood plain and valley land in locations acceptable to the City. No public open space credit shall be given for any landscaped buffer areas.

1.5.4

It is recognized that there may be variations from this open space policy to provide a better total system depending on the density and environmental character of each area. Wherever feasible, school and park sites shall be adjacent.

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

- (a) A network of linked and related open spaces connected by pathways, pedestrian underpasses and bridges,
- (b) large integrated usable public open space areas capable of development,
- (c) a methodical and balance distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities,
- (d) a public pathway system linking the main social facilities and key local centres to main open space areas.

1.6

School and Church Sites

The subdivision agreements for each stage of development shall require that the area being released shall designate suitable sites for elementary and secondary schools as may be required by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

School or church sites, if not needed in the measure or location indicated on Plate 2 can be redistributed or relocated in line with neighbourhood design principles or may be allocated for compatible residential use without an Official Plan Amendment, providing the social need for church and school sites is met. Additional sites may also be required and, if so, will be selected at the time of detailed consideration of related plans of subdivision.

1.7 Recreation and Community Facilities

The development of recreation and community facilities will be based upon an equitable sharing of costs for such facilities related to residential population generated by any proposed development.

1.8 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with urban development in order to improve the environmental quality of such development.

1.9 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designations.

2.0 HEART LAKE AREA POLICIES

2.1 Concept

OPA 76

The Concept for the Heart Lake Area is characterized by:

- (a) four sub-areas focussing on a town centre and connected to it by a collector road system;
- (b) a lake linked in with the town centre;
- (c) lower density residential development in the portions of the sub-areas adjacent to 15th Sideroad;
- (d) landscaped buffers adjacent to Highway Number 10; and
- (e) extensive tree covered tableland in the west half of Lot 15, Concession 1 E.H.S. to be preserved in public parkland.

2.2 Town Centre

OPA 76

The Town Centre is centrally located within the community and relates to north-south arterial and Sandalwood Parkway, the collector ring road and pathways linking the four sub-areas.

An area of approximately 37 acres has been set aside for such uses as:

- (a) Sub-regional retail and service commercial facilities serving the community
- (b) public and private offices,
- (c) hotel facilities,
- (d) social and cultural facilities,
- (e) high density residential development,
- (f) transportation and automotive service facilities

It is recommended that the westerly portion of the Town Centre will be related to a proposed lake creating a pedestrian precinct.

As the Town Centre cannot be planned in detail at this time, the City shall require a Town Centre study setting out the ultimate general organization of land uses and densities, proposed staging and related pedestrian and vehicular access policies to ensure that development in the Town Centre relates properly to surrounding areas. No development will be permitted in the Town Centre until the municipality approves a Town Centre Plan and the policies contained therein are implemented by appropriate zoning, site plan(s) and agreements(s).

Grade separated pedestrian crossings of road abutting the Town Centre shall be constructed by the developer where required by the municipality. The City shall require one-foot reserve dedications around the perimeter of the Town Centre to control access point and protect the proper functioning of adjacent main roads.

It is intended that the Town Centre will receive a comprehensive urban design and architectural and landscaping treatment.

2.3 High Pressure Gas Line

OPA 76

There is a high pressure gas line which traverses the area and crosses the lands to be occupied by the two southerly sub-areas in the Heart Lake Community. The open space system and the public rights-of-way may be designed to coincide with the gas line. Care will be taken in the subdivision design to ensure that there is adequate setback from the gas line to nearby residential properties and to provide access to the right-of-way for inspection purposes. Recognition will be given to the appropriate Federal and Provincial safety standards.

2.4 Housing Stock

The City recognizes its social responsibility to provide for housing development which meets the different needs and incomes of people within a low density residential character established for the Heart Lake Community.

OPA 76

The gross residential density shall not exceed 24.4 persons per acre.

The following general housing mix is envisaged in major developments:

<u>TYPE</u>	<u>PROPORTION OF HOUSING UNITS</u>
High Density (50 units per net acre)	5%
Medium Density (21-25 units per net acre)	5%
Medium Density (15-20 units per net acre)	15%
Low Density (not exceeding an average of 12 units per net acre)	75%

The term "units per net acre" refers to the number of dwelling units

permitted on lands used for residential purposes exclusive of roads, pathways, buffer areas, public open space, schools, churches, and other such uses.

Within low density residential areas the City may permit, under appropriate zoning and other controls, the mixture of various dwelling types in clusters according to the following proportions:

Street Town Houses	25%
Link Housing, and Semi-Detached Houses and Single-Family Detached Houses)	75%

The areas within which such mixture may be permitted and the nature of such mixture shall be specifically defined in agreements with developers and in restricted area by-laws, provided that the resultant average dwelling density per net acre within each such defined area shall not exceed 12 units per net acre.

The City also recognizes the possibility of devising innovative housing forms and sitings on blocks set aside for this purposes, to be implemented by site plan restricted area by-laws. These would include so called link housing, zero lot line housing, town and terrace housing and similar forms. In each case, careful consideration shall be given to:

- (i) height relationship between buildings,
- (ii) relation to enclosed and open space both public and private,
- (iii) daylighting,
- (iv) relation to internal and external road patterns,
- (v) relation to adjacent land uses, and
- (vi) landscaping

2.5 Local Commercial

OPA 76

Within the sub-areas, small scale commercial areas are provided as shown on Plate Number 2 to serve the convenience shopping needs to local residents. Such areas are located adjacent to medium density residential blocks and each has a maximum floor area of 10,000 square feet. Additional convenience commercial facilities may be directly incorporated in medium and high density residential blocks at ground floor level providing they are related comprehensively on site plans and, as a guide their floor area does not exceed approximately 1.0 square feet per person within the block.

2.6 Roads

2.6.1 All of the Main Roads as shown on Plate 2 are to be developed as reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system for the entire Heart Lake Area. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

OPA 76

For the purposes of the area under consideration, the minimum width for 1st Line East shall be 100 feet together with a 30' buffer strip on both sides to be dedicated to the appropriate municipality. The minimum width for Sandalwood Parkway through the Heart Lake Area shall be 120 feet. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.

OPA 76

The collector ring road linking the 4 Heart Lake Sub-areas shall be developed as a controlled access route. Within this requirement limited single family dwelling frontage on the collector ring road may be permitted in areas to be determined by the City.

2.6.2 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, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will

exceed a level of 56 dBA for more than 10% of the time during peak hours of the day.

3.0 "North Brampton" Area Policies

3.1 Areas abutting the north limit of the former Town of Brampton have been designated as residential for the purposes of "rounding out" existing and committed residential areas. Notwithstanding Plate 2 the precise design and final population assignment for these residential areas are to be developed by the City at the subdivision stage at a gross density not exceeding 24.4 persons per acre, and further, notwithstanding the Low Density designation on Plate 2 some Medium Density development will be permitted within Area A providing the overall density of Area A does not exceed 24.4 persons per acre.

3.2 It is envisaged that this area will be served by Sandalwood Parkway road with a minimum width of 100' - as shown schematically on Plate 2. Notwithstanding Plate 2 it is understood that there will be significant flexibility in the location of this arterial road. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.

OPA 76

3.3 Two small scale commercial areas may be provided in the "North Brampton" area to serve the convenience shopping needs of local residents. One area is to be located in Concession 1, E.H.S. and one is to be located in Concession 2, E.H.S. and they are to be located adjacent to medium density residential blocks and each will have a maximum floor area of 10,000 square feet.

Alternatively convenience commercial facilities may be directly incorporated in medium density residential blocks at ground floor level providing they are related comprehensively on site plans and as a guide their floor area does not exceed approximately 1.0 square feet per person within the block

3.4 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, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will exceed a level of 56 dBA for more than 10% of the time during the peak hours of the day.

4.0 GENERAL POLICY - LOW DENSITY ESTATES AREA

4.1 Land Use Concept

The Low Density Estate designation in the area shown on Plate 1 and 2 reflects the desire to accommodate residential land use at a low density in part of Lot 16, Concession 1, E.H.S.

