

OFFICE CONSOLIDATION
SECONDARY PLAN AREA 48
CHAPTER 48(a)
COUNTRYSIDE VILLAGES SECONDARY PLAN

November 2019

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(Part II, Chapter 48(a))

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EXPLANATORY NOTES

Office Consolidation Countryside Villages Secondary Plan Area 48 CHAPTER 48(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 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 48a, Countryside Villages Secondary Plan)

Purpose and Effect: to amend the Brampton Official Plan (2006) to implement the Countryside Villages Secondary Plan by establishing (in accordance with Sections 5.4 and 4.14 of Official Plan and the City's Growth Management Program) a policy framework and direction for detailed land use planning to guide the future development of a new community in North East Brampton. This official plan amendment establishes Chapter 48a of the Official Plan, as the Countryside Villages Secondary Plan (File P26 S48).

Location of the Lands: The Countryside Villages Secondary Plan (Chapter 48a) comprises an area of about 163 hectares (403 acres) and is bounded by Mayfield Road to the north, Dixie Road to the east, Countryside Drive to the south, and Heart Lake Road to the west.

The lands are within Part of Lots 16 and 17, Concession 3, E.H.S, in the Geographic Township of Chinguacousy, now in the City of Brampton.

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

AMENDMENT NUMBER OP06-032

To the Official Plan of the

City of Brampton Planning Area (Chapter 48a)

1.0 PURPOSE

The purpose of this amendment, together with Schedule SP48(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the future development of a new employment area in the City of Brampton as outlined on Schedule 48(a), and to specify desired land use designations, a transportation network, a protected natural heritage system, and related policies to achieve superior, efficient, orderly and ecologically responsible urban development inspired by principles of sustainability and LEED Neighbourhood Design principles. Further, it sets out the development controls to be used in implementing these policies. This Chapter will constitute, in part, the Countryside Villages Secondary Plan.

The overall Planning Vision for Countryside Villages is for a distinct community incorporating the concepts of "new urbanism" where neighbourhoods are planned to be pedestrian friendly and transit supportive for the area east of Dixie Road. The Planning Vision also proposes a significant employment area between Dixie Road and Heart Lake Road (which is the subject of this chapter) that includes both office and industrial uses that takes full advantage of the access and exposure offered by Highway 410.

The Planning Vision sets out the framework for a new employment area in terms of the following major structural elements:

- establish an employment area consisting of prestige industrial and office uses that are developed to a high standard of urban design;
- protecting, enhancing, and restoring the natural heritage areas and features, and developing open space networks with views and vistas;
- appropriate built form transitions between land uses;
- a range of employment based uses that are planned to be dynamic and highly accessible in order to maximize their development potential in the GTA market place and achieve the employment targets set out for this area; and,
- a street network balancing function and urban design that supports of higher frequency transit service.

This Planning Vision for the area is in keeping with the overall principles of the sustainable City Concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning to achieve a balance between the social and economic needs of the community, and environmental conservation.

2.0 LOCATION

Chapter 48(a) comprises an area of 163 hectare (403 acres) and is bounded by Mayfield Road to the north, Dixie Road to the east, Countryside Drive to the south and Heart Lake Road to the west as outlined on Schedule SP48(a). The lands are within an area described as Part of Lots 16 and 17, Concession 3 EHS, in the former Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP48(a).

3.0 EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE OFFICIAL PLAN

Lands subject to Chapter 48(a) outlined on Schedule SP48 (a) shall be developed in accordance with the policies of this Chapter (Chapter 48(a) of Part II) and with Schedule SP48 (a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 48(a).

4.0 GOALS & OBJECTIVES

4.1 Planning Principles

The planning principles that have guided the detailed policies of this Chapter are based on an ecosystem approach to land use planning, which the City of Brampton supports in its Official Plan.

As well, this Chapter is also based on the objectives of the Growth Plan related to designated Greenfield areas including the creation of complete communities, support of alternative transportation modes, including walking/cycling and transit, providing a diverse mix of land uses, open spaces and development patterns and densities that are largely transit supportive.

The Planning Vision for Chapter 48(a) is to protect diversity and connectivity of the rich natural areas and features and their ecological functions, including valleys, streams, woodlands, wetlands, habitats and other significant elements that constitute the ecosystem. The relationship among the natural elements is a basic principle of ecosystem planning. In Chapter 48(a), the predominant form of development is for employment uses.

Together with Section 3.2 (Sustainable City Structure) of the Official Plan, the goals and objectives, which are founded on the planning vision and outlined below, provide a sustainable planning framework for the planning and development of the Countryside Villages Secondary Plan. These goals and objectives will be implemented in accordance with the policies in Section 12 of this Chapter.

