

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 49

VALES OF CASTLEMORE NORTH

SECONDARY PLAN

December 2025

EXPLANATORY NOTES

Office Consolidation Vales of Castlemore North Secondary Plan Chapter 49

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 49, Vales of Castlemore North Secondary Plan)

This office consolidation of the Vales of Castlemore North Secondary Plan consists of Chapter 49 of the document known as the 1993 Official Plan

Chapter 49 is based on Official Plan Amendment OP93 –154 to the document known as the 1993 Official Plan, as adopted by City Council on March 7, 2001 (By-law 64-2001).

The following Official Plan Amendments, as approved by the Region of Peel or the City of Brampton, and Ontario Municipal Board Order(s), have also been incorporated:

OP2006-016
OP2006-266

OMB PL130535

OP2006-160

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

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1.0 PURPOSE

The purpose of this chapter, together with Schedule SP49(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP49(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. This chapter will constitute the Vales of Castlemore North Secondary Plan.

2.0 LOCATION

OP2006-016

The subject lands comprise of an area of approximately 189 hectares (472 acres) in North East Brampton, and are bounded by a valley west of Airport Road, Countryside Drive to the south, the Salt Creek Valley to the east and Mayfield Road (the Brampton/Caledon municipal boundary) to the north, and are outlined on Schedule SP49(a). The lands are described as being Part of Lots 16 and 17, Concession 6, EHS, 7 and 8 ND in the Geographic Townships of Chinguacousy and Toronto Gore, now in the City of Brampton, as shown as Schedule SP49(a).

3.0 DEVELOPMENT PRINCIPLES

OP2006-085

The Vales of Castlemore North Secondary Plan proposes residential land uses throughout most of the Secondary Plan Area, with an emphasis on upscale executive housing in the eastern and southeastern areas closest to Countryside Drive and Goreway Drive.

The lands located at the intersection of Airport Road and Mayfield Road and extending south along the Airport Road Corridor are proposed to be developed for an appropriate mix of commercial, employment, limited residential and institutional uses to serve the area residents and businesses in addition to serving passing vehicular traffic.

Two elementary schools, a neighbourhood park and woodlot are proposed to be located in the centre of the community to act as a focal point for the community. The upscale executive housing community envisioned through the designations and policies in this plan will be designed to take advantage of the natural features of the secondary plan area through thoughtful urban design. A “conventional” housing component will also allow for the development of dwellings on smaller lots.

4.0 DEVELOPMENT POLICIES

The policies contained herein are specific to this Secondary Plan area. The City of Brampton Official Plan should be referenced for additional City-wide policies that apply to this Secondary Plan area.

4.1 Residential

4.1.1 The various residential designations shown on Schedule SP49 (a) are categories in which the predominant use of land is low density residential. Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan.

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

4.1.2 Any proposal for residential development will have regard for the transition and physical integration with adjacent forms of development and effective separation and buffering from major roads, other noise sources or adjacent commercial or industrial uses.

4.1.3 Residential lots shall be oriented toward and have primary access to the local road system to the greatest extent practicable.

Upscale Executive Housing

4.1.4 The lands designated Executive Residential and Low Density 1 are intended to reflect the “core executive” and “transitional” areas intended by the Upscale Executive Housing Policies, Principles and Standards established in the Official Plan. These areas are to be developed in accordance with a community vision that includes the following principles:

- Integration of the community development concept with the natural environment and features, including maintaining visual and physical access to the valleylands;
- Establishment of community gateways through the use of design features such as medians, gateway structures and special corner lots;
- Creation of special streets of distinctive character, emphasizing view corridors to the valleylands, through the use of design measures including medians, valley edge streets and vista blocks;

- Establishment of a community focal point, through the location and design of a campus area containing a neighbourhood park, two schools and a woodlot;
- Creation of a green corridor along the significant tributary in the east half of the plan area, as well as the preservation of segments of Salt Creek and the West Branch of the West Humber River which cross this Secondary Plan area; and
- Provision of a variety of high-quality housing choices expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations, roof lines and landscaping in a variety of distinctive enclaves.

4.1.5 Refer to the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” for the extensive and detailed guidelines which expand on the above principles to ensure that the design attributes of each of the Vales of Castlemore North Upscale Executive Housing areas are thoroughly compatible with their Upscale Executive Housing role.

4.1.6 In accordance with Part I of the Official Plan, in the Vales of Castlemore North Secondary Plan Area, a minimum of 500 executive housing units having lot sizes exceeding 464.5 square metres (5,000 square feet), with a minimum lot frontage of 15 metres (50 feet) are to be provided within the residential lands.

Executive Residential

4.1.7 Lands within the Executive Residential designation shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area.

4.1.8 In areas designated Executive Residential (core executive) on Schedule SP49(a), the following policies will apply:

- Only single detached homes shall be permitted;
- A maximum density of 14.8 units per net residential hectare (6 units per net acre);
- A minimum lot width of 15 metres (50 feet);
- A range of wider lot frontages from 15 metres (50 feet) to 26 metres (85 feet) and beyond;
- Anchor areas within the designation shall be provided with lot frontages of 20 metres (70 feet) and greater: and
- The essential design features prescribed in the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” shall be incorporated into the community.

Low Density 1 Residential

- 4.1.9 Lands within the Low Density 1 Residential designation on Schedule SP49(a) shall be developed primarily for a variety of large lot and wide frontage single-detached development that takes advantage of the locational and natural attributes of the area and act as a transition between the “core executive residential” and “conventional” areas of the community.
- 4.1.10 In areas designated Low Density 1 Residential (transitional executive) on Schedule SP49(a), the following policies will apply:
- Only single detached homes shall be permitted; and
 - a maximum density of 19.8 units per net residential hectare (8 units per net residential acre), and a minimum lot width of 12.2 metres (40 feet);
- 4.1.11 Lots abutting or directly adjacent to the Executive Residential designations or fronting on the collector roads shall be encouraged to have a more generous frontage or by other means to have a superior visual standard because of the visual importance of the entrances to the executive housing community.

In the context of the above, “directly adjacent” refers to the lotting situations where the Low Density 1 Residential lots are separated from an Executive Residential designation by either a road, valley, or similar narrow separator and where there are no intervening lots, housing, or non-residential development.

On those lands within the Low Density 1 designation which do not abut and are not directly adjacent to the Executive Residential designation, smaller lot sizes shall be permitted as long as the maximum density of 19.8 units per net hectare (8 units per net acre) is maintained.

Low Density 2 Residential

- 4.1.12 In areas designated Low Density 2 Residential on Schedule SP49(a) only single detached dwellings are permitted. The maximum density of the Low Density 2 Residential designation on Schedule SP49(a) shall not exceed 22.2 units per net hectare (9 units per net acre). Minimum lot frontage in the Low Density 2 designation shall be 10.4 metres (34 feet).

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Low-Rise Plus Residential

- 4.1.13 Lands designated Low-Rise Plus Residential on Schedule SP49(b) will be developed primarily for a variety of residential housing types.