This Low Density Estate area has been designated because of the area's amenity for this type of development in view of the complex topography and drainage characteristics, the location adjacent to a major conservation area-the future Snelgrove Dam, and the existing estate residential development to the east immediately north of the 15th Sideroad.

It is recognized that these lands are suitable for residential development if set carefully in the landscape at low densities. To this end the maximum population density for this area shall be 3.3 units per gross acre with the density decreasing gradually from the 15th Sideroad to the northern limits of Lot 16.

4.2 Main Roads

The main roads serving the estate residential area will be the 1st Line East and the 15th sideroad. These roads are to be developed with reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

For the purpose of the area under consideration, the minimum right-of-way width for the 1st Line East shall be 100' together with a 30' buffer strip on both sides to be dedicated to the appropriate authority. All other road widths within the area shown on Plate 2 shall be determined at the time of subdivision processing.

4.3 Financial

Subdivisions and other agreements between the Region, the City and the developer of land shall contain provisions designed to recognize the financial impact of land proposed for development and to protect the existing stable financial position of the City and Region while meeting the social, educational, environment and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make a contribution in consideration of specific expenses incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose.

4.4 Servicing and Staging

Development of the lands within the area shown on Plate 2 shall be carefully staged. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purposes of imposing and collecting levies for the construction of major trunk services.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development.

4.5 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with residential development in order to improve the environment quality of such development.

4.6 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit access to support structures that may be developed in accordance with the land use designation.

5.0 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 policies covering the area shown on Plate 1 and 2. Major variations or 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.

6.0 IMPLEMENTATION

The policies covering the area shown on Plate 1 and 2 are to be implemented by:

- (a) Approval of plans of subdivision,
- (b) subdivision agreements including existing agreements and any other agreements required between developers, the Region and the City and other public authorities and agencies,
- (c) restricted area by-laws,
- (d) restricted area by-laws which may:
 - (i) be of a detailed site plan nature, or
 - (ii) be of a "Holding Zone" nature.
- (e) by further Official Plan Amendment(s) if required.

**Chapter C53 of Section C of
Part C and Plate 45
of the document known as the
Consolidated Official Plan**

CHAPTER C53

BOVAIRD-KENNEDY AREA

1.0 PURPOSE AND LOCATION

The following definitions and policies, and the designations on Plate 45 constitute the Official Plan for the approximately 360 hectare (880 acre) Bovaird-Kennedy Area outlined on Plate 45. This Plan is intended to establish land use and related policies for the orderly development of the Bovaird-Kennedy area.

2.0 DEFINITIONS

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"Net Residential Area" means an area consisting of one or more surveyed and registered lots, blocks, or parcels, the principal use of which is for dwellings.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.

3.0 GENERAL PROVISIONS

3.1 Hazard Lands

3.1.1 Definition: Hazard Lands associated with the Etobicoke Creek valley as indicated on Plate 45, are those which have inherent physical hazards such as flood or erosion susceptibility, steep slopes or other physical limitations to development. These Hazard Lands shall become part of the Public Open Space system to be used for passive recreational activities, as an amenity in association with adjacent schools, as an open space link between parkland nodes and as an associated component of abutting Neighbourhood or District scale park development. Specific boundaries of these Hazard Lands will be determined on a site specific basis in consultation with the Metropolitan Toronto and Region Conservation Authority.

3.1.2 Any alteration to a watercourse or valley, including the placement of buildings, structures or fill, whether originating on the site or elsewhere, or removal of fill, or the provision of access to a valley, is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and in the case of alteration to a watercourse, to the approval of the Ministry of Natural Resources pursuant to The Lakes and Rivers Improvement Act.

3.1.3 Where new development is proposed on a site, part of which is designated Hazard Lands, such lands shall not necessarily be acceptable as part of the dedication for Public Open Space purposes required under The Planning Act. All lands conveyed to the municipality shall be conveyed in a physical condition satisfactory to the municipality. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

3.1.4 Building and property line setbacks shall be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing

and potential hazards. The setbacks shall be determined, in conjunction with the responsible Conservation Authority, on a site specific basis.

3.2 Environmentally Sensitive Area

- 3.2.1 The remaining woodlots in the Bovaird-Kennedy Area which are labelled X, Y and Z on Plate 45 have been included in Public Open Space designations to ensure their preservation and to take advantage of their potential for passive recreational use.
- 3.2.2 The bog area in the portion of Woodlot 'Z' in the southeast corner of registered plan M-112 shall be dedicated to the City as public open space for conservation purposes in conjunction with any redesign of the subdivision in the vicinity of Woodlot 'Z' (shown on Plate 45).
- 3.2.3 Prior to draft approval of any plans of subdivision in the vicinity of Woodlot 'Z' on Plate 45, a satisfactory environmental sensitivity report shall be submitted to the City which identifies the characteristics and limits of the bog area within and extending southward from that woodlot, and which recommends appropriate development procedures designed to avoid impairment of the woodlot area, including the portion extending into Registered Plan M-112, and to avoid unforeseen construction problems.
- 3.2.4 Woodlot fragments and hedge-rows shall be retained and incorporated into development within urbanizing areas wherever practicable.
- 3.2.5 The City may require the builder of a proposed development of one or more structures on all or part of a woodlot, woodlot fragment or hedge-row to submit a Tree Protection Plan to be approved by the City prior to the issuance of a building permit. The Tree Protection Plan shall identify the exact location of any trees that will be cut or affected and state the specific measures that will be taken to protect the remainder.

3.3 Energy Conservation

- 3.3.1 Council shall require the design of residential, commercial and industrial subdivisions and siting of buildings for proper sun and wind orientation to the extent practicable.
- 3.3.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings.
- 3.3.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and solar oriented glass on all existing and future buildings in the Bovaird-Kennedy Area.

3.4 Road Noise

- 3.4.1 Development which includes outdoor, passive, recreation areas (i.e. private and shared outdoor areas accessory to residential dwellings, and schools, will not be permitted in locations where the outdoor noise levels are forecast to exceed the limits specified in Appendix A to this Chapter, which are specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of The Environment. Amendments to these standards will automatically be incorporated into Appendix A to this Chapter without the necessity of amending the Plan.
- 3.4.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of traffic noise, will only be permitted if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in The Ontario Ministry of The Environment Publication NPC-131, Guidelines for Noise Control in Land Use Planning (which are contained in Appendix A to this Chapter).
- 3.4.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where acceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance

setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc. Appendix A (which is not part of this Plan) gives an indication of those areas which are likely to be adversely affected by excessive noise levels.

3.5 Gravel Pits and the Brampton Esker

3.5.1 Introduction: The Brampton Esker area which contains active, inactive and potential gravel extraction uses as well as public and private recreational uses extends eastward from Eastern edge of the Bovaird-Kennedy Areas as shown on Plate 45. This esker area is particularly significant for its recreational and open space potential.

3.5.2 Draft approvals for subdivision plans adjacent to the Brampton Esker shall provide for:

- (i) adequate buffer strips between existing or potential gravel extraction operations and residential lots or school sites; and
- (ii) adequate future walkway connections to the Brampton Esker Area.

3.5.3 In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designations.

3.5.4 The portion of excavated gravel pit that falls within the Bovaird-Kennedy Area in the southeast corner of the west half of Lot 12, Concession 2, E.H.S., shall be rendered safe from erosion and other hazards, and rehabilitated for recreational use prior to being conveyed to the City as Public Open Space.

3.6
(mod. 1) All new development permitted by the policies of this plan shall have regard for heritage resources and shall, wherever possible, incorporate these resources into any site plan, design or secondary plan that may be prepared for such new development. Encouragement shall be given to conservation, protection, renovation, rehabilitation and re-use of heritage resources.

4.0 **RESIDENTIAL AND RELATED USES**

- 4.1 The overall housing mix target ranges shall be as indicated in the Table below. Minor variations in these ratios (i.e. $\pm 3\%$) which do not alter the intent of the original mix shall be considered without amendment to this Chapter.