4.2 Goals

The goals of the Countryside Villages Secondary Plan are as follows:

- 4.2.1** To create a well structured employment precinct that protects, restores, and enhances the diversity and of the natural features and functions;
- 4.2.2** To coordinate the staging and sequencing of development in conjunction with the provision of infrastructure, including sanitary sewers, water distribution, stormwater management facilities, roads and utilities and transit services required to support growth, in accordance with the Brampton Growth Management Program;
- 4.2.3** To develop a viable employment precinct based on the application of the following principles:
 - i) implement urban design and built form principles from the LEED ND (Neighbourhood Design) program, where feasible;
 - ii) the promotion of excellence and strong character in civic design in both the public and private realm;
 - iii) an interconnected system of open space, including recreational areas and natural heritage areas and features;
 - iv) integration of new development with existing development and road patterns adjacent to the new employment area through appropriate built form, road patterns and linkages;
 - v) an attractive and orderly built form consisting of appropriate building heights, massing, setbacks, streetscapes, gateways and architectural treatments; and,
 - vi) efficient transportation links for pedestrians, bicycles, transit and motor vehicles.

4.2.4 To implement the Countryside Villages Secondary Plan by:

- i) coordinating the phasing of development with the provision of municipal services in accordance with the City's Growth Management Program; and,
- ii) achieving financial sustainability through the provision of municipal services in an efficient and financially prudent manner.

4.3 Objectives

Considering the goals outlined in the Official Plan and those set out in Section 4.2 of this Chapter, the following objectives constitute the basis for the formulation of Chapter 48(a) of the Countryside Villages Secondary Plan:

- i) to identify, protect, enhance, and restore the natural heritage areas and features, focusing on the Valleylands and Watercourse Corridors and the Provincially Significant Wetlands;
- ii) to ensure that municipal and public and private services required for development of any portion of Chapter 48(a), including components of the transportation system and utility servicing networks, are provided in an orderly, cost effective and timely manner, in accordance with the City's Growth Management Program;
- iii) to work jointly with Peel Region to coordinate the provision and timing of capital works;
- iv) to promote financially self-supporting development using the strategic implementation of the following measures: growth management, development charges and cost sharing agreements as and where appropriate;
- v) to contribute to a dynamic and prosperous economy with an employment precinct that provides a range of employment based uses;
- vi) to establish urban design guidelines which encourage the development of attractive, safe, and where appropriate, pedestrian-scale built forms within the community;
- vii) to establish a consistently superior level of urban design for the public and private realms through the adherence to the principles, policies and requirements of this Chapter;
- viii) Parks, stormwater management ponds and other greenspace shall be designed to reflect ecological-friendly principles and be integrated with the open space network;

- ix) to provide opportunities for recreational and functional natural links to the Spring Creek Tributary.
- x) to enhance the overall traffic capacity of the transportation system by improving the efficiency of the existing transportation network in conjunction with the construction of new links and improvements within the Secondary Plan;
- xi) to promote connective pathways, trails and on-street bikeway facilities to assist pedestrian and bicycle accessibility, where appropriate;
- xii) to promote the use of public transit in conjunction with land use policies that will provide the support and ridership for an enhanced transit service;
- xiii) to encourage the development of a traffic circulation system that enhances personal mobility, travel choices and transit service throughout the Secondary Plan Area and the lands adjacent thereto;
- xiv) to create an appropriate transition of built form that recognizes adjacent land uses; and,
- xv) to create built forms that relate to and are supportive of transit, such as mixed-use, street related, compact urban form and transit orientated development where appropriate.

5.0 DEVELOPMENT POLICIES

5.1 General Provision

- 5.1.1 The development policies for Countryside Villages are founded on the Planning Vision and the goals and objectives outlined in Section 4.0 of this Chapter. The basic land use pattern for the subject lands is outlined in Schedule “A” – General Land Use Designations to the Official Plan as “INDUSTRIAL” and “OPEN SPACE”. A more detailed distribution of land use is established on Schedule SP48 (a).
- 5.1.2 In Chapter 48(a), land use interface issues between the Town of Caledon and City of Brampton with Mayfield Road as the separator will be addressed at the draft plan stage of approval.
- 5.1.3 The illumination of parking facilities shall be directed away from the natural heritage system to minimize disturbance to wildlife, to the greatest extent feasible.

5.2 EMPLOYMENT

5.2.1 General Provisions

5.2.1.1 Areas designated for Employment uses on Schedule SP48(a) shall be subject to the general provisions of Section 4.3 of the Official Plan, and to the further provisions of this Chapter.

5.2.1.2 Density Target

To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, the Countryside Villages Secondary Plan (Chapters 48(a) and 48(b)) shall be planned to achieve a population in the order of 20,000 persons and to accommodate employment in the order of 7,500 jobs, resulting in a density of 54 persons and jobs per hectare. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.

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In order to enhance business, industry and employment opportunities within the employment lands in the Secondary Plan area, policies are included allowing a full range of employment uses including some commercial and institutional uses within Special Policy Areas on lands between Highway 410 and Dixie Road. In recognition of the flexibility of these policies, and to ensure that employment targets are achieved or exceeded within the Secondary Plan area, provisions will be included in the Zoning By-law to ensure that higher order, higher density employment uses will be located on lands within the Secondary Plan. The Zoning By-law provisions shall limit lower density employment uses such as warehousing, logistics and transportation terminals within the Secondary Plan area on lands designated Prestige Industrial located outside the Special Policy Areas east of Highway 410 and on lands designated Office Centre west of Highway 410.