4.1.14 In areas designated Low-Rise Plus Residential on Schedule SP49(b), the following policies will apply:

- i. Permitted uses shall include, semi-detached, apartments, duplexes, maisonettes triplexes, townhouses, and apartment structural types, as well as live-work units, seniors' residences, places of worship, schools and parks, stormwater management facilities and other infrastructure.
- ii. Permitted building heights shall range between two to six storeys, with appropriate transition between areas of different development intensity and scale. The ultimate heights of all buildings and the provision of taller buildings greater than six storeys will be subject to suitable planning justification.
- iii. A minimum density of 40 units per net hectare shall be permitted. Densities which are below this number shall be evaluated on a case-by-case basis in relation to submitted development proposals.
- iv. Minimum lot widths and number of units shall be evaluated on a case-by-case basis in relation to submitted development proposals.
- v. Single-detached dwellings may be permitted along the valley edges to take advantage of the locational and natural attributes of the area and will be evaluated to ensure an appropriate transition in density and compatibility within the community.
- vi. All development proposals will have regard for the achievement of acceptable transition and physical integration with other forms of development and minimize shadowing and overlooking of lower density residential forms.
- vii. Views and vistas of the Natural Heritage System will be incorporated into the design of developments, as appropriate and act as visual and functional focal points and not to obstruct sightlines to natural areas.

4.1.15 Development applications shall demonstrate how the affordable housing objectives of the City of Brampton and the Region of Peel are being addressed in accordance with Housing Brampton and the Official Plan.

Mixed-Use

4.1.16 Lands designated Mixed-Use on Schedule SP49(b) shall be developed with building typologies which include a mix of apartment and townhouse typologies, (up to six storeys) that are street-related, and may include mixed-use buildings with retail, service and office uses located at grade. Additional Planning Studies may identify appropriate locations for increased heights and densities.

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4.1.17 Permitted uses shall include:

- i. Retail and service uses at grade;
- ii. Office uses at grade;
- iii. Flex-office space within residential amenity areas;
- iv. Institutional uses such as a school, daycare centre, place of worship, library, and recreational facility; and
- v. Residential uses.

4.1.18 Mixed-Use land uses shall contribute to the development of a complete and compact community by supporting a built form and mix of uses that that contributes to community character, schools, parks, and local amenities within walking and cycling distance from other residential uses.

4.1.19 Visual and physical connections to the Natural Heritage System will be incorporated into the design of developments within the Mixed-Use designation.

4.1.20 Auto-oriented development, including drive-through restaurants, shall not be permitted in areas designated Mixed-Use.

4.1.21 Development applications shall demonstrate how the affordable housing objectives of the City of Brampton and the Region of Peel are being addressed in accordance with Housing Brampton and the Official Plan.

4.2 Employment

4.2.1 Development within Commercial designations shall, to the extent practicable, be in compliance with the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas", or such other guidelines/policies which may supplement or replace it.

4.2.2 The designated commercial sites in the Vales of Castlemore North Secondary Plan area shall be sized in conjunction with sites in adjacent areas to accommodate the demand forecasts set out in the Vales of Castlemore North Commercial Opportunity Study by Hemson Consulting Limited, or in any more recent comprehensive commercial studies prepared for and endorsed by the City of Brampton.

4.2.3 Development within Commercial designations, the Institutional-Special Policy Area:

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- No outdoor storage of goods or materials shall be permitted;
- Provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping, buffer treatments and appropriate placement of buildings. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- Adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, with due consideration for safety;
- Buildings and landscaping shall be used to define the street edge. Buildings are encouraged to have an active facade along the street line and vehicular parking areas shall be screened from public roads;
- All intersection and access points shall be defined with distinctive landscaping, lighting, and streetscape features;
- Service and loading areas shall be located away from public view and incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping. Loading doors shall not face any public road;
- Parking lots shall not be permitted between a building and the street that it fronts;
- Drive-throughs shall not be permitted to abut a public street;
- All intersection and access points shall be opportunities to locate higher order built form with a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities;
- Location of access points shall conform to the Region of Peel Access Control By-Law. To achieve this, common access and linked parking areas amongst land owners may be required and established in accordance with the requirements of the City and the Region of Peel;
- All development shall give due consideration to Crime Prevention through Environmental Design (CPTED) as per Section 6.7.1 of this Secondary Plan;
- Site design and building layout shall incorporate an integrated pedestrian network;

- Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls;
- Appropriate buffering from the adjacent residential community in order to provide appropriate visual separation shall be provided as determined through development approvals and may include setbacks, berming, fencing, and landscaped buffers

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Airport Road/Mayfield Road Gateway

The intersection of Mayfield Road and Airport Road is a major entry point into the City and is identified as a Gateway on Schedule 2 of the Official Plan. This Gateway shall develop in accordance with the policies of Section 4.11.2 of the Official Plan and shall respect the following:

- Superior urban form is required to achieve the intended vision for the Gateway, especially at major entry points in accordance with the Official Plan;
- The sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning;
- Development in the vicinity of the Gateway shall create a sense of entry into the community and act as an important identifier that provides an opportunity to communicate the community image and identity;
- The Gateway shall be subject to a minimum height requirement of two storeys as well as upgraded streetscape design, lighting, planting, signage and other urban design and landscaping amenities. These performance standards will be specified in the implementing Zoning By-Law;
- The Gateway intersection shall be coordinated with the City's Gateway Beautification Program;
- Buildings at Gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point;
- All intersection and access points within the vicinity of the Gateway shall be defined with distinctive landscaping, lighting, and streetscape features that reflect the gateway character;

- New auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-throughs shall not be permitted to abut a public street.

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Tertiary Plan

Notwithstanding Section 7.0 of the Vales of Castlemore North Secondary Plan, a Tertiary Plan and related background studies (including a design brief), shall be prepared to the satisfaction of the City, prior to development approval in order to ensure comprehensive and integrated development of the following areas:

- the Institutional-Special Policy Area at the southwest corner of Mayfield Road and Goreway Drive; and,
- the lands fronting both sides of Airport Road extending south from Mayfield Road, from the valley on the west side of Airport Road to the edge of the existing residential community, but excluding the Neighbourhood Retail site on the northeast corner of LaCoste Boulevard and Airport Road.

The Tertiary Plan shall demonstrate how the designated area can be comprehensively developed and shall have regard for the overall principles of the Sustainable City Concept set out in Section 3.1 of the Official Plan, as well as including location of access points. The Tertiary Plan for the Airport Road lands will address the relationship of the full moves access and how it relates to development on either side of Airport Road. The Tertiary Plan for lands on the west side of Airport Road shall examine the opportunity for a trail located within the valleyland buffer area along the east edge of the valley.

St. Mary's Anglican (Tullamore) Cemetery is a heritage cemetery with heritage designation pending under Part IV of the Ontario Heritage Act. The heritage character of the cemetery shall be given careful consideration during adjacent redevelopment. A permanent "no disturbance" buffer zone (to be determined by the City) between the outside edge of any proposed development and the known boundaries of the Cemetery is required. Additional preservation and mitigation measures shall also include permanent vegetation screening using appropriate native trees, shrubs and other plantings along the outside edge of the buffer zone, and appropriate permanent fencing to further protect and screen the Cemetery.

Neighbourhood Retail

4.2.4 In accordance with the Local Retail hierarchy set out in Part 1 of the Official Plan, a Neighbourhood Retail use is designated for the north side of the westerly entrance road to the Secondary Plan area from Airport Road. Notwithstanding the general definition of Neighbourhood Retail in the Official Plan, the size of a supermarket on this site shall be limited to a maximum gross leasable area of 1,858 square metres (20,000 square feet).

4.2.5 The designated Neighbourhood Retail centre shall be planned, developed and managed as one integrated entity, regardless of whether such centre is in more than one ownership or is to be developed in phases. No portion of any site shall be developed until an integrated plan for the whole retail centre has been approved by the City.

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4.2.6 Lands in the Neighbourhood Retail designation shall be developed in accordance with the following principles in order to contribute to an attractive development character:

- to generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community Design concept;
- service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- To ensure comprehensive and integrated development along the principal arterials, the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed;
- Common access arrangements and linked parking areas may be required to serve multiple land uses; and
- High quality and compatible urban design of this site in relation to the overall upscale executive community design concept may be achieved as appropriate through Site Plan Control, Holding Zone provisions or related mechanisms.

