

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 2A

THE NORTHWEST SANDALWOOD PARKWAY

SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Northwest Sandalwood Parkway Secondary Plan (Secondary Plan Area 2(a))

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 2(a), The Northwest Sandalwood Parkway Secondary Plan)

This office consolidation of the Northwest Sandalwood Parkway Secondary Plan consists of Chapter 2(a) and Schedule SP 2.1(a) of the document known as the 1993 Official Plan.

Chapter 2(a) is based on Official Plan Amendment 281A to the document known as the 1984 Official Plan and Amendment OP93-50 to the document known as the 1993 Official Plan as adopted by City Council on March 6, 1996 (By-law 43-96 and 44-96) and approved by the Region of Peel on February 16, 1998. Chapter 2(a) incorporates all modifications, deferrals and referrals made by the Region along with the following Official Plan Amendments as approved by the Region:

OP93-148

The following Official Plan Amendments, as approved by Brampton City Council, have also been incorporated:

OP93-276/OP2006-002

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

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

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

February 2010

**Chapter 2(a) and
Schedules SP2(a)
to the Brampton Official Plan**

Chapter 2.(a): The Northwest Sandalwood Parkway Secondary Plan Area

1.0 PURPOSE

OP
93-148

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

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

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

2.0 LOCATION

OPA
93-148

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

3.0 DEVELOPMENT PRINCIPLES

3.1 RESIDENTIAL

3.1.1 The various residential designations shown on Schedule SP2(a) are categories in which the predominant use of land is residential and collectively include a wide range of dwelling types from detached units to

townhouses. Complementary uses as set out in Part II of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.2

OPA
93-115

Notwithstanding the housing policies for the various residential designations on Schedule 'SP2(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

3.1.3

OP93-276/
OP2006-002

The maximum overall density for the Low/Medium Density Residential lands north of Wanless Drive shall be 29.5 units per net residential hectare (11.9 units per net residential acre).

3.1.4

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

MEDIUM DENSITY RESIDENTIAL

3.1.5

OPA
93-115

In areas designated Medium Density Residential on Schedule SP2(a), residential uses within the Medium Density Residential category defined in Part I of the Official Plan are permitted.”;

3.1.6

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

LOW AND MEDIUM DENSITY RESIDENTIAL

3.1.7

OPA
93-115

In areas designated Low and Medium Density Residential on Schedule 'SP2(a)' north of Wanless Drive, residential uses within the Medium Residential category defined in Part 1 of the Official Plan are permitted at a maximum combined density of 24.5 units per net residential hectare (9.9 units per net residential acre), subject to policies 3.1.2 and 3.1.3.

In areas designated Low and Medium Residential on Schedule 'SP2(a)' south of Wanless Drive, residential uses within the Medium Density Residential category defined in Part 1 of the Official Plan are permitted at a maximum combined density of 32 units per net residential hectare (13 units per net residential acre), subject to policy 3.1.2 in addition, at least 60% of the development within the Low and Medium Density Residential designation shall be single detached structural units.

Notwithstanding the foregoing housing mix and density policies, proposals for development within the "Low and Medium Density Residential" designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines.";

- 3.1.8 In areas designated Low and Medium Density Residential on Schedule SP2(a), residential uses within the Low and Medium Density ranges defined in Part II of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.
- 3.1.9 Residential lots shall be oriented toward and have primary access to the local and minor collector road system, to the greatest extent practicable. Lots which must front onto and gain direct access to major collector roads shall generally maintain a minimum width of 12 metres, with a greater width or reverse frontage possibly being required in the vicinity of major intersections.

AFFORDABLE HOUSING

- 3.1.10 Opportunities will be created for a range and mix of housing types suitable for a spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.
- 3.1.11 Affordable housing will be integrated into the overall community so as not to isolate such housing in any one area.
- 3.1.12 Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

3.2 COMMERCIAL

CONVENIENCE COMMERCIAL

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

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

HIGHWAY AND SERVICE COMMERCIAL

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

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

3.3 OPEN SPACE

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

NEIGHBOURHOOD PARK

3.3.2 Neighbourhood Parks shall be developed in the general locations indicated on Schedule SP2(a) in accordance with Part II, Chapter 2, section 2.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, necessary adjustments may be made to the size and location of a neighbourhood park through the subdivision or

zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

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

HAZARD LANDS

- 3.3.4 Lands designated Hazard Lands on Schedule SP2(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility while contributing to the ecological integrity of the Fletchers Creek watershed. Designated Hazard Lands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Part II, Chapter 1, section 1.2, 1.3 and other relevant policies of the Official Plan and the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering), as approved by relevant agencies.

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

- (mod. 1) It is recognized that the location of the proposed naturalized channel may change to meet the requirements to the Department of Fisheries and Oceans, Ministry of Natural Resources, and Credit Valley Conservation Authority without further amendment to this plan.