5.2.2 Prestige Industrial

5.2.2.1 Areas designated Prestige Industrial on Schedule SP48(a) shall permit the range of uses and be developed in accordance with the provisions of Section 4.3 and other relevant policies of the Official Plan and this Chapter:

5.2.2.2

- i) Permitted uses may include research and development facilities, manufacturing and processing, assembling, packaging, repairing, fabricating, warehousing and distribution, provided that such uses operate within wholly enclosed buildings and are associated with an office use. Outdoor storage of goods and materials is not permitted

as a primary use. Public and private open space and stormwater management facilities may also be permitted. No transport terminals shall be permitted in this Secondary Plan.

- ii) In addition, lands within the Prestige Industrial designation shall also permit office uses, hotels, conference/convention centres, business support services, restaurants (within industrial malls and stand alone), ancillary commercial and retail intended to serve the employment area (within industrial malls and stand alone buildings), and accessory retail uses. Land use permissions and related performance standards including restrictions limiting stand alone restaurants and stand alone ancillary commercial retail will be detailed in implementing zoning by-laws.

5.2.2.3 Development of the lands within the Prestige Industrial designation shall be based on the following principles:

- i) development located on key sites fronting arterial roads and at the termination of the east-west collector road at Dixie Road will be required to exhibit a superior built form generally commensurate with higher order employment uses.
- ii) a superior standard of building design shall be required for all industrial sites to provide a prestige image for the community. Undeveloped portions of the lots shall be landscaped to achieve the intended prestige image;
- iii) office and industrial buildings shall be distributed in a manner that provides pedestrian access to the employment area;
- iv) shared driveway access points shall be utilized wherever possible;
- v) Outdoor storage of goods or materials shall not be permitted as a primary use or visible from a public road;
- vi) from a streetscape perspective, large lots/blocks shall be encouraged along arterial roads;
- vii) provision shall be made to minimize adverse impacts on existing adjacent residential uses, or which are planned for the area east of Dixie Road, through the appropriate siting, orientation and design of office and employment buildings, in addition to site design, landscaping and buffer treatments;
- viii) The City may require the submission of an overall development concept to demonstrate how the designated area can be comprehensively developed;
- ix) accessory retail and business support service uses shall be restricted to a maximum percentage of the total gross floor

- area of the whole building in accordance with the requirements of the implementing zoning by-law;
- x) the visual impact of automobile and truck parking, service and delivery areas shall be minimized through the appropriate siting, orientation and design of buildings consistent with the landscape and screening measure contained within the approved urban design guidelines for these lands;
- xi) LEED certification of buildings is encouraged where possible;
- xii) the lot pattern and road network for industrial development sites shall be designed to promote internalized loading facilities.

5.2.3 Office Centre

5.2.3.1 Areas designated Office Centre on SP48 (a) permit the range of uses and shall be developed in accordance with the provisions of Section 4.2.3 of the Official Plan and this Chapter:

5.2.3.2 The permitted uses shall include office uses, research and development facilities, ancillary light manufacturing uses, hotels, conference/convention centres, accessory retail, and business support services, including restaurants. In addition, open spaces uses such as parkettes and stormwater management facilities shall also be permitted. Warehousing and distribution uses shall not be permitted on lands designated Office Centre.

5.2.3.3 Outside storage areas and outside display areas shall not be permitted on lands designated for Office Centre.

5.2.3.4 Lands in the Office Centre designation shall be encouraged to be developed in accordance with the following principles in order to contribute to a distinctive gateway character:

- i) to enhance streetscape amenity design, parking of vehicles shall be consistent with the approved urban design guidelines for these lands;
- ii) from a streetscape perspective, large lots/blocks shall be encouraged;
- iii) ground floors shall be designed to be pedestrian friendly, where feasible;
- iv) buildings shall be oriented towards corners or intersections wherever possible;

- v) to generate an attractive urban environment, the highest quality architectural, landscape and safety design elements shall be implemented;
- vi) to generate an attractive urban environment, superior site, architectural, landscape and safety design elements shall be promoted;
- vii) the visual impact of automobile and truck parking, service and delivery areas shall not be intrusive, and shall be minimized consistent with the landscape and screening measure included within the approved urban design guidelines for these lands; and,
- viii) accessory retail and business support service uses shall be restricted to a maximum percentage of floor space within the office building in accordance with the provisions of the implementing zoning by-law.

5.3 NATURAL HERITAGE SYSTEM AND ENVIRONMENTAL MANAGEMENT

5.3.1 General Provisions

5.3.1.1 Areas designated within the Natural Heritage System and Environmental Management designation are shown schematically or symbolically on Schedule SP48(a). The precise locations, configurations and boundaries of the natural areas, features and linkages, and stormwater management facilities shall be confirmed through detailed studies and plans such as the Master Environmental Servicing Plan (MESP) and an Environmental Impact Study, as part of the Subdivision Approval Process, and may be refined without further amendment to this Plan. These studies may include, but are not limited to:

- i) An Environmental Implementation Report;
- ii) An Environmental Impact Study;
- iii) A Stormwater Management Study;
- iv) A Functional Servicing Report;
- v) Woodlot Management;
- vi) Vegetation Assessment Study;
- vii) Tree Preservation Plan.

5.3.1.2 Other natural features determined, through detailed vegetation evaluation, to be worthy of preservation, shall be protected and incorporated into the open space network and development proposals, wherever possible.