HOUSING MIX

<u>Housing Types</u>	<u>Percentage of Total Dwelling Units</u>
"Single Family Density" Types	45-50%
"Semi-Detached Density" Types	35-40%
"Townhouse Density" Types	10-20%

- 4.2 The maximum density for the Bovaird-Kennedy Area is 18.3 units per gross residential hectare (7.4 per acre).
- 4.3 The City shall give consideration to innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.
- 4.4 Phasing of New Development Areas shall be established on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this Chapter.
- 4.5 In approving new residential developments, the City shall take into consideration an appropriate mixture of housing for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.

4.6 Senior citizen residential development will be permitted on suitable sites in the medium density areas. Non-profit family housing projects will be permitted on suitable sites within the lower density designations. Group homes will be permitted on appropriate sites in the lower density designations according to the distance and other criteria in the City of Brampton Policy on Group Homes.

4.7 The City shall endeavor to ensure the orderly provisions of community services in conjunction with new residential development.

4.8 Churches: It has been determined that a total of four church sites, excluding the Roman Catholic Church site abutting the west side of Kennedy Road in Lot 13 and excluding the Baptist church site abutting the east side of Kennedy Road in Lot 12, may be required to serve the future population. Accordingly, each developer of 400 or more residential units will be required to reserve for an appropriate length of time a group of residential lots amounting to at least 0.4 hectares (1.0 acre) in area as a potential church block in an appropriate location fronting on or easily accessible to a Collector or Minor Collector road in a plan of subdivision.

4.9 Schools: It is estimated that four school sites and a combined school campus will be required in the Bovaird-Kennedy area in the locations indicated on Plate 45. Accordingly, a master agreement satisfactory to the school boards containing a suitable cost equalization mechanism respecting the provision of these school sites shall be signed by all relevant landowners prior to draft approval of their subdivisions. The master agreement and any specific agreements between a school board and a subdivider shall specify that all school sites are assignable to either school board.

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Notwithstanding the specific designation of any school site on Plate 45, it may be used by either of the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board and used as either a junior or a senior or a high school without amendment to this Plan.

In the event that one or more of these school sites is not required for school purposes, then the appropriate residential density or alternative use for the site will be determined by an amendment to this Plan.

4.10 Day Care Centres may be located on a church site or any other area of the Bovaird-Kennedy Area provided that the following conditions of safety, service and accessibility are met:

- (i) primary access to a Collector or Minor Collector road and accessible by public transit;
- (ii) adequate ingress/egress and parking so as to eliminate conflict with through traffic;
- (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
- (iv) minimal air and noise pollution.

4.11

OPA 218

The lands on the north side of Notre Dame Avenue, located approximately 48 metres east of Kennedy Road North, shall be developed for townhouse purposes. On site parking spaces shall consist of 2 parking spaces per dwelling unit plus a minimum of 7 visitor and recreation equipment spaces. Curb side garbage collection shall be provided to the satisfaction of the City.

5.0 **COMMERCIAL**

5.1 Neighbourhood Commercial: The Neighbourhood Commercial category on Plate 45 of this chapter is defined as a group of commercial establishments planned and developed as a unit. Neighbourhood Commercial Areas are usually 2,000 to 9,000 square metres (21,500 to 96,000 square feet) of Gross Leasable Area in size and the principal tenants are major supermarkets greater than 1,400 square metres (15,100 square feet) in size. The site area will be in the range of 1.6 -3.2 hectares (4 - 8 acres). Primary permitted uses include retail stores, service establishments catering to personal or household needs, and local offices. Complementary uses such as automobile service stations, and car washes, may be permitted.

5.2 Shopping Centre Impact Studies: Every application for the development of a Neighbourhood Commercial area shall contain supporting

information indicating the economic, physical, and transportation impact of the proposed development. The economic impact study must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. Such information will form a basis for the size and timing of construction of a Neighbourhood Commercial area.

5.3 Convenience Commercial: Convenience Commercial areas shall consist of one or more retail or service establishments planned and developed as a unit. Although Convenience Commercial areas may range in size from 500 to 2,000 square metres (5,400 to 21,500 square feet) in gross leasable areas, such areas are generally less than 1,000 square metres (10,700 square feet) in size. The site area will be in the range of 0.4 - 0.8 hectares (1 - 2 acres). A Convenience Commercial area will generally be anchored by a jug milk or small grocery store.

5.4 Each shopping centre shall be developed as an integrated unit with a consistent architectural theme.

Notwithstanding separate property ownerships, the convenience commercial designation on the west side of Kennedy Road, South of the TransCanada Pipeline shall be developed as an integral unit in terms of buildings, parking areas and internal driveways with access to the development being gained only from the Minor Collector road.

5.5 Highway Commercial: Highway Commercial uses include those commercial uses and industrial uses that have the following characteristics:

- (i) cater primarily to persons coming to the premises to do business by automobile, rather than to pedestrian shopping trade, and therefore do not require a shopping centre location;
- (ii) rely on business from the travelling public or on considerable public exposure, thereby requiring a location in proximity to a highway or arterial road; and
- (iii) have physical requirements in terms of size and shape of site or buildings or the requirements of outside storage such that incorporation into a shopping centre is not appropriate. The

main permitted uses include motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automobile sales and service establishments, building supplies outlets, produce outlets, and industrial uses that have ancillary retail or service functions.

5.6 District Commercial: The lands designated District Commercial, south and east of “Heart Lake Road Diversion” and north of Bovaird Drive, are permitted a range of service and retail commercial uses serving the nearby neighbourhood areas as well as a major sub-area of the City, subject to the policies of this section. The permitted uses include a home improvement retail warehouse but not a supermarket or automotive related uses.

- (a) Development of the lands shall include appropriate buffering for the environmentally sensitive area to the east, as determined by the applicable Conservation Authority.
- (b) Despite the prominence of a single user, anchor building, additional buildings are encouraged to locate along the Heart Lake Road or Bovaird Drive frontages, subject to adequate provision of parking on the entire site. These additional buildings are intended to provide for businesses that can cater to local commercial needs of the community. The buildings themselves can provide additional screening of the general parking area of the site from the public roads.
- (c) Urban design principles to be adhered, as follows, shall be based upon and supplemented by approved Urban Design Guidelines:
 - (i) Buildings are constructed with predominantly brick and other superior quality materials on facades that are prominent from parking areas and public roads. These facades are also highly articulated with windows (visual and spandrel glass), detailed trim, vertical accents and canopies. Facades that are not facing public areas (or not readily visible from public areas) are predominantly concrete pre-cast and articulated with colour and texture to break up any large expanse of walls.

- (ii) Architectural treatment provided on rooflines to show varying heights and cornices.
- (iii) Service/loading areas are located away from roads and screened from all streets to the greatest extent possible.
- (iv) Outdoor sales, display and storage areas are only permitted in association with a Home Improvement Retail Warehouse, and such outdoor areas are not readily visible from public roads.
- (v) Drive-through facilities, including queue lanes, are not permitted along building facades facing public roads.
- (vi) Superior quality landscaping (both hard and soft elements) is provided along the Heart Lake Road and Bovaird Drive frontages to reduce the visual impact of the general parking area and to complement pedestrian paths.
- (vii) Superior quality landscaped treatment is provided at the primary entrance to the site and in close proximity to the Bovaird Drive and Heart Lake Road intersection to create a desirable entry to the site.
- (viii) Pedestrian paths are located at safe and convenient places to connect sidewalks, transit stops and street intersections to business entrances.
- (ix) Unified architecture and landscape design are used throughout the entire site to create an overall attractive built form and environment.
- (x) Rooftop units are located and screened, to the greatest extent possible, to not be visible from public view.
- (xi) Utilities, meters and gas and electrical pipes/connections are located at buildings away and screened from public view.”

5.7 When Commercial uses are proposed to be developed adjacent to residential areas, consideration shall be given to the following:

- (i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized, and
- (ii) that traffic, parking and service areas do not adversely affect adjacent residential uses.