4.2.7 In addition to the uses permitted in Section 4.4.9, a grocery store, supermarket, private school, day nursery, and a commercial, technical or recreational school shall be permitted on the lands designated

Neighbourhood Retail at the south-west corner of Goreway Drive and Mayfield Road. Development of these lands shall also be in accordance with Section 4.4.7 of this Chapter.

PL130535

Service Commercial

The property located at 11850 Airport Road shall be developed for the range of uses permitted by the Service Commercial designation of this Plan and subject to the policies of this Plan. Despite any land assembly or other policies to the contrary, development of 11850 Airport Road may proceed independently of any abutting lands subject to addressing the following matters at the rezoning and/or site plan control stages of development approval, all of which shall be to the satisfaction of the City of Brampton and the Region of Peel:

- i. Completion of Traffic Impact Assessment to evaluate interim access to Airport Road (Regional Road 7);
- ii. a tertiary plan demonstrating how the lands adjacent to 11850 Airport Road could be developed comprehensively in accordance with the policies of OP2006-085. The tertiary plan shall identify existing and future structuring elements impacting the property such as the proposed internal road network, site access arrangements including easements for mutual access; gateway locations and features, transit, pedestrian linkages and connections and other applicable facilities;
- iii. a built form of a superior quality including an active façade and street edge fronting onto Airport Road;
- iv. a Drive Through facility may be considered for 11850 Airport Road subject to satisfying all of the applicable access, landscaping, urban design, property and setback requirements of the City of Brampton and the Region of Peel;
- v. the compatible development of lands abutting 11850 Airport Road by providing for the gratuitous conveyance of mutual access easements to abutting landowners, the removal of any interim access in favour of a permanent access to Airport Road, area improvements and the dedication of land for road widening and reserves.

4.2.8 Lands designated Service Commercial shall permit a range of commercial uses such as small scale retail, office and personal service and be developed in accordance with the policies of Part I, Section 4.3.2 and other relevant policies of the Official Plan. Permitted uses may also include institutional uses such as a school, daycare centre, place of worship, library and recreational facility.

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4.2.9 The existing permission for the gas station at the southwest corner of Mayfield Road and Airport Road will continue to be recognized in the Secondary Plan according to existing zoning provisions. Redevelopment of these lands will be subject to a superior standard of urban design with respect

to the built form and streetscape in accordance with the policies of Section 4.11 Urban Form of the Official Plan and the following policies of the Service Commercial designation.

- 4.2.10 The Tullamore Village Blacksmith shop located at Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for this property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.

Commercial/Institutional

OP2006-085

- 4.2.11 Land designated Commercial/Institutional on Schedule 49(a) is located at the western boundary of the study area, south of Mayfield Road. The purpose of this designation is to take advantage of the exposure offered by Mayfield Road while allowing for access to the adjacent valleylands. Depending on the type of institutional use, there may also be the potential for an institutional use to work in association with adjacent retail and office developments.

This designation shall permit a range of commercial uses and be developed in accordance with the policies of Part I, Section 4.3.2 and other relevant policies of the Official Plan. Permitted uses may also include institutional uses such as a private school, daycare centre, place of worship, library and recreational facility.

- 4.2.12 Lands designated Commercial/Institutional shall develop in accordance with Section 4.2.3 and the following principles:

- i) As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.

Highway and Service Commercial

- 4.2.13 Land designated as Highway and Service Commercial on Schedule SP49(a) is comprised of a 8.5 hectare (21 acre) parcel located at the southeast corner of Mayfield Road and Airport Road and is generally intended for uses which accommodate the travelling public which require a high degree of exposure.

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This designation shall permit a range of Highway and Service Commercial uses and be developed in accordance with the policies of Part I, Section 4.3 and other relevant policies of the Official Plan. Permitted uses include retail establishments such as a home improvement store or an automotive retail store with associated garden centre, a supermarket, restaurant, pharmacy, office, financial institution, and one gas bar with associated uses (that shall not be located at the intersection of Mayfield Road and Airport Road).

- 4.2.14 The lands designated Highway and Service Commercial shall not permit motor vehicle sales, repair, service, a body shop, a car washing establishment or any other type of motor vehicle use except that a motor vehicle repair shop shall be permitted as part of the automotive retail store. Motor vehicle sales/leasing and motor vehicle repair, detailing and body shops shall not be permitted. A motor vehicle washing establishment shall only be permitted as an accessory use to a gas bar.

Uses which may have a negative noise, odour or other impact on the adjacent residential community shall not be permitted. This includes but is not limited to uses such as a tavern or a banquet hall.

- 4.2.15 Lands designated Highway and Service Commercial shall develop in accordance Section 4.2.3 and with the following principles in order to contribute to a distinctive Gateway character:

- i) Auto-orientated development, including drive-through restaurants, shall not be permitted within the immediate vicinity of the Gateway location at Mayfield Road and Airport Road. Drive-through restaurants shall be developed in accordance with the policies of Part 1, Section 4.11 and other relevant policies of the Official Plan as well as the policies of the Development Design Guidelines. Drive throughs shall not be permitted to abut a public street. The visual impact of drive-through facilities shall be minimized through appropriate siting and landscape screening, and shall be directed away from adjacent residential areas or public streets.
- ii) Outside storage of goods and materials shall not be permitted. Outdoor storage shall be permitted only in conjunction with a garden centre sales establishment, shall not be permitted abutting public roads, and shall be screened from view of the adjacent residential community through site design, including location and landscaping.
- iii) To generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and

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characteristics that will enhance and complement the Upscale Executive Housing Community to the east.

- iv) 11903 Airport Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.

Service Employment

OP2006-085

- 4.2.16 Lands designated Service Employment on Schedule SP49(a) are located on the east side of Airport Road, north of the Neighbourhood Retail designation at LaCoste Boulevard. These lands are designated for service based employment uses that are intended to serve area residents and businesses in a built form that is compatible with the character of the adjacent residential community. The designation is not intended to duplicate the planned function of a retail centre as described by the Official Plan.

- 4.2.17 In addition to the uses permitted by the current Industrial Four – M4 zoning, lands designated Service Employment will permit offices such as medical/dental as well as a business, professional or administrative offices, and financial institutions. Permitted uses also include a personal service shop, service shop, art gallery/studio, a printing or copy establishment, health centre or fitness centre, dry cleaning or laundry distribution station, commercial, technical or recreational school, animal hospital or custom workshop.

Highway and Service Commercial uses as set out in Section 4.3 of the Official Plan shall also be permitted to a maximum net floor area of 10,000 square feet. These uses will be finalized in conjunction with the preparation of the Tertiary Plan prior to the Zoning By-Law being adopted by Council.

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- 4.2.18 Dining room restaurant uses up to a maximum net floor area of 10,000 square feet will be permitted as a free-standing building only along the Airport Road frontage.
- 4.2.19 The following uses shall not be permitted within the Service Employment designation:

- motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, motor vehicle or boat parts and accessories sales establishment, motor vehicle body shop
- parking lot
- taxi or bus station
- motor vehicle washing establishment
- gas bar or service station
- banquet hall
- supermarket
- convenience restaurant
- tavern

4.2.20 The existing business at 11461 Airport Road (J.B. Aluminum) located within the Service Employment designation will continue to operate in accordance with existing zoning permissions. Expansions to the existing operation that require a building permit are subject to mitigating any noise, odour and visual impacts on the adjacent residential community to the satisfaction of the City of Brampton.