- 5.3.1.3 It is the intent of this Chapter to ensure that that the Open Space System, including the natural heritage system, parks, recreational open spaces are given a high profile within the employment precinct as visible and accessible public amenities. Stormwater management facilities may also be permitted adjacent to the edges of the valley where appropriate. The next stages of detailed planning, including the submission of an Environmental Impact Study, will confirm the extent of road frontage adjacent to such features.
- 5.3.1.4 Pedestrian and cyclist linkages between the various components of the open space network and the natural heritage features of the open space system such as valleylands shall be defined during the draft plan stage of approval.
- 5.3.1.5 The location of trails in SP48(a) will be confirmed through the draft plan stage of approval in consultation with the City's Community Design, Parks Planning & Development staff. However, additional ecological studies prepared in support of draft plans will need to determine if trails are appropriate in consideration of adjacent environmental hazards and/or ecological sensitivities.

5.3.2 Valleylands and Watercourse Corridors

- 5.3.2.1 Areas designated Valleylands and Watercourse Corridors on Schedule SP48(a) shall be protected from development and remain primarily in a natural state, or be utilized for complementary uses in accordance with Section 4.5.7 and other relevant policies of the Official Plan and the recommendations of the approved Master Environmental Servicing Plan (MESP). The extent of the Valleylands and Watercourse Corridors system and any permitted complementary uses shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the Toronto and Region Conservation Authority.
- 5.3.2.2 Areas designated Valleylands and Watercourse Corridors on Schedule SP48 (a) includes natural stream corridors and headwater drainage features that currently contribute to the ecological integrity of the subwatersheds. The final limit of the Valleylands and Watercourse Corridors will be determined through an Environmental Impact Study to the satisfaction of the City of Brampton and the Toronto and Region Conservation Authority. The stream corridors and/or headwater drainage features may be altered, or the feature may be replaced by an alternate system, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.3.2.3 Appropriate environmental buffers in accordance with Section 4.5.13 of the Official Plan shall be imposed from the margin of valleylands and watercourse corridors so as to have regard for ecological functions and the extent and severity of existing and potential environmental hazards. All required setbacks shall be determined through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton, prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

5.3.2.4 The Brampton Official Plan requires a 10 metre buffer from all natural features to be protected, however, the City of Brampton may consider flexibility in the application of the 10 metre buffer based on the ecological analysis provided by the Environmental Impact Study prepared to support the draft plan stage of approval.

5.3.3 Wetlands

5.3.3.1 Areas designated Wetland on Schedule SP48 (a) including local and unevaluated wetlands, and those designated as being Provincially Significant, should be protected.

5.3.3.2 Areas designated Wetland on Schedule SP48(a) have been fragmented due to the extension of Highway 410 to Mayfield Road. There are several Provincially Significant Wetlands that have been isolated from the Heart Lake PSW Complex on the east side of Highway 410. Notwithstanding Section 4.5.9 of the OP, in consideration that the final disposition of these wetlands has not been concluded in the MESP, these wetlands:

- i) may be protected from development and remain in a natural state,
- ii) may be utilized for complementary uses;
- iii) Or may be developed in accordance with the policies of the adjacent land use subject to the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton and the appropriate public agencies without the need for an amendment to the Official Plan or this Chapter.

5.3.3.3 A working group consisting of Ministry of Natural Resources, Toronto Region Conservation Authority, and City of Brampton will be convened to advance discussion regarding the isolated wetlands on the east side of Highway 410. Additional field work in accordance with an EIS will be required to determine the appropriate final course of action for these

wetlands. An evaluation and designation of these wetlands may only occur subject to the approval of the Ministry of Natural Resources in consultation with the local Conservation Authority and the City of Brampton.

5.3.4 Terrestrial Feature

5.3.4.1 Areas designated as Terrestrial Feature on Schedule SP48(a) consist of lands such as wet meadows and woodlots that were identified in the approved Master Environmental Servicing Plan (MESP) and contribute currently to the ecological integrity of the subwatershed. The preservation and treatment of Terrestrial Features shall be in accordance with Sections 4.5.6 and other relevant policies of the Official Plan.

5.3.4.2 The extent of a Terrestrial Feature shall be confirmed through the preparation of an Environmental Impact Study to the satisfaction of the City of Brampton. Terrestrial Features may be altered or the feature may be replaced, provided it is demonstrated that the current ecological function and integrity of the subwatershed is protected and enhanced. Any residual lands shall revert to the adjacent land use designation without the necessity of further amendment to this Chapter.

5.3.4.3 The illumination of parking facilities shall be directed away from Terrestrial Features nearby to minimize disturbance to wildlife.

6.0 SPECIAL POLICY AREAS

6.1 Special Policy Area 1

6.1.1 Land designated as Special Policy Area 1 on Schedule SP48(a) is comprised of a 5.3 hectare (13 acres) parcel of land located on the east side of Heart Lake Road between Countryside Drive and Mayfield Road. The lands within Special Policy Area 1 are not suited for traditional forms of employment uses because of topography and related environmental constraints on site.