5.8 Approval of additional commercial development within the Highway Commercial designation on the east side of Highway 10 north of Highway 7 is subject to the requirement for an integrated access design (with the existing highway commercial use) acceptable to the Ministry of Transportation and Communications.

5.9 In processing plans for commercial development under Section 35a of the Planning Act, control shall be enforced regarding the following elements among others to achieve high quality design and visual harmony with adjacent areas:

- (i) the siting and design of buildings;
- (ii) pedestrian areas;
- (iii) location, lighting, and screening of parking areas;
- (iv) landscaping and fencing;
- (v) design and type of signs; and
- (vi) storage and garbage disposal facilities.

5.10 The lands on the east side of Kennedy Road that are designated as Highway Commercial may only be used for the purposes of a gas bar or service station.

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5.10.1 The Convenience Commercial designation on the east side of Kennedy Road North, approximately 76 metres (249 feet) north of the intersection of Kennedy Road North and Notre Dame Avenue may be developed for

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retail, commercial, office, medical office and restaurant uses incorporating a pitched roof design with all roof top mechanical equipment screened from view. The maximum building height shall be two storeys, the maximum gross commercial floor area shall not exceed 1, 000 square metres and the minimum lot are shall be 0.3 hectares.

6.0 PUBLIC OPEN SPACE

6.1 Definition: Lands designated "Public Open Space" on Plate 45 will eventually be used for public outdoor and indoor recreation areas and facilities of neighbourhood, community, district and city-wide significance.

6.2 Where land designated Public Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.

6.3 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirement or as part of the dedication of land required under the Planning Act.

6.4 Notwithstanding policy 6.3, tableland portions of utility easements or rights-of-way including associated buffers may, at the discretion of the City, be credited for parkland purposes where they are incorporated into a major park such as a District or Community park which would otherwise have to include an equivalent additional amount of space to accommodate required internal buffers or active park facilities.

6.5 Notwithstanding policy 6.3, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land

uses will provide opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant conservation authority in connection with all forms of development.

- 6.6 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City. The City may accept cash-in-lieu of the land conveyance requirement, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.
- 6.7 In recognition of the importance of valleylands and other hazard lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of the required erosion control and landscaping in such valleys or on such hazard lands.
- 6.8 It is the intent of the City to co-operate with the Region of Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board in coordinating the planning, acquisition, development, maintenance and activity programming of school and recreation sites and facilities.
- 6.9 Since planned school sites are an integral component of the overall open space and recreation system and they have been accounted for in the determination of City public open space requirements, the City will require options to purchase a reasonable portion of any such sites which are subsequently released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school lands.
- 6.10 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, neighbourhood, community and district service level polices and standards contained hereunder.

6.11 Parkettes: Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers, and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Spaces and Facilities

Parkettes may include sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes. Active parkettes catering primarily to the play needs of the young should be a minimum of 0.2 hectares (0.5 acres) in size.

(c) Service Radius and Population

Active Parkettes will generally be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a Neighbourhood park or elementary school playground.

6.12 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;

- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

6.13 Community Parks

Community parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in Community Parks:

- (i) regulation fields for baseball, soccer and softball;
- (ii) courts for tennis, basketball, bocce, volleyball, racquetball, and squash;
- (ii) an arena or indoor pool;

- (iv) recreation centre containing an auditorium, fitness rooms, multi-purpose rooms for meeting and craft programmes;
- (v) bermed areas for tobogganing and skiing;
- (vi) landscaped and natural areas for picnicking and other passive activities;
- (vii) hard-surface multi-sport box;
- (viii) outdoor wading pool; and
- (ix) park landscaping, furniture and equipment including benches, walkways, trees and shrub planting, fencing, trash containers.

(b) Size of Parks

In order to accommodate the spaces and facilities noted above, community parks shall contain a minimum of 6 hectares (15 acres) of tableland and will preferably be located to include woodlots or valleyland so that the total park area ranges from 12 to 18 hectares (30 to 45 acres). The size of a community park in a specific location will depend on its relationship to valleys and other natural areas, and on the facilities required to serve the recreation needs of the specific community.

(c) Service Radius and Population

Community Parks will generally be located to serve approximately 15,000 people within a 2.4 kilometre (1 1/2 mile) radius.

6.14 District Parks

District parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in District Parks:

- (i) picnic areas and nature areas;
- (ii) animal farm;
- (iii) horseshoe pitch;
- (iv) mini-golf facilities;
- (v) senior baseball diamond and perhaps other specialized limited-interest sports fields (e.g. cricket pitches);
- (vi) multi-use recreation building containing curling rinks, a cultural centre, etc.;
- (vii) outdoor artificial rink;
- (viii) bandshell or outdoor theatre;
- (ix) tennis club (6 courts); and
- (x) ski and toboggan slopes.

(b) Size of Parks

In order to accommodate the spaces and facilities appropriate to a particular service area and location, district parks should generally contain a minimum of 11 hectares (27.5 acres) of tableland and will be located to include woodlots or valleyland so that the total park area ranges from 20 to 30 hectares (50 to 75 acres).

The specific design of a district park depends on the nature of the site and type of facilities contained in community and specialized parks and areas in the particular service area. In most cases, some facilities primarily associated with another park in the hierarchy will be included in a District park.

(c) Service Radius and Population

District Parks will generally be located to serve approximately 85,000 people within a 6.4 kilometres (4 mile) radius.

- 6.15 All parks indicated on Plate 45 shall be provided in the general location shown and shall be sized in accordance with policies 6.11 to 6.14.
- 6.16 Although public parks are to be planned on the basis of the park hierarchy, it is recognized that it may be desirable, in specific circumstances, to combine two or more levels of the hierarchy into one park; to split one level of the hierarchy into separate parks or obtain additional parkland, where deemed appropriate, to facilitate connections and access to open space areas and to enhance natural features such as valleylands.
- 6.17 Only the tableland components of Parkettes and of Neighbourhood, Community and District Parks are designated on Plate 45. However, where these designations abut other open space designations such as Hazard Lands, Woodlot and Gravel Pit, it is understood with respect to policies 6.11, 6.12, 6.13 and 6.14 that the public park will include some portion of these other open space lands.
- 6.18 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.19 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and open space links.
- 6.20 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

6.21 Pedestrian bridges shall be provided over the Etobicoke Creek according to identified need and in appropriate locations.

6.22 While the TransCanada Pipeline right-of-way and abutting buffer strips (see policy 8.2.1) constrain the use of lands in the study area, they also provide an opportunity to develop an open space link between the Etobicoke Creek, the Neighbourhood and District parks, the residential lands, and the Brampton Esker. Accordingly, one of the buffer strips should accommodate a paved walkway for bicycles and pedestrians. The walkway and portions of the remaining grass or shrubbery areas could be maintained by the City in return for the right of public use.

7.0 TRANSPORTATION

7.1 Roads

7.1.1 Road facilities in the Bovaird-Kennedy Area are intended to function in accordance with the following general guidelines and classifications.

- (a) Provincial Highways (Highway 7 and 10) are to be planned, designed, constructed and designated to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.
- (b) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.

- (c) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
- (d) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (e) Local roadways are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (f) Minor Local roadways are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

7.1.2 Provincial Highways, Minor Arterial, Collectors and Minor Collectors in accordance with the classification in policy 7.1.1 are shown on Plate 45. Local Roads and Minor Local roads are to be planned as part of the subdivision design process.

7.1.3 The right-of-way requirement for Highway 7 and 10 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way width for Kennedy Road and for Sandalwood Parkway shall be 35 metres (120 feet). Right-of way width requirements

for collector roads will be 23 to 26 metres (76 to 86 feet). Right-of-way width requirements for Minor Collectors, Local roads, and Minor Local roads will typically be 23 to 26 metres (76 to 86 feet), 20 metres (66 feet), and 17 metres (56 feet) respectively.