4.2.21 Development of the lands designated Service Employment shall occur in accordance with Section 4.2.3 and with the following principles in order to contribute to a comprehensive development:

- i) Auto-orientated development, including drive-through restaurants, shall not be permitted in the Service Employment designation.
- ii) to generate an attractive and integrated urban environment and to minimize the impact of development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the Upscale Executive Housing Community to the east

Office Mixed-Use

4.2.22 Lands designated Office Mixed-Use on Schedule SP49(b) shall be developed with mid-rise (up to 12 storeys) street-related buildings with potential employment uses including major office, commercial and flex office space with office as the predominant use.

4.2.23 Permitted uses may include ground floor commercial, small-scale retail, office, personal service, flex-office and employment-supportive uses up to two floors.

- 4.2.24 Service Commercial uses will be permitted in Office Mixed-Use areas to support the employment function and contribute to the economic activity of this area.
- 4.2.25 Office Mixed-Use areas are encouraged to locate along the frontage of arterial roads or in places of higher visibility with parking located at the rear.
- 4.2.26 Office Mixed-Use areas shall contribute to the development of a complete and compact community by providing employment and employment-supportive uses and built form that contributes to community character.
- 4.1.27 The intersection of Mayfield Road and Airport Road is a major entry point into the city. Development at the corner of Airport Road and Mayfield Road must adhere to the policies of the Official Plan and 4.2.3 of this Chapter.

4.3 Open Space

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Valleylands

- 4.3.1 Lands designated Valleyland on Schedule SP49(a) have been identified as having inherent environmental hazards including flood and erosion susceptibility, but these lands also contribute to the ecological integrity of the West Humber River watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for stormwater management purposes and complementary uses in accordance with the relevant policies of the Official Plan and the recommendations of the West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the TRCA.
- 4.3.2 The West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the Conservation Authority, will be implemented within the Secondary Plan area through the preparation of Environmental Implementation Reports (EIR's). These reports are to be submitted as part of the review of draft plans of subdivision, and shall be based upon the conclusions and recommendations of the above mentioned reports.

4.3.3 Lands designated Valleyland on Schedule SP49(a) identify natural corridors that are to be protected from development. Modifications and alterations will only be considered in the context of minimal impact on the ecological function of the valley and the impact on fish habitat.

4.3.4 Lands designated Valleyland on Schedule SP49(a) conceptually reflect the extent of the meander belt width of the valley corridor, as well as natural corridors, woodlands and wetland areas that provide a functional contribution.

Based on a site specific determination of the limits of development, areas determined as not located between the primary tops of bank and not required for appropriate setbacks to protect against erosion and safeguard valley corridor function will revert to the adjacent land use designation without an amendment to this Plan.

4.3.5 Building setbacks shall be imposed from the margin of valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and shall be incorporated into the implementing zoning by-law.

4.3.6 Where developable tablelands beyond the stable top of bank are identified in the MESP/EIR or other studies as environmentally sensitive areas or as areas which must be preserved to maintain the valley corridor function, these areas will be considered to fall within the valley corridor, and shall be protected from development. If such areas are retained in public ownership, they may be considered within the net developable area calculation, subject to appropriate limitations if necessary to ensure the achievement of other broad objectives of this Plan respecting housing mix and density and high quality urban design.

4.3.7 In keeping with the objectives of this Secondary Plan, small parcels of land created through the location of valley edge roads, which may serve as vista blocks, shall not be calculated as parkland dedication under the Planning Act, if such parcels are not usable as active parkland.

Neighbourhood Park

4.3.8 Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP49(a) in accordance with the Neighbourhood Park policies of the Official Plan.

4.3.9 The Neighbourhood Park designated on Schedule SP49(a) abuts elementary school sites of each School Board and it is the intent of the City to co-operate

with both School Boards to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

- 4.3.10 Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space system such as valleylands.
- 4.3.11 In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots where practicable.

Parkette

- 4.3.12 Parkettes shall be identified in the Community Design Concept Plan and shall be addressed in greater detail in the Community Block Plan.

Woodlot

- 4.3.13 The land designated Woodlot on Schedule SP49(a) is a tableland woodlot identified for its practical and aesthetic value as a key urban design component to executive housing in the Vales of Castlemore North Secondary Plan area. Further study is necessary to determine how best to incorporate the woodlot into the future urban environment. Such further study regarding the preservation or treatment of the woodlot identified on Schedule SP49(a) shall be carried out in accordance with the West Humber River Subwatershed Management Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech) as approved by the City and the TRCA.
- 4.3.14 The woodlot will be gratuitously conveyed to the City by the landowners in recognition of the importance of retaining this feature as a key component of the central school/park/woodlot and as a primary feature contributing to the upscale executive housing character of the area.

Tree Preservation

- 4.3.15 It is intended that significant, high quality tree specimens and tree groups be retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the Secondary Plan Area.
- 4.3.16 The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with relevant policies of the Official Plan and

the City's Woodlot Development Guidelines as deemed appropriate by the City.

Cemeteries

4.3.17 The regulations set out in the Cemeteries Act shall apply in circumstances where development may impact burial sites which are not registered cemeteries.

4.3.18 With respect to St. Mary's (Tullamore) Cemetery located on the west side of Airport Road south of Mayfield Road, the Cemeteries Act and the Cemeteries policies of Section 4.9.13 of the Official Plan shall apply.

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4.4 Institutional

School Sites

4.4.1 The lands designated Elementary School on Schedule SP49(a) are intended to accommodate one elementary school site for each School Board in a campus type development that will also incorporate a Neighbourhood Park and a woodlot. The School Boards are strongly encouraged to develop a joint elementary school building as part of this campus development to maximize economies of scale and enhance the usability of the complex for other community functions. In accordance with the Community Services and Education Facilities policies and other relevant policies of the Official Plan, if any part of the overall school site is not required by either the Peel District School Board or the Dufferin-Peel Catholic District School Board, it may (subject to the Official Plan Amendment process) be released and used for other purposes that are compatible with the campus concept and the upscale executive housing objectives of this plan.

4.4.2 Appropriate adjustments to the location of the school sites within the overall campus area will be permitted without an amendment to this plan at the draft plan of subdivision or zoning approval stage if required to improve its functionality or the effectiveness of the overall campus as a key component of the Vales of Castlemore North Community.

4.4.3 The shape, size and frontage of abutting and associated Open Space and Institutional (school site) designations shall be arranged to the satisfaction of the school boards and the City in relevant draft plans of subdivision to facilitate the development of school/ park campuses involving shared buildings or shared outdoor areas. Landowners may also be required to demonstrate at the draft plan of subdivision stage how school sites can be redeveloped for suitable alternate use should any particular school site or portion thereof be released or not required for school or park purposes.

4.4.4 Prior to approval of plans of subdivision, the City shall:

- require landowners within the Secondary Plan area to enter into agreements with each other for the purpose of providing for the equalization of all the costs associated with establishing the school sites designated on Schedule SP49(a), unless this purpose is satisfied by another effective mechanism; and
- require that arrangements satisfactory to both School Boards and the City have been made for the commitment of lands for educational facilities within the first phase of development in the Vales of Castlemore North Secondary Plan.

Institutional - Special Policy Area

4.4.5 An Institutional – Special Policy Area designation is shown on Schedule SP49(a) at the southwest corner of Mayfield Road and Goreway Drive. The southerly and westerly boundary of the Special Policy Area is the limit of the adjacent valley corridor. As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.

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4.4.6 Salt Creek is located on the southern/western portion of this Special Policy Area and has been identified as “occupied” red side dace habitat by Ministry of Natural Resources. The aquatic habitat classification must be correctly shown in the MESP addendum and policies added regarding measures that should be taken to eliminate impacts to the receiving watercourses. Ministry of Natural Resources (MNR) should be contacted to confirm their requirements under the Endangered Species Act (ESA).