6.1.2 Special Policy Area 1 recognizes that in addition to the employment uses permitted by Section 5.2 of this Chapter, the subject lands may be developed for a private school with ancillary uses including a swimming pool, gymnasium, auditorium, outdoor sports fields and playgrounds.

6.1.3 Notwithstanding Section 4.5.6.15 of the OP, the restoration of natural heritage areas and features that have been removed, altered and/or disturbed on these lands, shall be identified, evaluated and determined by

an Environmental Impact Study, prepared to the satisfaction of the City of Brampton.

- 6.1.4 Notwithstanding Section 8.1.1 of this Plan, development within Special Policy Area 1 on Schedule SP48(a) can proceed in the interim on private servicing until sanitary services are available in the area.

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6.2 Special Policy Area 2

- 6.2.1 The lands designated Special Policy Area 2 on Schedule SP48(a) shall permit the range of uses permitted in Section 5.2.2.2, and Motor Vehicle Commercial uses.

These lands shall be developed in accordance with Section 4.2.13 of the Official Plan and 5.2.2.3 of this Chapter. Notwithstanding references within Section 5.2.2.3 to “industrial” uses, all policies with respect to a superior standard of building design are to apply to Motor Vehicle Commercial uses.

- 6.2.2 Motor Vehicle Commercial uses shall be designed so as to minimize the impact upon adjacent lands through appropriate siting, orientation, built form, landscaping and the erection of fences and walls. The illumination of parking facilities shall be directed away from adjacent properties to minimize intrusion and glare. Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction. Appropriate provisions shall be included in the Zoning By-law to implement the City of Brampton’s Design Guidelines for Auto Service Centres.

6.3 Special Policy Area 3

- 6.3.1 The lands designated Special Policy Area 3 on Schedule SP48(a) shall permit the range of uses permitted in Section 5.2.2.2 including motor vehicle sales and leasing establishments (i.e. an auto mall).

These lands shall be developed in accordance with Section 5.2.2.3 of this Chapter. Notwithstanding references within Section 5.2.2.3 to “industrial” uses, all policies with respect to a superior standard of building design are to apply to Special Policy Area 3.

- 6.3.2 Lands that are developed as an auto mall shall be developed in accordance with the following principles in order to contribute to a vibrant and attractive development:

- i) Minimum two-storey building massing shall be required along arterials and Highway 410.
- ii) Upscale building materials are required (i.e. vision glass and masonry) for buildings that are exposed to major traffic corridors.
- iii) Buildings shall be located near lot lines adjacent to arterial traffic corridors.

6.3.3 The outside storage of vehicles shall only be permitted for an auto mall use. The extent, location and treatment of outside storage of vehicles shall be determined at the site plan stage of approval with efforts made to create a coordinated and integrated approach for auto display and sales by a variety of auto retailers.

6.4 Special Policy Area 4

6.4.1 The lands designated Special Policy Area 4 on Schedule SP48(a) shall permit, in addition to the range of uses permitted in Section 5.2.2.2, commercial uses including offices (with the exception of medical offices), a funeral home, restaurants, and limited retail and service commercial establishments. Institutional uses that shall include an ambulance station and a place of worship shall also be permitted.

The lands designated Special Policy Area 4 shall be developed in accordance with Section 5.2.2.3 of this Chapter. Notwithstanding references within Section 5.2.2.3 to “industrial” uses, all policies with respect to a superior standard of building design are to apply to Special Policy Area 4.

6.4.2 Motor Vehicle Commercial uses shall not be permitted in Special Policy Area 4.

6.4.3 Retail uses within Special Policy Area 4 shall be limited to a maximum of 1,000 square metres.

6.4.4 To ensure functionality and land use compatibility and to create a link with and complement the character of the residential community east of Dixie Road, the development of non-industrial uses within Special Policy Area 4 shall be subject to the following policies:

- i) Enhanced architectural and streetscape treatments (i.e. upscale materials, landscaping and articulation) will be required.
- ii) A building massing of a minimum of 2 storeys will be encouraged.

- iii) Buildings with pitched roofs will be encouraged.
- iv) Buildings will maintain minimal setbacks from the property lines that are adjacent to streets;
- v) Outdoor storage of goods or materials shall be prohibited.
- vi) Provision shall be made to minimize adverse impacts on adjacent uses through appropriate siting, orientation and design of buildings, landscaping and buffer treatments.

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6.5 Special Policy Area 5

6.5.1 The lands designated Special Policy Area 5 on Schedule SP48(a) shall permit, in addition to the range of uses permitted in Section 5.2.2.2, commercial uses including offices (with the exception of medical offices), a funeral home, restaurants, and limited retail and service commercial establishments. Institutional uses that shall include an ambulance station and a place of worship are permitted.

Motor vehicle commercial uses that include sales, leasing and rental establishments and accessory repair, body shop, and outdoor storage of vehicles are permitted.

6.5.2 Retail uses, not including permitted motor vehicle commercial uses, within Special Policy Area 5 shall be limited to a maximum of 1,000 square metres.