- 7.1.4 The required right-of-way widths specified in policy 7.1.3 denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 7.1.5 The traffic carrying function of the provincial highway, arterial and major collector system will be protected and improved by:
- (i) discouraging intersections of local streets with arterial and provincial highways in the design of new subdivisions;
 - (ii) controlling the number of collector street intersections with arterial streets and provincial highways through the regulation of subdivision design;
 - (iii) requiring an internal road access design for low density residential uses adjacent to arterial roads and provincial highways.
- 7.1.6 Council will endeavor to achieve a safe and quiet atmosphere in residential areas by:
- (i) encouraging the use of minor crescent streets and the selective use of short culs-de-sac in subdivision design where feasible;
 - (ii) using street designs which discourage excessive speeds;
 - (iii) encouraging off-street private parking (i.e. private driveways, garages, etc.).
- 7.1.7 The design of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

7.1.8 The pattern and design of local and collector streets shall discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic.

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7.3 Pedestrians

7.3.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, elementary school and convenience commercial facilities, and between residential neighbourhoods.

7.3.2 The City shall ensure that all new sidewalks and reconstructed sidewalks be ramped at intersections where safe and practical.

7.4 Impacts

7.4.1 Provisions shall be made in all site plans and plans of subdivisions for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provisions of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

8.0 **MAJOR PUBLIC UTILITIES**

8.1 Storm Water Management

8.1.1 Introduction: Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic environment, increased stream management costs, and impairment of natural beauty.

8.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.

8.1.3 To enable the City to control surface water runoff and to maintain the receiving watercourses in a more healthy, natural condition, Council may require, where it deems necessary, measures such as water retention and siltation ponds.

MOD 4

8.1.4 Council shall ensure that all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

8.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.

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A comprehensive storm water management study will be undertaken for the Bovaird-Kennedy Area and be subject to the approval of the Metropolitan Toronto and Region Conservation Authority and the Ministry of Natural Resources prior to the registration of individual subdivisions. This study would investigate the use of a alternative storm water management devices and it would recommend a storm water management plan for the study area.

8.2 TransCanada Pipeline

8.2.1 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no significant structures or excavations be permitted within a working strip of adequate width abutting either side of the right-of-way. Accordingly 4.6 metre (15 feet) buffer strips shall be provided abutting each side of the pipeline right-of-way.

8.2.2 All occupied buildings shall be setback a minimum of 15 metres (50 feet) from the nearest edge of the TransCanada Pipeline right-of-way, or at Council's discretion, a minimum of 18 metres (60 feet) from the centreline of the nearest existing or potential pipeline.

8.2.3 As a condition of approval of any subdivision plan for lands within 200 metres (660) of the TransCanada Pipeline right-of-way, the developer shall agree to include an appropriate notification of the existence of the high pressure natural gas pipeline and associated risk in each Offer to Purchase for lots within 200 metres of the pipeline easements.

8.3 Cabled Services

8.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

8.3.2 Council shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.

9.0 IMPLEMENTATION

9.1 Interpretation

9.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter, it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Chapter, provided that they do not affect the intent of this Chapter.

9.1.2 Although the Plan for the Bovaird-Kennedy Area establishes boundaries of land use designations and road alignments, as well as densities and housing mix, these elements may be varied slightly provided that the intent of the Official Plan is clearly respected.

9.2 Restricted Area By-law

9.2.1 Restricted Area By-laws pursuant to Section 35 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

9.2.2 Although it is intended that all lands in the Bovaird-Kennedy Area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, Council may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

9.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium density residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this Plan.

9.3 Subdivision Control

9.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 33 of the Planning Act will be used by Council to ensure that the policies and land use of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.

9.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this Chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

9.3.3 As a condition of draft approval of a subdivision plan in the Bovaird-Kennedy Area, the subdivider shall agree to complete the comprehensive storm water management study referred to in policy 8.1.6 to the satisfaction of Council and he shall agree to make all of the storm water management changes and associated subdivision design changes that are requested by the City pursuant to receipt of the storm water management study.

9.4 Site Plan Control

9.4.1 Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements

pursuant to Section 35a of the Planning Act.

- 9.4.2 Approval of site plans and execution of site plan agreements will be required prior to the issuance of building permits for development or redevelopment.

9.5 Parkland Dedication

- 9.5.1 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivision, as a condition of development, redevelopment or consent, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

- 9.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is serving or will serve the subject development with either parkland or recreation facilities.

- 9.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in policy 6.3, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

9.6 Provision of School Sites

- 9.6.1 No additional plans of subdivision in the Bovaird-Kennedy Area will receive draft approval until an agreement containing a cost equalization mechanism satisfactory to the school board has been signed by all relevant landowners guaranteeing the achievement of the Bovaird-Kennedy plan with respect to the provision of school sites.

9.7 Financial and Phasing

9.7.1 The City shall endeavor to phase development in the Bovaird-Kennedy Area in a manner which will permit all major landowners to develop their lands concurrently but which also maximizes the accessibility of residents to services in the Bovaird-Kennedy Area through all phases of the development.

9.7.2 The following criteria will collectively be used as the basis for selecting those residential developments or portions thereof which ought to be given development priority:

- (i) Financial: Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (ii) Support to Existing Infrastructure: Favors those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iii) Piped Services (Sewer and Water): Favors those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
- (iv) Transportation Services (Road and Transit): Favors those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (v) Parkland and Community Services: Favors those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs: Favors those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who

work in Brampton.

- (vii) Environmental Concerns (Noise, etc.): Favors those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns: Favors those developments and areas which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
- (ix) Consistency with other Official Plan Policies: Favors those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favors the earliest development application in official circulation by the Region or the Province.

MOD 6

9.8 Bovaird-Kennedy Concept Plan

- 9.8.1 The Bovaird-Kennedy Concept Plan which will be adopted by Council concurrently with this Chapter of the Consolidated Official Plan provides both the conceptual basis for this Chapter as well as a more detailed elaboration of some of the policies and designations contained herein. The Bovaird-Kennedy Concept Plan does not form part of the Consolidated Official Plan and may be amended by resolution of Council.
- 9.8.2 The sizes of District, Community, Neighbourhood and Parkette Parks shall be indicated in the Bovaird-Kennedy Concept Plan.

10.0

SPECIAL POLICY AREA 1

OP 93-111

10.1.1

Low and Medium Density Residential: Notwithstanding the general housing mix policies of this Secondary Plan, the Low and Medium Density Residential designation in Special Study Area 1 shall be developed in accordance with the housing mix target ranges indicated in the Table below. Minor variations in these ratios (i.e., +/- 3%) which do not alter the intent of the original mix shall be considered without amendment to this Chapter.

HOUSING MIX
Special Policy Area 1

<u>Housing Types</u>	<u>Percentage of Total Dwelling Units</u>
“Single Family Density” Types	0%
“Semi-Detached Density” Types	18%
“Townhouse Density” Types	82%

10.1.2 Notwithstanding the general density policies of this Secondary Plan, the density range for the lands identified as Special Policy Area 1 shall be approximately 29.8 units per gross residential hectare (12.1 units per gross residential acre).

10.2 Public Open Space Hazard Lands: The Public Open Space Hazard Lands designation in Special Policy Area 1 shall be developed for stormwater management purposes, to be maintained as a no maintenance naturalized environment.

10.3.1 Highway Commercial: The Highway Commercial designation in Special Policy Area 1 shall be developed for Highway Commercial purposes such as restaurants, automobile service stations, car washes, service shops, financial institutions and retail shops having no outside storage. However, at a minimum, sufficient land area shall be reserved in the Highway Commercial designation for the express purpose of providing a convenience store of a size to be specified in the zoning by-law.