4.4.7 Development adjacent to the Valleyland will contribute to the conservation and enhancement of natural features and ecological functions, through the application of sustainable best management practices for stormwater drainage, public infrastructure maintenance and management site design, buffers and setbacks.

4.4.8 The Valleyland shall be conveyed gratuitously to the City in a condition satisfactory to the municipality.

4.4.9 The lands designated Institutional - Special Policy Area shall be developed for a range of institutional and community based uses such as education facilities,

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libraries, day care centres, recreational facilities, places of worship, community clubs, a funeral home, and specialty retailing.

4.4.10 Development of the lands designated Institutional – Special Policy Area shall occur in accordance with Section 4.2.3 and with the following principles in order to establish a cohesive, superior development that is compatible with the upscale residential character of the adjacent community:

- i) Auto-orientated development shall not be permitted.
- ii) to generate an attractive and integrated urban environment and to minimize the impact of commercial development on the adjacent residential area, superior site, architectural and landscape elements shall be used, particularly including design features and characteristics that will enhance and complement the adjacent Upscale Executive Housing.
- iii) Site design and building layout shall incorporate an integrated pedestrian network. Pedestrian connections should be provided from development areas to any trail links to the Salt Creek valleylands.
- iv) Building elevations along the residential interface shall provide appropriate architectural articulation, to the satisfaction of the City, to ensure that residents do not face blank walls
- vi) All lighting on site shall be designed and oriented so as to minimize glare on adjacent properties, roadways and the Salt Creek Valley.
- vii) Buildings shall be developed in a manner that minimizes the impacts on the adjacent Salt Creek Valley and that creates minimal interference with the natural environmental features. Accordingly, the Zoning By-law will provide appropriate provisions for building setbacks.
- viii) 6029 Mayfield Road is one of the last remaining structures of the Hamlet of Tullamore. The property is currently listed on the City of Brampton's Municipal Register of Culture Heritage Resources. A Heritage Impact Assessment and Heritage Building Protection Plan will be required for the property. Appropriate conservation, mitigation, and/or commemoration measures will be demonstrated in the Tertiary Plan and will be undertaken to the satisfaction of the Commissioner of Planning, Design and Development.
- ix) Prior to zoning approval, the applicant shall verify and receive confirmation from the Region of Peel that the existing servicing

capacity will support the proposed uses. Stormwater runoff is to be accommodated on site to the satisfaction of the City.

Mixed Institutional

4.4.11 The lands designated Mixed Institutional on Schedule SP49(a) are intended to recognize the existing Sikh Heritage Centre located on the west side of Airport Road, the property to the immediate south (11730 Airport Road) and the lands between the Sikh Heritage Centre and the valley.

Institutional uses such as Place of Worship, a private school, day care centre or accessory uses shall be permitted.

As a condition of development approval, an Environmental Implementation Report (EIR) and/or addendum to the existing Master Environmental Servicing Plan (MESP) prepared by Aquafor Beech is required to be submitted to the City of Brampton.

5.0 TRANSPORTATION POLICIES

5.1 Roads

5.1.1 Road facilities in the Secondary Plan Area are intended to develop and function in accordance with the designations and policies of the Official Plan and with the designated road classification on Schedule SP49(a). The new elements of the road system indicated on Schedule SP49(a) consist of the Collector and Minor Collector Roads comprising a central loop surrounding a park/school campus and radial connections to the surrounding Arterial Road system. These new elements of the transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the West Humber River Subwatershed Study (Aquafor Beech Limited, 1997). Additional Minor Collector or Local Road links to serve the two designated Special Study Areas shall be considered in conjunction with those Special Studies and implemented as required by Official Plan Amendment.

5.1.2 The right-of-way requirement for Airport Road shall be 45 metres to accommodate a 6 lane arterial road with centre median, as determined by the Region of Peel.

5.1.3 The right-of-way requirement for Mayfield Road shall be 50 metres to accommodate a 6 lane arterial road with centre median, as determined by the Region of Peel.

- 5.1.4 The right-of-way requirement for Goreway Drive shall be 36 metres to accommodate a 4 lane arterial road north of Castlemore Road as determined by the City of Brampton.
- 5.1.5 The right-of-way requirement for Countryside Drive shall be 36 metres to accommdate a 4 lane arterial road as determined by the City of Brampton.
- 5.1.6 The right-of-way requirement for Collector and Minor Collector Roads designated on Schedule SP49(a) shall be 23.0 to 26.0 metres.
- 5.1.7 To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations.
- 5.1.8 Other than those indicated on Schedule SP49(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.
- 5.1.9 The local road system will be subject to approval as part of the subdivision approval process, in accordance with the Development Principles set out in this Plan.
- 5.1.10 Access via Airport Road and Mayfield Road will be addressed through individual Site Plan applications and the preparation of detailed traffic impact studies.
- 5.1.11 The Region of Peel will investigate the option of incorporating a left in, right-in/right-out access along Mayfield Road, approximately 180 metres east of Airport Road. A Traffic Impact Study will be required at the Rezoning and/or Site Plan stage in order to determine the feasibility of this type of access configuration. Storage and taper length requirements along Mayfield Road, as well as appropriate storage and taper to accommodate the west-bound left-in access will be reviewed. The Traffic Impact Study will be required to consider full build out of Tullamore up to 2022.
- 5.1.12 Access to lands at the southwest quadrant of Airport Road and Mayfield Road must identify the primary full moves access to Airport Road. This primary access must align with the east side of Airport Road. In addition, access to Mayfield Road must be combined with the existing service station and proper arrangements must be made between land owners to secure reciprocal access easement for internal site connectivity. All other access needs along Airport Road will be determined during the planning stage as part of the Traffic Impact Study.

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- 5.1.13 A right-in/right-out access will be considered for the southwest corner of Mayfield Road and Goreway Drive and details will be required to be determined through a Traffic Impact Study at the Site Plan stage.
- 5.1.14 The Region of Peel encourages access management along Airport Road and Mayfield Road and owners are encouraged to combine accesses. Proper arrangements must be made to secure reciprocal access easements for internal site connectivity in order to abide by the spacing requirements of the Region of Peel Controlled Access By-Law 59-77, as amended.
- 5.1.15 Pre-dedication of property may be required at the planning application stage prior to development approval in order to meet the Regional Official Plan requirements for Regional Road 7 (Airport Road) and Regional Road 14 (Mayfield Road).

5.2 Public Transit

- 5.2.1 The major road system within and abutting this Secondary Plan and consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.
- 5.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 5.2.3 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.

5.3 Pedestrian/Cyclist Links

- 5.3.1 Appropriate pedestrian/cyclist links shall be provided through or at the edge of all contiguous open space elements including tableland parks, school sites and valleylands.
- 5.3.2 Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City.

6.0 SERVICING AND DESIGN CONSIDERATIONS

6.1 Heritage Resource Preservation

- 6.1.1 Heritage resource management activities within the Vales of Castlemore North Secondary Plan Area shall be undertaken in accordance with the relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts which are of historical, architectural or archaeological value, significance or interest.
- 6.1.2 Proponents of development are encouraged to retain and conserve buildings of architectural or historical merit on their original site, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- 6.1.3 Appendix C to this Plan identifies those heritage resources identified as “Recommended for Designation under the Ontario Heritage Act” by the Cultural Heritage Analysis Study completed by Archaeological Services Inc. for the Secondary Plan. These structures are considered to be of architectural and historic merit and recommended to be retained and conserved on their original sites.
- 6.1.4 Where a development proposal will impact a heritage resource identified on Appendix C, the City shall require the preparation of a Heritage Resource Impact Assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on the identified heritage resources, including alternative development in order to retain the structure on site.
- 6.1.5 Where development is undertaken within the Vales of Castlemore North Secondary Plan area through subdivision plan approval, site plan approval or other development approvals or agreements, appropriate archaeological resource assessments will be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Citizenship, Culture and Recreation.