6.5.3 To ensure functionality and land use compatibility and to create a link with and complement the character of the residential community east of Dixie Road, the development of non-industrial uses within Special Policy Area 5 shall be subject to the following polices:

- i) Enhanced architectural and streetscape treatments (i.e. upscale materials, landscaping and articulation) will be required;
- ii) A building massing of a minimum of two storeys will be encouraged;
- iii) Buildings with pitched roofs will be encouraged but are not necessarily required;
- iv) Buildings will maintain minimal setbacks from the property lines that are adjacent to streets; and,
- v) Provision shall be made to minimize adverse impacts on adjacent uses through appropriate siting, orientation and design of buildings, landscaping and buffer treatments.

6.5.4 The outside storage of vehicles shall only be permitted for a motor vehicle commercial use. The extent, location and treatment of outside storage of vehicles shall be determined at the site plan stage of approval with efforts

made to create a coordinated and integrated approach for auto display and sales by a variety of auto retailers.

7.0 TRANSPORTATION POLICIES

Roads

- 7.1.1 Roads in Chapter 48(a) are intended to develop and function in accordance with the guidelines and classifications outlined under Section 4.4 of the Official Plan and the policies of this Chapter.
- 7.1.2 This Chapter is also intended to implement the objectives of the Growth Plan related to designated Greenfield areas which includes providing for connectivity among transportation modes, offering programs/services to achieve a balance of transportation choices, offering multi-modal access and integrating pedestrian and bicycle networks.
- 7.1.3 In SP48(a), the final alignment of the road network shall be determined at the draft plan stage of approval and further refined within plans of subdivision. Appropriate road widening in accordance with Schedule “D” (City Road Right-of-Way Widths) of the Brampton Official Plan, necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes, medians, bus bays, utilities and on-road bike lanes in accordance with the policies of the Official Plan.
- 7.1.4 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. To that end, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residences or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.
- 7.1.5 The local road network will be subject to the policies of this Chapter and will require approval as part of the draft plan stage of approval.
- 7.1.6 A potential road/valley crossing as outlined on Schedule SP48 (a) between Highway 410 and Heart Lake Road is permitted without further amendment to this Chapter. The road will be located to avoid and/or minimize encroachments into the natural heritage system and will be designed to eliminate, minimize and/or mitigate impacts to the environmental hazards and ecological sensitivities of natural features and areas, as appropriate.

- 7.1.7 Future road/driveway connections to Mayfield Road, Countryside Drive, Dixie Road and Heart Lake Road are permitted subject to detailed traffic studies without amendment to this Chapter.
- 7.1.8 The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.
- 7.1.9 Access points onto Mayfield Road are potential and exact locations will be determined through additional traffic analysis to be undertaken at the draft plan stage of approval.
- 7.1.10 The Region of Peel has indicated a need for additional property requirement for Mayfield Road beyond the 50 metre right-of-way designation in the Regional Official Plan. The need for additional property will be further addressed at the draft plan of subdivision stage of approval with the Region of Peel.
- 7.1.11 All proposed accesses or intersections on Regional Roads shall be in accordance with the Region's Controlled Access By-law 59-77, as amended, for access and intersection spacing purposes.

7.2 Public Transit

- 7.2.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter:
- 7.2.2 The introduction of transit service to Chapter 48(a) will be phased, based on:
- i) the required arterial and collector road network for a given phase has been completed to the point to support regular transit operations, including curbs, sidewalks and street lighting;
 - ii) construction activity is at a level that will not interfere with safe and efficient transit operations;
 - iii) the rate of development within the employment precinct will support regular service, based on established Transit Service Standards criteria, and;
 - iv) the availability of City resources.

7.3 Pedestrian/Cyclist Links

- 7.3.1 Pedestrian and cyclist links shall be provided in accordance with Sections 4.4.6 and 4.6.9 of the Official Plan and the Pathways Master Plan to serve as a recreational, utilitarian and aesthetic amenity to the community and to

integrate the elements of Land Use, Transportation, Recreational Open Space and natural heritage system, where feasible.

7.4 Gateways

7.4.1 The development of Gateways shall be provided in accordance with Section 4.10 of the Official Plan and Section 10.7 of this Chapter.

7.4.2 Schedule 48(a) identifies a Primary Gateway location at Mayfield Road and Dixie Road, and Heart Lake Road and Mayfield Road.

8.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS

8.1 Sanitary Sewage and Water Supply

8.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.7 and other relevant policies of the Official Plan.

8.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.

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

8.2 Stormwater Management

8.2.1 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan and this Chapter. Stormwater Management facilities shown on Schedule SP48(a) are conceptual and are permitted in all land use designations on Schedule SP48(a) provided that such facilities are integrated with adjacent uses and subject to the preparation of an Functional Servicing Report to the satisfaction of the City of Brampton.

- 8.2.2 To maintain the ecological integrity of the Spring Creek subwatershed, particularly the pre-development water-cycle, water balance and base flow required by the river and natural heritage system, alternative stormwater servicing practices may be utilized, to achieve infiltration and surface storage levels in areas of the Secondary Plan where infiltration is feasible in order to compensate for areas where infiltration potential is limited.

8.3 Noise and Vibration

- 8.3.1 Individual subdivision based noise analysis reports in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter may be submitted, as necessary, at the time of draft plan of subdivision approval so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports at the Draft Plan stage of approval will only be required if it is determined that circumstances warrant a noise analysis report.
- 8.3.2 Development adjacent to Highway 410 shall ensure that appropriate safety measures such as setbacks and security fencing are provided to the satisfaction of the City in consultation with the Ministry of Transportation.