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

STORM WATER MANAGEMENT FACILITY

- 3.3.7 Lands designated Storm Water Management Facility on Schedule SP2(a) recognize the requirement for such facilities within the Secondary Plan Area. Due to their detention function, secondary uses shall primarily consist of activities associated with the Link and Environmental Park policies of Part II, Chapter 2, section 2.5 and other relevant policies of the Official Plan.
- 3.3.8 Storm Water Management Facilities are a permitted use in all land use designations and are shown conceptually on Schedule SP2(a). The Storm Water Management Facility designation indicates the general intended locations of such facilities. Design details such as the specific location and final size of storm water management facilities will be determined prior to the registration of subdivision plans in accordance with a detailed drainage and engineering report pursuant to Section 5.4 of this Secondary Plan and the relevant recommendations of the Fletchers Creek Subwatershed Management Study.

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

3.4 INSTITUTIONAL

SCHOOL SITES

- 3.4.1 One separate elementary school site and one public elementary school site are required in the general locations indicated on Schedule SP2(a). If a school site or part thereof is not required by either the Peel Board of Education or the Dufferin-Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this Plan.
- 3.4.2 Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage without amendment to this Plan in order to improve the centrality of the site to its intended service area or its functionality.

- 3.4.3 School sites are designated on Schedule SP2(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by the School Board, the other Board may utilize the site regardless of whether it is for the educational level implied by the designation without further amendment to this plan.
- 3.4.4 The relevant subdivision plan(s) shall include designated school sites as appropriate with a shape, size and frontage to the satisfaction of the relevant School Board. Developers will be required to demonstrate how school sites can be redeveloped for suitable alternate uses should any particular school site be released or not required for school or park purposes.
- 3.4.5 Prior to approval of plans of subdivision, the City shall encourage landowners within the Secondary Plan Area 2(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing school sites designated on Schedule SP2(a), in the absence of Education Development Charges or another effective mechanism.
- 3.4.6 Where considered acceptable by the City, school sites may be rezoned for alternative residential or open space purposes compatible with and capable of integration with adjacent residential designations.

PLACE OF WORSHIP

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

OP93-276/
OP2006-002

OP93-149

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

- an owner of land accommodating a place of worship site may shift its location to another appropriate location on their lands without further amendment to this Plan; and
- place of worship sites ideally possess arterial road exposure but gain access to the collector or local road system.

4.0 TRANSPORTATION POLICIES

4.1 ROADS

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

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

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

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

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

4.2 PUBLIC TRANSIT

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

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

be more than 300 metres(1000 feet) walking distance from an existing or planned transit stop.

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

4.3 PEDESTRIAN/CYCLIST LINKS

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

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

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

4.4 Railways

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

- 4.4.2 In design situations adjacent to a railway line, the City will not assume (mod.2) responsibility for the ownership or maintenance of a buffer block through the approval of residential development. Therefore, non-residential uses are a preferred land use solution adjacent to railway rights of way.

Secondarily, a high or medium density form of residential development may be appropriate which could be developed as a condominium form of tenure and avoid the buffer block ownership and maintenance issues. In this instance, a condominium corporation may assume ownership and maintenance responsibilities for required buffer blocks.

Failing the above alternatives in the treatment of railway buffer blocks, proponents may opt for a financial solution, through the establishment of a

perpetual maintenance fund, or a design solution such as the construction of a retaining wall, to the satisfaction of the City.

5.0 ENVIRONMENTAL, SERVICING AND DESIGN CONSIDERATIONS

5.1 GENERAL

The Fletchers Creek Subwatershed Management Study (Paragon Engineering) shall be implemented within Secondary Plan Area 2(a) through the preparation of an Environmental Implementation Report(s). Preferably this report(s) addresses large land blocks as opposed to individual subdivision plans to benefit from economies of scale, account for cumulative effects, identify central or combined storm water management facilities and reduce agency review. Among other items, the Environmental Implementation Report (EIR) will include Environmental Impact Statements (EIS) for development within 50 metres of high and medium function greenspace units as documented in the Subwatershed Management Study.

5.2 TREE PRESERVATION

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

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

5.3 NOISE ATTENUATION

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

- 5.3.2 As a secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.
- 5.3.3 In the case of either road noise attenuation treatment above, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate satisfactory safety measures between the minor arterial and local road.
- 5.3.4 A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part II, Chapter 1, section 1.8 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Such noise study shall account for measures necessary to mitigate residential development from the noise source of industrial uses within the general vicinity of the secondary plan area, as well as the Canadian Pacific bulk transfer facility north of Mayfield Road.
- 5.3.5 Residential development adjacent to the Canadian Pacific Railway will be subject to the Rail Noise and Vibration Policies of Part II, Chapter 1, section 1.8 and other relevant policies of the Official Plan.
- 5.3.6 Where residential development, for which noise control measures will be required precede the construction of the proposed grade separations at the Canadian Pacific Railway and Sandalwood Parkway and Wanless Drive, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authority.
- 4.3.7 5.3.7 All proponents proposing sensitive land use development within 300 metres
(mod.3) of a railway right-of-way will be required to undertake detailed noise studies delineating mitigative noise measures required to meet provincial noise criteria prior to development approval. The reports are to be prepared by qualified acoustical consultants in accordance with provincial guidelines the recommendations of the approved reports are to be implemented as approved. Development shall only be permitted if attenuation measures satisfactory to the City, in consultation with Canadian Pacific Railway, are undertaken to prevent or mitigate adverse impacts. Such measures may include, but are not limited to, berming, fencing, and the imposition of building setbacks.