11.0 **PRIVATE COMMERCIAL RECREATION**

OP93-141

The area designated on Plate 45 as Private Commercial Recreation, on the north side of Bovaird Drive, west of Heart Lake Road, defines the limits of the former aggregate extraction area associated with the geological feature known as the Brampton Esker. The subject lands are approximately 42.94 hectares (106 acres) in lot area and located in Part of Lots 11 and 12, concession 2, E.H.S. Aggregate extraction has ceased and the site is to be rehabilitated and redeveloped for golf course, driving range and accessory uses only, subject to the

following:

- a) The subject lands shall be rehabilitated in accordance with an approved rehabilitation plan as required by the Aggregate Resources Act and reviewed by the Ministry of Natural Resources or its designate and approved by the City of Brampton;
- b) The ultimate final surface water level in Esker Lake North will be controlled at an elevation of 232.5 metres AMSL. A geotechnical study shall be prepared to address slope stability around Esker Lake North once it has been reduced to this level;
- c) A detailed engineering, drainage and storm water implementation report shall be prepared to the satisfaction of the City;
- d) Prior to the initiation of any site grading or servicing, a detailed soils investigation of the subject lands shall be prepared by a qualified geotechnical engineer;
- e) A portion of the future Heart Lake Road diversion to Highway No. 7 (Bovaird Drive) will be constructed on the subject lands. The proposed alignment is shown on Plate 45. This road will be dedicated and developed to function as a minor arterial road, in accordance with the relevant policies of the Official Plan, and have minimum right-of-way width of 30.0 metres;
- f) Development of the lands shall be controlled by an appropriate zoning by-law amendment and the exercise of site plan control pursuant to Section 40 of the Planning Act, R.S.O. 1990, as amended.

APPENDIX A

(to Chapter C53)

A1

ROADWAY

NOISE SOUND LEVEL

LIMITS FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

<u>Period of Day</u>	<u>Limits</u>	<u>dBA</u>	
		Traffic Noise	
		L_{eq}	L_{50}
07:00 hours to 23:00 hours		55*	52
23:00 hours to 07:00 hours		50*	47

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L_{50} - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

- * Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dBA exists and it is not practical to implement noise measures to deal with this slight excess.

ROADWAY NOISE

INDOOR SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

<u>Type of Space</u>	<u>L_{eq} (dBA)</u>	Equivalent Sound Level Limit
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)		40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)		45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)		45
General offices, reception areas, retail shops, and stores, etc. (Time period: 07:00 - 23:00 hours)		50

L_{eq} and dBA - defined in Section A-1 above

AREAS REQUIRING NOISE ANALYSIS

Areas requiring noise analysis are considered to be those lying within the following distances of the various roadway types projected to have the following characteristics:

Road Classification	Operating Speed	Projected Number of Lanes	Projected Traffic – Volumes		Assumed Percent Trucks	Area Requiring Analysis* Distance from Edge of Pavement (Deop)	
			AADT	Average Hourly**		Metres	Feet
Freeway	60	14	260,000	15,600	15%	1,669	5,475
		12	220,000	13,200	15%	1,477	4,847
		10	180,000	10,800	15%	1,276	4,186
		8	145,000	8,700	15%	1,090	3,575
		6	110,000	6,600	15%	891	2,922
		4	73,000	4,400	15%	662	2,173
Provincial Highway	50	6	78,000	4,700	15%	492	1,614
		4	35,000	2,100	15%	273	897
		2	17,000	1,000	15%	159	522
Arterial (Major & Minor)	35	6	60,000	3,600	15%	241	792
		4	27,000	1,600	15%	134	438
Collector & Minor Collector	30	2	13,000	800	10%	72	236
		4	20,000	1,200	10%	8	267
		2	10,000	600	10%	49	161

- * Calculations are based on the following MTC formula
$$Deop = \text{Antilog} (3.56 + 0.73 \log (Vc + 6Vt) + 0.015 S - 0.072 L_{eq})$$

Areas requiring noise analysis are defined by the distances from the edge of pavement which would be subject to L_{eq} traffic noise levels exceeding 55 dBA for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating features.

- ** 95% of the traffic is assumed to be daytime traffic (i.e. 07:00 to 23:00 hours).

**Chapter C58 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C58

1.0 PURPOSE

The purpose of this chapter is to permit certain lands designated as Commercial Special to be used for specific commercial purposes.

2.0 LOCATION

The lands affected comprise part of Lot 13, Concession 2, East of Hurontario Street, formerly in the Township of Chinguacousy, now within the City of Brampton.

The parcel encompasses an area of 0.4 hectares with a frontage on the east side of Kennedy Road of 60.9 metres.

3.0 DEFINITIONS

OPA 90

"Commercial Special means lands which are intended to be used for specific commercial purposes. The permitted commercial uses are: offices for medical or dental practitioners; offices for practitioners in other health care fields; laboratories providing services in health care fields; one pharmacy; offices for lawyers and accountants; and offices for management companies serving the health care practitioners located in the building."

4.0 DEVELOPMENT PRINCIPLES

The lands designated Commercial Special by this Chapter will be subject to the following development principles:

- 4.1 Off street parking shall be provided in accordance with acceptable parking standards.
- 4.2 Landscaping, fencing and buffering shall be provided in a manner to minimize conflict with abutting residential lands.
- 4.3 The design of the site with respect to driveway locations and parking arrangements shall be designed to facilitate convenient access and

traffic circulation within the site, and to facilitate comprehensive development of this site with the abutting land parcel to the south, also fronting on Kennedy Road.

- 4.4 The design of buildings on the site shall ensure compatibility with surrounding residences with respect to height, massing and visual appearance.

5.0 **IMPLEMENTATION**

- 5.1 This chapter will be implemented by an appropriate amendment to the Restricted Area By-law in such form which will 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 and building design not implemented by the zoning by-law.

**Chapter C67 of Section C of
Part C and Plate 65
of the document known as the
Consolidated Official Plan**

CHAPTER C67

1.0 PURPOSE

The purpose of this chapter is to permit the lands shown outlined on Plate Number 65 attached hereto, to be used for residential and open space purposes and to indicate development principles to achieve high quality, efficient and orderly development within the area covered by Chapter C67 which area will henceforth be referred to as "New Development Area 3a Secondary Plan Area".

2.0 LOCATION

The New Development Area 3a Secondary Plan Area comprises a total area of 19.4 hectares (47.9 acres) and is located on the south side of Sandalwood Parkway, being part of the east half of Lot 13, Concession 2, E.H.S., (geographic Township of Chinguacousy, County of Peel) in the City of Brampton as outlined on Plate Number 65.

3.0 DEFINITIONS

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting local and collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"Gross Home" shall mean a residential care facility in a dwelling unit occupied by 3 to 10 persons, inclusive of staff and receiving family, but shall not include:

- (i) a place maintained and operated primarily for, and occupied by, inmates or adult males placed on probation or released on parole;
- (ii) a place maintained and operated primarily for the temporary care of, and occupied by transient or homeless persons;
- (iii) a place maintained and operated primarily for the treatment and rehabilitation of and occupied by persons who are addicted to drugs or alcohol; or

- (iv) a "parent-model" home with fewer than five foster children.

"New Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principle use of which is for dwellings.

"Single-Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single-family detached type.

4.0 GENERAL PROVISIONS

4.1 Energy Conservation

4.1.1 Council shall require that any building in the residential areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and predominant wind directions to minimize heat loss from wind and to maximize the heating effect of the sun.

4.1.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and west winds and by providing shade from and exposure to the sun during the summer and winter respectively.

4.1.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.2 Noise Abatement

4.2.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings will not be permitted in locations where the attenuated outdoor noise levels are forecast to exceed the limits specified in Publications NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table II) as amended or replaced to the date development takes place.

- 4.2.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of noise from traffic and/or industrial operations will be permitted only if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment (see Appendix A, Table I to this Chapter).
- 4.2.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and predication techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where acceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc. Appendix A, Table III gives an indication of those areas which are likely to be adversely affected by excessive noise levels.
- 4.3 Tree Preservation
- 4.3.1 The City shall endeavor to ensure that treed areas located on both publicly and privately owned lands are retained for aesthetic and recreational purposes.
- 5.0 RESIDENTIAL POLICIES**
- 5.1 The City shall give consideration to innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.
- 5.2 The density target for the New Development Area 3a is 12 units per hectare of gross residential area.
- 5.3 Group homes will be permitted on appropriate sites in the low density residential designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.