8.4 Potentially Contaminated Sites

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

8.5 Public Utilities and Communications

- 8.5.1 Public utilities and other facilities such as telecommunications infrastructure, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and all necessary approvals from appropriate authorities are obtained.
- 8.5.2 The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be clustered or grouped into a single utility conduit or trench, wherever

possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure if above-ground on or within streetscapes, such as transit shelters, gateways or light standards.

8.5.3 The City shall confirm with all utility providers that adequate servicing networks are, or will be established, to serve the anticipated development and that these networks can be phased in a manner that is cost-effective and efficient.

8.5.4 The City of Brampton shall endeavor to address potential impacts on existing Hydro One Brampton facilities as a result of proposed development provided that this does not restrict the City in its ability to schedule and complete road projects.

9.0 CULTURAL HERITAGE

9.1 Conservation of cultural heritage resources within Chapter 48(a) shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Chapter, cultural heritage resources shall include structures, sites, cultural landscapes, environments, vegetation and artifacts, which are of historical, architectural or archaeological value, significance or interest.

9.2 The Cultural Heritage Map attached to this Chapter identifies those cultural heritage resources identified as “Significant” by the Heritage Study completed by Archaeological Services Inc. (February 2008) for Chapter 48(a).

9.3 The Heritage Resources designations on the Cultural Heritage Map may be removed or relocated without the need for an amendment to this Chapter.

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

9.5 All development adjacent to or incorporating a heritage resource should, from an urban design perspective, be respectful of the resource, having regard for scale, massing, setbacks, materials and design features.

9.6 All development in Chapter 48(a) will require appropriate archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture.

10 COMMUNITY BLOCK PLAN

10.1 General Provisions

10.1.1 A Community Block Plan for Chapter 48(a) is not required. However, specific elements typically considered during a Block Plan process are to be addressed within an Urban Design Brief that will be considered during the draft plan of subdivision stage. The Urban Design Brief will include elements such as open space, street network, streetscapes, edges and gateways and built form.

10.2 Design Objectives

10.2.1 The design objectives shall be in accordance with Sections 4.10 and 5.5 and other relevant policies of the Official Plan which set out the general criteria for the development of both the public realm and private lands to create an attractive, safe and pedestrian friendly environment:

10.3 Community Structure

10.3.1 The community structure shall be in accordance with Sections 5.5 and 10.1.1 and other relevant policies of the Official Plan.

10.4 Open Space System

10.4.1 A more detailed examination of elements of the open space system will be undertaken during the draft plan stage of approval.

10.5 Street Network

10.5.1 The street network shall be in accordance with Sections 4.4.2 and 5.5 and other relevant policies of the Official Plan.

10.6 Streetscape

10.6.1 The streetscape component of the Block Plan process shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

10.6.2 Typical street sections shall be developed at the Block Plan stage to illustrate how the components of the streetscape combine to achieve a superior quality environment. These will illustrate:

- i) Width of street right-of-way;
- ii) Roadway pavement width;

- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Bicycle paths/lanes;
- vi) Streetlight locations; and
- vii) Minimum building setbacks and projections.

10.6.3 Streetscape components such as street trees, street lighting, seating and signage shall be planned, coordinated and designed to enhance the public domain, reinforce pedestrian scale spaces and promote the character and identity of the employment area;

10.6.4 Consideration shall be given to the location of utilities within the public right-of-ways as well as on private property. Utilities shall be clustered or grouped where possible to minimize visual impact. The City encourages utility providers to consider innovative methods of containing utility services on or within streetscape features such as gateways, lamp posts, transit shelters etc., when determining appropriate locations for large utility equipment and utility cluster sites.

10.7 Edges and Gateways

10.7.1 The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter:

10.7.2 Edges have a significant role in determining the interface with adjacent land uses and blocks. Along Arterial Roads, which are the primary edges of the employment area, a variety of street patterns will be encouraged including cul-de-sacs and service roads.

10.7.3 Gateway intersections usually occur at the intersection of Arterial Roads with Collector Roads. At these locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and through site planning. Community image and identity should be conveyed through the detail design of the built form and entrance features.

10.7.4 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.

10.7.5 Schedule SP48(a) identifies the following Primary Gateways at Mayfield Road and Dixie Road;

10.7.6 The intent of the Gateway locations is to ensure these intersections have significant gateway features to distinguish SP48(a) from the Town of Caledon, as well as from the balance of lands to the south.

10.7.7 Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance.

10.7.8 Buildings at gateway locations shall be limited to acceptable land uses. Gas stations, drive-through facilities, parking lots and highway service commercial uses shall not be permitted at gateway locations.

10.7.9 Developers shall contribute financially toward gateway features that are to be provided in Chapter 48(a). The design and financial obligation will be set out at the draft plan stage of approval.