- 5.3.8 (mod.4) All proponents proposing residential land use development within Secondary Plan Area 2(a) will be required to undertake detailed noise studies delineating mitigative noise measures required to meet provincial noise criteria prior to draft plan approval. The reports are to be prepared by qualified acoustical consultants in accordance with provincial guidelines and the recommendations of the approved reports are to be implemented prior to development approval. Development shall only be permitted if attenuation measures satisfactory to the City, in consultation with the Ministry of Environment and Energy, are undertaken to prevent or mitigate adverse impacts.
- (5.3.9) (mod.5) Prior to the draft plan and or zoning approval for land adjacent to existing industrial uses east of the Canadian Pacific Railway (OSECO, Brampton Brick, and Peel Block), arrangement shall be made by owners within Secondary Plan Area 2(a) to implement any necessary at source mitigation measures. The installation of necessary at source mitigation measures must be completed prior to final approval.

5.4 STORM WATER MANAGEMENT

- 5.4.1 In addition to the Open Space designation, storm water management facilities are permitted in all land use designations on Schedule SP2(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.
- 5.4.2 Storm water management practices within Secondary Plan Area 2(a) shall address such concerns as flow attenuation (quantity), water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within Fletchers Creek Watershed shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Management Study (Paragon Engineering).
- 5.4.3 A storm water management plan will be undertaken for any development in Secondary Plan Area Number 2(a) in accordance with the Fletchers Creek Subwatershed Management Study. The storm water management plan shall be prepared and included with the related Environmental Implementation Report (EIR) and will be subject to approval by the Credit Valley Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.

This storm water management plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and

quality of storm water drainage, mitigate environmental impacts and minimize erosion and siltation in Fletchers Creek and associated tributaries during and after the construction period. The Storm Water Management Plan shall also identify a monitoring program.

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

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

5.5 SANITARY SEWAGE AND WATER SUPPLY

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

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

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

5.6 URBAN DESIGN GUIDELINES

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

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

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

5.7 LAND USE COMPATIBILITY

(mod. 6) Exposure of residential and other land uses sensitive to vibration, noise, dust, odours, or other effects caused by transportation or industrial facilities, and likewise, the encroachment of sensitive land uses on these facilities, shall be minimized through the use of separation distances, the placement of non-sensitive land uses as buffers, and/or other means. Provincial land use compatibility guidelines shall be referred to for direction in determining the appropriate measures to achieve land use compatibility.

5.8 POTENTIALLY CONTAMINATED SITES

(mod. 7) Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with provincial guidelines for the decommissioning and clean up of contaminated sites and submitted along with any applications for development. Development of any contaminated site shall not be permitted until the site is decommissioned or cleaned up in accordance with provincial specifications or guidelines.

6.0 IMPLEMENTATION AND INTERPRETATION

6.1 DEVELOPMENT PHASING

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

In addition, the release of residential development in Secondary Plan Area 2(a) south of Wanless Drive shall be phased relative to the relocation of existing industrial uses on Van Scott Crescent. As long as such industrial

uses continue operation in their current location, then new residential development will not be permitted on the subject lands south of Wanless Drive, north of Sandalwood Parkway.

- 6.1.2 The phasing policies of Part II, Chapter 7 of the Official Plan shall apply to the development of Secondary Plan Area 2(a). Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.
- 6.1.3 The intent of the City is that essential services will be provided with residential development in Secondary Plan Area 2(a). In accordance with Part II, Chapter 2 section 2.1, Chapter 7 section 7.4 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which schools, roads or any other essential service are not available or committed.
- 6.1.4 In accordance with relevant Official Plan policies (Part II, Chapters 2, 6 and 7) various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios and overall growth rates will be monitored so that measures can be taken to phase or direct growth in Secondary Plan Area 2(a) and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

6.2 IMPLEMENTATION MEASURES

- 6.2.1 Provision shall be made in abutting plans of subdivision to ensure the compatibility and integration of new development with existing residential holdings and to provide for their redevelopment in accordance with this secondary plan. In this regard, consideration will be given to the implementation of holding zones, reserve lots or other appropriate measures to ensure compatibility and integration.
 - 6.2.2 In addition to Development Charges capital contributions, the City shall require the use of Cost Sharing Agreements or other suitable arrangements amongst landowners in order to implement development of the secondary plan area, share in the cost of common studies and equalize the cost of development for common infrastructure, facilities and works, including the establishment of school sites. The issuance of any approval or the release of lands for development may be subject to the finalization and registration of such cost sharing agreement, as appropriate.
- (mod.8)

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

6.3 **INTERPRETATION**

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

This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:

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

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