- 5.4 Day Care centres may be located in any part of the Amendment area provided that due regard is had for the following principles of safety, service and accessibility.
- (i) primary access to a Collector or Minor Collector road and accessible by public transit;
 - (ii) adequate ingress/egress and parking so as to eliminate conflict with through traffic;
 - (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
 - (iv) minimal air and noise pollution.

6.0 **OPEN SPACE POLICIES**

6.1 Definition

Lands designated Open Space on Plate 65 will be used for public outdoor recreation areas and facilities of neighbourhood significance.

- 6.2 Where land designated Open Space is under private ownership, it shall not be construed that such area are free and open to the general public or will be purchased by the municipality or any other public agency.

- 6.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Open Space.

- 6.4 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivision, as condition of development, redevelopment or consent, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and any means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

- 6.5 The minimum tableland area required by the City for public open space

use is 1.6 hectares (4.0 acres) per 1,000 population exclusive of Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses. The above categories of land, which are excluded from the City's public open space tableland requirement will not be credited as part of that requirement or as part of the dedication of land required under the Planning Act.

- 6.6 Notwithstanding policy 6.5, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will provide opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant conservation authority in connection with all forms of development.
- 6.7 The City may accept cash-in-lieu of the land conveyance requirements, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.
- 6.8 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.
- 6.9 In recognition of the importance of valleylands and other hazard lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such hazard lands.
- 6.10 Park Hierarchy: The requirements and development of a public park and associated recreation facilities on the lands designated Open Space on Plate 65 shall be based where feasible on the neighbourhood service level policies and standards contained hereunder. The community, district and specialized parks required to serve residents of this area are included in the overall tableland requirement of the City (policy 6.5), but will be located in adjacent areas.

6.11 Neighbourhood Parks: Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

a) Activity Spaces and Facilities

Neighbourhood parks may include, but are not limited to, the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

b) Size of Parks

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however, a minimum size of 1.0 hectares (2.5 acres) is desirable to accommodate essential activity spaces.

c) Service Radius and Population

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

6.12 Lands required for neighbourhood park purposes in New Development Area 3a shall be conveyed in the amount required to satisfy policy 6.11 and in the general locations indicated on Plate Number 65, as a condition of development approval.

- 6.13 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.14 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and open space links.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of open space links.
- 6.16 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

7.0 TRANSPORTATION POLICIES

7.1 Roads

- 7.1.1 Road facilities in the New Development Area 3a are intended to function in accordance with the following general guidelines and classifications:
- (a) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas traffic generation. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
 - (b) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to

medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

- (c) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (d) Local roadways are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (e) Minor Local roadways are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

7.1.2 The road network is shown on Plate 65 and it shall be subject to approval as part of the subdivision approval process.

7.1.3 No development will be permitted to proceed and no plans of subdivision released or building permits issued in the New Development Area 3a until Sandalwood Parkway has been extended to connect with Heart Lake Road or until arrangements for the extension have been made in a manner which is satisfactory to the City.

7.1.4 Right-of-way width requirements will be 20 metres and 17 metres for

Local Roads and Minor Local Roads respectively.

- 7.1.5 The traffic carrying function of the arterial and collector systems will be protected and improved by:
- (a) discouraging intersections of local streets with major arterials in the design of subdivision; and
 - (b) controlling the number of collector road intersections with arterial roads through subdivision design.
- 7.1.6 Land use designation boundaries which coincide with a major feature such as a road shall be deemed to remain coincidental if the location of the major feature is adjusted slightly.
- 7.1.7 Council will endeavour to achieve a safe and quiet atmosphere in residential areas by:
- (a) encouraging the use of minor crescent streets and the selective use of short culs-de-sac in subdivision design where feasible;
 - (b) using street designs which discourage excessive speeds;
 - (c) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
 - (d) locating higher density development where access can be gained directly from a collector or minor collector street whenever practicable.
- 7.1.8 The provision of roads shall incorporate elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.
- 7.1.9 The system of collector and local roads shall be provided to discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise pollution and physical danger of excessive vehicular traffic.

7.2 Public Transit

- 7.2.1 Council will encourage the provisions of transit service within easy walking distance (300-700 metres) of all urban land uses.

7.3 Pedestrians

- 7.3.1 Provisions of sidewalks to improve pedestrian safety and convenience will be considered for all road segments having significant vehicular or pedestrian traffic.

- 7.3.2 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, elementary school and convenience commercial facilities, and between residential neighbourhoods.

- 7.3.3 Consideration shall be given to providing signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.

7.4 Adverse Impacts

- 7.4.1 Brampton will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighbourhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.

- 7.4.2 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

- 7.4.3 All components of the transportation system will be planned, designed and constructed so as to satisfy the policies in section 4.2 respecting

noise impacts.

8.0 MAJOR PUBLIC UTILITIES POLICIES

8.1 Storm Water Management

- 8.1.1 Introduction: Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic environment, increased stream management costs, and impairment of natural beauty.
- 8.1.2 In conjunction with City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.
- 8.1.3 Council shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a healthier, natural condition.
- 8.1.4 Council shall ensure that all construction sites, introduce directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.
- 8.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.
- 8.1.6 A comprehensive storm water study will be undertaken for the New Development Area 3a and will be subject to the approval of the City prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devises and would recommend a storm water management plan for the subject lands.

8.2 Sanitary Sewerage

8.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore, the City of Brampton requests the Region to adopt the following design and development objectives:

- (a) There shall be due regard for the protection of the natural characteristics of the landscape in which sewers are to be installed.
- (b) Where practicable and financially feasible, sewer systems should operate on a gravity flow basis to avoid the need for pumping stations.

8.3 Water Supply

8.3.1 A potable water supply is the responsibility of the Region of Peel. therefore, the City of Brampton requests the Region to adopt the following long term objectives:

- (a) Water purification supply facilities and distribution works will be installed and maintained to adequately serve the New Development Area 3a.
- (b) The design of water supply and distribution facilities will be based on ultimate development within the South Peel Servicing Scheme area.

8.4 Gas and Oil Transmission Pipelines

8.4.1 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way be isolated from the activities of building contractors and private homeowners and that no significant structures or excavations be permitted within a working strip of adequate width abutting either side of the right-of-way.

8.5 Cabled Services

8.5.1 The City shall endeavor to have local service power lines, telephone,

and other cabled services located underground, where feasible.

- 8.5.2 Council shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function, or character incompatible with the surrounding residential environment.

9.0 IMPLEMENTATION POLICIES

9.1 Interpretation

- 9.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendment to this Chapter, provided that they do not affect the intent of this Chapter.

- 9.1.2 Although Plate Number 65 together with the text of this Chapter establishes boundaries of land use designations, and road alignments as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and the Official Plan is clearly respected.

9.2 Restricted Area By-law

- 9.2.1 Restricted Area By-laws pursuant to Section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

- 9.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, Council may use interim zoning classes in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

- 9.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize

the policy intent of this Chapter.

9.3 Subdivision Control

9.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 36 of the Planning Act will be used by Council to ensure that the policies and land use of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.

9.3.2 Council will recommend for approval only those plans of subdivision which comply with the polices and land use designations of this Chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

9.3.3 The storm water management studies referred to in policy 8.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 3a.

9.4 Site Plan Control

Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through Site Plan Agreements pursuant to Section 40 of the Planning Act.

9.5 Parkland

9.5.1 Lands may be acquired for parks and recreation purposes in connection with plans of subdivision and as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

9.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific

cash-in-lieu of development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

- 9.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in area, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in the preceding policies and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

APPENDIX A

TABLE I

ROADWAY NOISE INDOOR
SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

<u>Type of Space</u>	<u>L_{eq} (dBA)</u>	Equivalent Sound Level Limit
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)		40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)		45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)		45
General offices, reception areas, retail shops, and stores, etc. (Time period: 07:00 - 23:00 hours)		50

APPENDIX A

TABLE II

ROADWAY NOISE SOUND LEVEL LIMITS
FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

<u>Period of Day</u>	<u>Limits</u>	<u>dBA</u>
		Traffic Noise
		<u>L_{eq}</u> <u>L₅₀</u>
07:00 hours to 23:00 hours		55* 52
23:00 hours to 07:00 hour		50* 47

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L₅₀ - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess in of 1-5 dBA exists and it is not practical to implement noise measures to deal with this slight excess.