10.8 Built Form

10.8.1 The built form shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter.

11.0 LEED

11.1 LEED certification shall be explored as part of the site plan approval process;

12.0 COMMUNITY DESIGN GUIDELINES

12.1 In Chapter 48(a), Community Design Guidelines will be prepared to the satisfaction of the City, at the draft plan of subdivision stage of approval. They represent a further refinement of the community vision as outlined in the Community Design and Open Space Study and shall include, but are not necessarily limited to, the following:

- i) the general intended visual character of the area as viewed from the streets and other public open spaces including the design theme that will be reflected in a substantial number of the public components;
- ii) the hierarchy of typical street edge treatments from major arterial roads to minor local streets including typical building orientations to the street, the style of street lighting and signage, landscape treatments, noise barriers and fencing, the placement of above-ground utilities, mail boxes, bus stops and associated

- streetscape furniture such as benches and litter containers;
- iii) the locations and generic design of all community and entry features, decorative centre medians, islands, meandering sidewalks etc;
- iv) the locations of and the techniques for incorporating special visual features including views, vistas and landmarks; and,
- v) the intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly as viewed from streets and other points of high public visibility.

12.2 For larger parcels of land, a comprehensive Community Design Study is required. Landowners of smaller holdings (under 8 hectares) shall be required to submit an addendum to the Community Design Study.

12.3 The Community Design Guidelines shall be based on findings and recommendations of the Community Design and Open Space study. The Guidelines shall have regard for any relevant guidelines/policies and the City of Brampton Development Design Guidelines. These submission documents shall be prepared by qualified architects and landscape architects.

11.2 All development within the Secondary Plan Area shall consult and give due consideration to Crime Prevention Through Environmental Design (C.P.T.E.D.) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City. Particular attention shall be paid to addressing the residential land use interface with other designations.

13.0 IMPLEMENTATION

13.1 General Provisions

13.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.

13.1.2 The land use pattern established in Schedule SP48 (a) is schematic and may be adjusted during the next stages of planning taking into account such matters as the preservation of natural vegetation or other environmentally significant features, preservation of heritage resources, stormwater management requirements, detailed land use relationships and street

patterns. Minor variations of land use boundaries and the local road pattern shall not require an amendment to this Chapter, provided the intent of the Chapter is maintained.

- 13.1.3 The limits of the Valleylands and Watercourse Corridors, Wetlands and Woodlands designations have been determined based on the findings of an Master Environmental Servicing Plan (MESP) and will be refined based on an Environmental Impact Study prepared to the satisfaction of the City of Brampton. In the event that minor modifications can be made to the headwater drainage features/watercourses that would have the effect of reducing the extent of the watercourse corridors designation but continue to retain their ecological and hydrological functions to the satisfaction of the local Conservation Authority and the City of Brampton, the adjoining designations shall apply without further amendment to this Chapter.
- 13.1.4 The location of community facilities shown on Schedule SP48 (a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such roads and road improvements, external services and stormwater management facilities, property owners shall be required to enter into a cost sharing agreement, as a condition of draft plan approval. Such a cost sharing agreement shall provide for equitable distribution of cost (including lands) of the aforementioned community and common public facilities where such costs are not covered under the Development Charges.
- 13.1.5 During processing of development applications, the City shall require the preparation of Vegetation Assessment and/or Tree Preservation Plans by qualified professionals. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.
- 13.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and funding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in subdivision and site plan agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.

13.2 Growth Management

13.2.1 The application of Growth Management measures shall be in accordance with Section 2.4.2 and other relevant policies of the Official Plan.

13.3 Small Holdings

13.3.1 Landowners of small holdings less than 8.0 hectares (20.0 acres), except for those abutting Special Policy Area 1, shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.

13.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP48(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

13.3.3 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and, where feasible, to provide for their ultimate redevelopment in accordance with this Chapter.

13.4 Cost Sharing

13.4.1 In addition to Development Charges, the City where and as appropriate, shall require the use of area-specific development charge by-laws or front-ending agreements under *The Development Charges Act*, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the secondary plan area and fairly allocate related costs of development. However, the City will not negotiate or be a party to such agreements but must be assured, and ascertain, that the document assigns cost sharing in a reasonable manner.

13.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all developers within any draft plan of subdivision as signatory, and copies thereof provided to the City prior to the draft approval of any subdivision plans within Chapter 48(a). After ascertaining that the Developer Cost Sharing Agreements deals with all pertinent matters equitably and can be reasonably imposed on all developers in the Secondary Plan area, the City will commit to doing so in each case through appropriate conditions of subdivision or development approval.

13.5 Sustainability

13.5.1 The principle of sustainable development represents the foundation of the Official Plan as it guides Brampton's growth. To implement the planning vision for Countryside Villages as a sustainable community, the processing of Block Plans and development applications shall have regard for the overall principles of the sustainable City concept in the Official Plan. The concept of sustainable development promotes a holistic approach to land use planning, to achieve a balance between the social and economic needs of the community, and environmental conservation. This can include making wise use of non-renewable resources and striving to protect, enhance and restore the natural heritage system so that future generations will be able to continue to enjoy and use them.

14.0 IMPLEMENTATION

14.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP48(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Chapter 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 Chapter in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Chapter 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 Chapter, provided the City is satisfied of the following:

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

14.2 The provisions of the Official Plan shall also apply to the interpretation of this Chapter.