6.2 Noise Attenuation

- 6.2.1 A satisfactory comprehensive road noise attenuation feasibility study or individual subdivision based noise attenuation feasibility studies in accordance with the relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications and prior to overall draft approval, so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.

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

6.2.3 A satisfactory comprehensive noise attenuation feasibility study in accordance with the relevant policies of the Official Plan shall be submitted as necessary prior to development so that adequate noise attenuation measures can be specified and guaranteed as a condition of development approval.

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The comprehensive noise attenuation feasibility study shall determine the appropriate building setback, landscaped buffer, and acoustic wall requirements that shall be provided between buildings on the east side of Airport Road and the existing residential community to the east, to the satisfaction of the City of Brampton.

6.3 Potentially Contaminated Sites

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

6.4 Storm Water Management

6.4.1 Storm Water Management Facilities are permitted in all land use designations on Schedule SP49(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City. However, notwithstanding this policy that Stormwater Management Facilities such as ponds, channels or valleylands on Open Space (park) and Institutional (school site) designations may be located without an Official Plan Amendment, such locations will not be accepted by the City or the School Boards unless it can be demonstrated that the long term functionality of the park and school is not impaired or the effective usable area of the sites is not reduced.

6.4.2 Storm water management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines, and the Open Space provisions of the City's Design Workbook For Brampton's Upscale Executive Special Policy Areas.

- 6.4.3 The final location of all storm water management facilities shall be subject to the approval of the City and the Conservation Authority.
- 6.4.4 Storm water management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water detention (quality), erosion/siltation control and design requirements, as appropriate. General principles for storm water management within Vales of Castlemore North shall be determined by the Conservation Authority and the City in accordance with the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority.
- 6.4.5 A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority, in conjunction with the related Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision.

The 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, minimize erosion and siltation in the West Humber River and associated tributaries during and after the construction period. The Storm Water Management Plan will be consistent with and implement the recommendations of the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan, as approved by the City and the Conservation Authority, subject to additional impact assessment, mitigation and downstream land owner authorization as related to proposed diversions, and shall identify a monitoring program.

Detailed design submissions shall be consistent with the Environmental Implementation Report and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

- 6.4.6 The main watercourse and valleyland corridors of the West Branch of the West Humber River are supported by a network of headwater tributaries and swales. Cumulatively, these tributaries and swales contribute to fish habitat, flow attenuation, conveyance, and water quality. The functional importance

of these features must be documented along with other environmental and water management issues by the Environmental Implementation Report.

- 6.4.7 Prior to the alteration of any watercourse, the construction of any Storm Water Management Facility or the commencement of any grading or filling, the necessary approvals shall be obtained from the Conservation Authority and the City.

6.5 Sanitary Sewage and Water Supply

- 6.5.1 Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.
- 6.5.2 The approval of the proposed interim servicing plan as proposed in the Sewer and Water Servicing Study (Candevcon Limited) shall be subject to the following condition:
- The landowners within the Secondary Plan area will be responsible for all costs associated with the pumping station and forcemain, including, but not limited to design, construction, inclusion of the station in the SCADA System, maintenance and operation, decommissioning and connecting the pumping station to a gravity outlet when available.
- 6.5.3 Proponents of development may 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 areas that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 6.5.4 The detailed design and installation of services within the Secondary Plan area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the West Humber River Watershed Study (Aquafor Beech Limited, 1997) and the final Vales of Castlemore North Secondary Plan Area Master Environmental Servicing Plan (Aquafor Beech Limited) as approved by the City and the Conservation Authority.
- 6.5.5 In accordance with the policies of Part I of the Official Plan, the City and the Region may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the Region's ability to finance and construct new services.

- 6.5.6 A detailed Functional Servicing Report is required as a condition of development approval. Water and sanitary sewer servicing plans are required as part of a Functional Servicing Report.

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6.6 Public Utilities and Facilities

- 6.6.1 Public utility and other facilities such as City work yards, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any land use designation provided they are appropriately integrated, obtrusive structures and activities are adequately screened and all other necessary approvals are obtained.

- 6.6.2 All development applications shall consider potential impacts on utilities provided by Hydro One Brampton, Bell and any other public utility.

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6.7 Other Design Policies

- 6.7.1 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.
- 6.7.2 Where a Residential land use designation interfaces with a Commercial or Service Employment land use designation on Schedule SP49(a), the City will require buffering and mitigation measures to be implemented in accordance with the Environmental Management policies and other relevant policies, contained in Part I of the Official Plan

7.0 AIRPORT AND MAYFIELD TERTIARY PLAN

7.1 Planning Vision and Process

- 7.1.1 The lands located south of Mayfield Road and west of Airport Road are designated as Airport and Mayfield Tertiary Plan on Schedule SP49(a) and shown on Schedule 49(b). The lands within this area will conform to the associated policies and designation as per Schedule SP49(b) – Airport and Mayfield Tertiary Plan.
- 7.1.2 The lands within the Airport and Mayfield Tertiary Plan are envisioned to be a Gateway into the Vales of Castlemore North Secondary Plan Area. The Tertiary Plan Area is planned to undergo significant change in the future with

the area transitioning from a mainly greenfield setting to an urban, mixed-use, vibrant, and transit-supported community.

- 7.1.3 The lands located south of Mayfield Road and west of Airport Road are intended to be developed and redeveloped consistent with the Official Plan, Schedule SP49(b) and the Tertiary Plan policies of this plan. The goal is to ensure proposed development and redevelopment within the area is of appropriate scale, is sensitive to the existing and surrounding land uses and occurs in a coordinated manner.
- 7.1.4 The objective of the Airport and Mayfield Tertiary Plan is to introduce denser forms of residential, office and commercial development than previously contemplated in the secondary plan, including new designations such as Mixed-Use and Office Mixed-Use. Proposed development will be well integrated in a manner that protects the natural heritage, is sensitive to the cultural heritage uses and cemetery in the area, has no negative impacts on the adjacent residential and commercial uses and adds to the existing context.
- 7.1.5 A key component within the Tertiary Plan area is the Sikh Heritage Centre. The Sikh Heritage Centre is an existing place of worship and cultural anchor for the area. The Tertiary Plan is intended to ensure development surrounding and proximate to the Sikh Heritage Centre is sensitive to its day-to-day functions and provides vehicular and pedestrian connections where possible.
- 7.1.6 The protection and conservation of existing natural and cultural heritage features in the area is also a key component of the area:
- a. The Tertiary Plan identifies a conceptual trail network, which provides opportunities for pedestrian access and connectivity to natural heritage features, which will also be further refined as part of the development approval process of applications within the Tertiary Plan area.
 - b. The Tertiary Plan area also identifies several Listed and Designated cultural heritage resources. Mitigation, conservation and/or commemoration of these resources will be identified as part of the development approval process and appropriate studies.
- 7.1.17 The Tertiary Plan contemplates the creation of internal roads that extend and connect to the existing road network in the adjacent areas. A conceptual road network is identified in the Tertiary Plan, which will be further refined as part of the development approval process of applications within the Tertiary Plan area.