APPENDIX A

TABLE III

AREAS REQUIRING NOISE ANALYSIS

Areas that may require noise analysis are considered to be those lying within 300 metres (985 feet) of railway lines and also those lying within the following distances of the various roadway types projected to have the following characteristics:

Road Classification	Operating Speed <u>KPH</u>	Projected Number of Lanes	Projected Traffic AADT	- Volumes Average Hourly**	Assumed Percent Trucks	Area Requiring Analysis* Distances from Edge of Pavement (Deop) (metres)
Freeway	100	10	180,000	10,800	15%	1,060
		8	145,000	8,700	15%	900
		6	110,000	6,600	15%	740
		4	73,000	4,400	15%	540
Provincial Highway	80	6	78,000	4,700	15%	380
		4	35,000	2,100	15%	220
		2	17,000	1,000	15%	120
Arterial (Major & Minor)	60	6	60,000	3,600	15%	200
		4	27,000	1,600	15%	110
		2	13,000	800	10%	60
Collector	50	4	20,000	1,200	10%	70
& Minor Collector		2	10,000	600	10%	40

* Calculations are based on the following MTC formula
 $Deop = Antilog(3.56 + 0.73 \log(Vc + 6Vt) + 0.015 S - 0.072 L_{eq})$

Areas that may require noise analysis are defined by the distances from the edge of pavement which would be subject to L_{eq} traffic noise levels exceeding 55 dBA

for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating features.

** 95% of the traffic is assumed to be daytime traffic (i.e. 07:00 to 23:00 hours).

**Chapter 4(a) and Schedule SP4(a)
of the document known as the
Official Plan**

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP4(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 development of the lands shown outlined on Schedule SP4(a) and identified as "New Development Area 3(c)". The area covered by this chapter is identified as "New Development Area 3(c) and will form part of the Heart Lake East Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 19.27 hectares (47.62 acres), and are located primarily at the south-west corner of Sandalwood Parkway and Heart Lake Road with a small portion on the north side of Sandalwood Parkway comprising part of Lots 12 and 13, Concession 2, E.H.S., in the City of Brampton, as shown on Schedule SP4(a).

DEVELOPMENT PRINCIPLES

3.0 BRAMPTON ESKER

3.1 Introduction

The lands within New Development Area 3(c) 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(c) 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. Notwithstanding the foregoing, development within New Development Area 3(c) may proceed prior to the finalization of the study.

- 3.2 No further gravel extraction operation shall be permitted in New Development Area 3(c).

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

4.0 RESIDENTIAL POLICIES

4.1 The following policies shall apply to this Amendment in order to reflect the "Land Use Planning for Housing" Policy Statement:

MOD 1

Opportunities will be created for a range and mix of housing types which are suitable for different income and age levels, lifestyles and household structures of the future residents in accordance with the identified housing needs of the City of Brampton.

Innovation will be encouraged in terms of housing types and zoning standards, to ensure that the development will create and foster continuing opportunities for affordable housing.

The developer has agreed to provide a minimum of 25% affordable housing within the proposed draft plan of subdivision 21T-91007(B).

The developer shall enter into an agreement with the City with respect to the implementation of these policies. The agreement shall specify the mix and range of units, and number of affordable units.

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

MOD 1

TABLE 1

Low Density	74-77%
Medium Density	<u>23-26%</u> 100%

4.3 The density target for New Development Area 3(c) is 21.9 units per hectare (8.8 units per acre) of gross residential area.

MOD 1

4.4

MOD 1

In the areas designated Low Density Residential and Medium Density Residential on Schedule SP4(a), permitted uses include those residential uses within the Low and Medium Density ranges respectively as defined in Part II to this Plan, subject to policies 4.1 and 4.2 above.

MOD 1

Direct access to Heart Lake Road and Sandalwood Parkway shall not be permitted for residential purposes.

5.0**COMMERCIAL POLICIES**

5.1

Highway Commercial

5.1.1

The lands designated Highway Commercial on Schedule SP4(a) are intended for service station or gas bar uses only, which may include a convenience store operated in conjunction with the service station or gas bar use.

5.1.2

No outside storage shall be permitted.

5.1.3

The following criteria shall apply to the Highway Commercial development.

- i) the Highway Commercial designation on Schedule SP4(a) shall be planned, designed, and developed as one parcel, regardless of whether such lands are in more than ownership;
- ii) to foster a high standard of amenity, development within the lands designated Highway Commercial shall incorporate increased yard requirements abutting the Public Open Space designation to the satisfaction of the City;
- iii) the provision of environmental protection measures including storm drainage, tree preservation and the general protection of the open space area to the west;
- iv) vehicular access shall be determined through the development approval process, as deemed appropriate by the road authority having jurisdiction. As a condition of development approval, 0.3 metre reserves may be required abutting roadways, except at approved access points, and

- v) the policies of Chapter 2, subsection 2.2.5.2, of Part II to this Plan shall apply.

6.0 PUBLIC OPEN SPACE

6.1 Definition

The lands designated Public Open Space on Schedule SP4(a) are intended to be used for limited recreational purposes due to the natural and physical features of the site. With respect to lands so designated on Schedule SP4(a), the policies of Chapter 2, subsection 2.5.1, of the Official Plan shall apply.

- 6.2 To achieve the objectives of pedestrian linkages separated from vehicular traffic as outlined in section 2.5.1.4 of Part II of this Plan, for lands designated Public Open Space, a walkway connection shall be provided from the existing Sandalwood Parkway pedestrian underpass to White Spruce Park by the proponents of development in New Development Area 3(c).

- 6.3 The City shall endeavour to ensure that the wetland features located within the Public Open Space designation of Schedule SP4(a) are retained to the greatest extent practical in accordance with the requirements of the Ministry of Natural Resources.

- 6.4 To ensure the long term usefulness of the wetland features located within the Public Open Space designation of Schedule SP4(a) through the development of any lands within New Development Area 3(c), provisions shall be made to:

- i) minimize the amount of pollutants entering the wetland features, and
- ii) provide a 15 metre wide buffer from the limits of the wetland features pursuant to the requirements of the Ministry of Natural Resources.

7.0 TRANSPORTATION POLICIES

7.1 Roads

7.1.1 Road facilities in New Development Area 3(c) are intended to function in accordance with the general guidelines and classifications outlined in section 4.2 of Part II of this Plan.

7.1.2 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 Heart Lake Road and Sandalwood Parkway, it will be the policy of the City to discourage, wherever practical and applicable, individual or direct access to these roadways. To this end, 0.3 metre reserves and special zoning restrictions will be employed to minimize access to these roads.

8.0 MAJOR PUBLIC UTILITIES

8.1 Storm Water Management

8.1.1 A detailed engineering and drainage report shall be undertaken for any development for any development in New Development Area 3(c) and will be subject to approval by the Ministry of Natural Resources, the Metropolitan Toronto and Region Conservation Authority, and the City prior to the registration of individual plans of subdivision. This report shall describe the storm water management techniques, including the quantity and quality of ground and surface water resources, for New Development Area 3(c) and/or downstream areas during and after the construction period.

8.2 TransCanada Pipeline Safety Measures

8.2.1 In the interest of public safety, it is desirable that the TransCanada gas pipeline right-of-way or easement be isolated from the activities of building contractors and private homeowners. No significant structures shall be permitted within 10.0 metres of either side of the right-of-way, or easements.

8.2.2 Prospective purchasers of new homes within 200 metres (660 feet) of the pipeline right-of-way, or easement, shall be notified of its presence.

9.0 INSTITUTIONAL

9.1 Definition

The lands designated Institutional on Schedule SP4(a) are intended to be used for an elementary school. The location of the school building shall be north of the TransCanada Pipeline right-of-way or easement.

9.2 Access to the school site, both on a temporary and permanent basis, shall be determined and approved by the City in conjunction with the Peel Board of Education.