Development Policies

Low-Rise Plus Residential

- 7.1.18 The Low-Rise Plus Residential designation is located at the southern end of the Tertiary Plan area, fronting onto Airport Road. The location of areas designated Low-Rise Plus Residential is intended to support increased densities and more compact built form within the site. Policies within the Low-Rise Plus Residential designation will allow for intensification of use in selected residential areas in a manner that is sympathetic to the other uses and densities within the site. The designation recognizes the need for increased densities within the site area while implementing appropriate transition and architectural form and style. The ultimate heights of building within Low-Rise Plus Residential areas should not exceed six storeys unless contemplated through appropriate planning justification.
- 7.1.19 Lands within the Low-Rise Plus Residential designation on the west side of Airport Road shall be developed in accordance with Schedule SP49(b) – Airport and Mayfield Tertiary Plan and the Low-Rise Plus Residential policies of the plan.
- 7.1.10 Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents, where appropriate. Such opportunities should include the provision of purpose-built rental units and/or affordable housing units in accordance with provincial definitions.
- 7.1.11 Affordable housing should be integrated throughout the community so as not to isolate such housing in any one area and to ensure multiple opportunities for affordable housing is available.

Mixed-Use

- 7.1.12 Lands designated Mixed-Use front onto both Mayfield Road and Airport Road, respectively. Mixed Use areas are intended to comprise of a variety of residential uses and employment uses. Areas designated Mixed-Use will support the transition of the site from a mainly greenfield area to an urban setting that is transit-supported, pedestrian-friendly and contemplates new residential densities, while continuing to offer diverse employment opportunities.
- 7.1.13 Lands identified as Mixed-Use on Schedule SP49(b) will be predominately developed in alignment with the Low-Rise Plus Residential policies of this plan through the construction of medium density residential buildings (up to six storeys) and will also permit a range of retail, commercial and office uses at grade, including flexible office space permitted within residential amenity areas. Increased heights and densities may be permitted in appropriate locations on a case-by-case basis.

- 7.1.14 Lands designated Mixed-Use fronting Mayfield Road shall only permit residential uses in buildings where a minimum of 80% of the Ground Floor Area of a building is dedicated to office or employment uses.
- 7.1.15 Opportunities will be created for a range and mix of housing types suitable for the spectrum of current and future Brampton residents, where appropriate. Such opportunities should include the provision of purpose-built rental units and/or affordable housing units in accordance with provincial definitions.
- 7.1.16 Affordable housing should be integrated into the community so as not to isolate such housing in any one area and to ensure opportunities for affordable housing is available.

Office Mixed-Use

- 7.1.17 Office Mixed-Use areas are located at the northern quadrant, fronting both Airport Road and Mayfield Road, and the southern quadrant of the site. The Office Mixed-Use designation intends to support employment uses, focusing on office as the predominant use and office-supporting, commercial, and retail uses at grade.
- 7.1.18 Development within Office Mixed-Use areas shall have regard for the policies in Section 6.3 of this plan.
- 7.1.19 Schedule SP49(b) permits the development of a mixed office/commercial building containing office uses and ground floor office-supportive uses. Permitted uses may include ground floor commercial, small-scale retail, flex office, personal service and employment-supportive uses up to two floors.
- 7.1.20 Development occurring which will impact a cultural heritage resource within the Office Mixed-Use or adjacent designations, shall adhere to the preservations policies identified in Section 6.1 of this plan.

Mixed Institutional

- 7.1.21 The Mixed Institutional designation represents the large parcel fronting onto Airport Road and accommodates the Sikh Heritage Centre. The Sikh Heritage Centre is a key cultural anchor for the area. Development occurring within the Airport and Mayfield Tertiary Plan shall have regard for its use, daily function and provide connections to the site. Any future redevelopment of the site should be consistent with its current use and provide internal and external connectivity.

7.1.22 Areas designated Mixed Institutional on Schedule SP49(b) permit a range of uses and shall be developed in accordance with the provisions of the Official Plan and Section 4.4.11 of this Chapter.

7.1.23 Notwithstanding the Mixed Institutional designation of the property at 11730 Airport Road, a mixed-use seniors residential building may be permitted through an Official Plan Amendment provided that all other requirements are satisfied through the full development approval and employment conversion process.

Natural Heritage System

7.1.24 Schedule SP49(b) designates a conceptual Natural Heritage System along the western edge of the Secondary Plan, which identifies potential development constraints, natural corridors to be protected and opportunities for natural heritage feature enhancements. Lands within the Natural Heritage System shall be developed in accordance with the Open Space policies of Section 4.3, and other relevant policies of the Official Plan.

7.1.25 The final delineation of the Natural Heritage System, features, required setbacks and other mitigation measures will be undertaken through the approval of an Environmental Impact Study (EIS)/Environmental Implementation Report (EIR) to the satisfaction of the City and Conservation Authority prior to the approval of any development application within the Airport and Mayfield Tertiary Plan area.

Stormwater Management

7.1.26 The size and location of stormwater management ponds are conceptual and will be refined as part of the development approval process for applications within the Tertiary Plan area.

Neighbourhood Park and Open Space

7.1.27 The conceptual park shown on the eastern edge of the valleylands shall be developed in accordance with the Neighbourhood Park policies in this plan. The size and location will be defined as part of the development approval process.

Transportation

7.1.28 A key objective of the Airport and Mayfield Tertiary Plan is to ensure a coordinated street network and approach to access is provided to enable connectivity within and beyond the site. Development within this area must adhere to the Transportation Policies in Section 5.0.

- 7.1.29 The street network identified on Schedule SP49(b) shall be approved in consultation with the Region of Peel and City of Brampton as public or private roads through future phases of development. The Cost Sharing implications of this plan will apply and landowners within the Tertiary Plan area encouraged to coordinate with adjacent properties to create consolidated accesses and an efficient street network.
- 7.1.30 A 'Main Spine Street' is conceptually envisioned, spanning the site from north to south, with access from Mayfield Road. The "Main Spine Street" will be designed at a pedestrian scale aimed at creating a vibrant focal point that helps shape the identity of the area. The final road alignments will be determined as part of the development approval process of applications within the Tertiary Plan.
- 7.1.31 The layout and pattern of new local streets and accesses as illustrated on Schedule SP49(b) will be supported by and connected to the 'Main Spine Street'. The exact location, alignment and design of the streets, including the 'Main Spine Street' will be determined and refined through future processes, ultimately to be reviewed and approved through future development phases. The establishment of these roads will have regard for the current functionalities of Airport Road and Mayfield Road, as well as the adjacent site to the east.
- 7.1.32 A minimum 10m buffer is required to provide appropriate distance between the cemetery and the most northern east-west conceptual street.
- 7.1.33 The most northern conceptual east-west street should not intersect with the existing heritage property so as to preclude the conservation of the resource.
- 7.1.34 Access and servicing to the site from new or existing local or collector streets will be encouraged. The impact of driveways, garages and parking areas will be minimized by locating them at the side or rear of buildings, where applicable. Proponents of development must consider how parking will be managed on the site, with reference to the City of Brampton's Parking Plan.
- 7.1.35 As a condition of development approval, proponents of development will be required to convey the necessary property, construct and/or provide financial contributions to the City's satisfaction, that facilitate the development of the road network as show conceptually on Schedule SP49(b).
- 7.1.36 Pedestrian connectivity and active transportation linkages should be provided through trail connections, pedestrian walkways, dedicated bike lanes, etc. The Tertiary Plan identifies a conceptual trail network that promotes pedestrian connectivity within and to adjacent areas and provides opportunities for public access to the natural heritage features.

Cultural Heritage

- 7.1.37 Development adjacent to or near the St. Mary's (Tullamore) Cemetery and Listed cultural heritage resource at 11903 Airport Road will protect the function and features of these resources and adhere to the Cemetery and Cultural Heritage policies of this Chapter and the Official Plan.
- 7.1.38 Development within the Airport and Mayfield Tertiary Plan will have regard for and integrate the cultural heritage resources into site design to enhance the overall character of the area. Appropriate conservation, mitigation and/or commemoration measures will be undertaken to the satisfaction of City staff.
- 7.1.39 The MacDonald Garage is a wood clad building and is one of the very last wood frame and wood clad buildings in the city. The Garage is representative of a rare type of construction for the City of Brampton. The design of uses along Airport Road shall draw inspiration from the historic Main Street of Tullamore as well as the MacDonald Garage at 11903 Airport Road.
- 7.1.40 Uses along Airport Road are encouraged to use wood cladding, or materials with the appearance of wood cladding, as the main material for building facades.
- 7.1.41 Where public art is proposed as part of a development of any lands within the Tertiary Plan, consideration of themes to guide the art installation shall include those originating from the area's history as the village of Tullamore.
- 7.1.42 Prior to the approval of development of any lands within the Tertiary Plan, the lands will be subject to an Archaeological Assessment by a licensed Archaeologist following the Standards and Guidelines for Archaeologists as mandated by the Provincial Ministry.
- 7.1.43 Any development adjacent to the existing cemetery or built heritage resources within the plan area will require the submission of a Cultural Heritage Evaluation Report (CHER) at the time of the pre-consultation. Additionally, a Heritage Impact Assessment (HIA) will be required to be prepared in accordance with the City's Terms of Reference and submitted as part of a complete application.
- 7.1.44 The preparation of a Heritage Conservation Plan, Heritage Building Protection Plan, Heritage Commemoration Plan, and/or a Demolition and Salvage Report may be required prior to approval of any development applications.

Cost Sharing

- 7.1.45 Cost sharing will be implemented in accordance with Section 8.2.8 of this Chapter for lands designated as Airport and Mayfield Tertiary Plan on Schedule SP49(b). Infrastructure costs will be shared through the development process in accordance with City of Brampton standards. The cost sharing agreement will also facilitate the delivery of community uses such as parks and entrance/gateway features. All the affected lands identified on Schedule SP49(b) shall be part of the implementation.
- 7.1.46 Proponents of development must demonstrate the technical merit to gain development approval, including re-examining infrastructure, roads and identification of population and employment numbers.
- 7.1.47 In accordance with the objective of pursuing a unified tertiary plan and the Tertiary Plan policies of this Chapter, all development will assess and address various issues through technical input from various component studies, including but not limited to:
- i. Environmental Impact Study/Implementation Report
 - ii. Infrastructure Servicing Study;
 - iii. Traffic Impact Study;
 - iv. Cultural Heritage Study; and
 - v. Urban Design and Open Space Study.

8.0 IMPLEMENTATION AND INTERPRETATION

8.1 Planning Process (Submission Requirements)

- 8.1.1 The requirements for the submission of applications for the development of the Vales of Castlemore North Secondary Plan Area are based on a new approach to ensure that civic design considerations are address in a comprehensive and up-front manner. The requirements of this process are outlined in the City's "Design Workbook for Brampton's Upscale Executive Special Policy Areas". All development applications within the Secondary Plan area will follow the procedures and polices as outlined in the "Design Workbook", or such other guidelines/polices as may supplement or replace them.

Community Design Concept Plan

- 8.1.2 Two Community Design Concept Plans shall be prepared for the Vales of Castlemore North Secondary Plan area. The Plans shall be prepared based on the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and or such other guidelines/polices which may supplement or replace them.

- 8.1.3 One Plan shall be prepared for the predominantly residential area to the East of Airport Road, and another Plan shall be developed for the area identified on Scheduled SP 49(a) as Industrial/Special Study Area. There may be some overlap in these Plans, as both of them may address the non-residential uses on the east side of Airport Road.
- 8.1.4 A Community Design Concept Plan for the majority of the Vales of Castlemore North Secondary Plan Area is attached as Appendix 'A'. This Plan establishes a vision for the community, and includes a visual landscape and built form analysis. All development applications within the portion of the Vales of Castlemore North Secondary Plan Area described by this Plan shall be generally in conformity with this Community Design Concept Plan.
- 8.1.5 The Community Design Concept Plans shall be approved by Council and incorporated into the Secondary Plan as an appendix.

Community Block Plan

- 8.1.6 Prior to draft plan of subdivision or zoning approval a "Community Block Plan" shall be prepared which establishes a street hierarchy plan, a community open space plan, a built form plan, an enclaves plan and a construction sequencing plan to achieve the principles enunciated in this Secondary Plan.

The construction sequencing plan will ensure that a visible upscale executive image is established at the outset of construction and is maintained throughout the construction period to full buildout of the upscale executive housing areas.

- 8.1.7 The Community Block Plan represents a further refinement of the vision for the community as outlined in the Community Design Concept Plan. The Community Block Plan shall be in compliance with the Community Design Concept. The Plan shall be prepared based on the "Design Workbook for Brampton's Upscale Executive Special Policy Areas" and or such other guidelines/policies which may supplement or replace them.
- 8.1.8 The scale of the Community Block Plans required in the Vales of Castlemore North Secondary Plan area shall be determined by the City of Brampton. Generally, the Community Block Plans should reflect the boundaries of the Community Design Concept Plans.
- 8.1.9 Because of the need for two Community Design Concept Plans in the Vales of Castlemore North Secondary Plan area, the Community Block Plans shall coordinate development between those lands designated Commercial and

Industrial on the east side of Airport Road and the predominantly residential lands east of Airport Road.

- 8.1.10 The Block Plan for the lands to east of Airport Road shall also coordinate development between the “upscale executive” and “conventional” portions of the community.
- 8.1.11 Community Block Plans may be submitted concurrently with Community Design Concept Plans.
- 8.1.12 Community Block Plans shall be approved by Council and incorporated into an appendix to the Secondary Plan along with the Community Design Concept Plans.

Detailed Community Design Guidelines

- 8.1.13 The Detailed Community Design Guidelines represent the final level of analysis required prior to draft plan of subdivision approval. They represent a further refinement of the vision for the community as outlined in the Community Design Concept Plan and the Community Block Plan.
- 8.1.14 The Detailed Community Design Guidelines shall be in compliance with the Community Design Concept and the Community Block Plan. The Guidelines shall be prepared based on the “Design Workbook for Brampton’s Upscale Executive Special Policy Areas” and/or such other guidelines/policies which may supplement or replace them. These submissions documents shall be prepared by a ‘qualified architectural and landscape consultant’.
- 8.1.15 The scale of the Detailed Community Design Guidelines required in the Vales of Castlemore North Secondary Plan area shall be determined by the City of Brampton. Generally, the Detailed Community Design Guidelines shall reflect the boundaries of the Community Block Plans.
- 8.1.16 Detailed Community Design Guidelines may be submitted concurrently along with Community Block Plans and Community Design Concept Plans.
- 8.1.17 Detailed Community Design Guidelines shall be prepared to the satisfaction of the City of Brampton.

8.2 Implementation Measures

Development Phasing

- 8.2.1 The phasing policies of Part I of the Official Plan shall apply to the development of the Secondary Plan Area. Additional policies may be adopted

by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.

- 8.2.2 The intent of the City and the Region is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with the policies of Part I of the Official Plan, the City may refuse approvals, or the Region may deem approvals premature, for any development for which adequate sewer and water services, storm water management facilities, schools, roads or any other essential service are not available or committed.
- 8.2.3 In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in the Secondary Plan Area and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

Small Holdings

- 8.2.4 Landowners of small holdings of less than 8.0 hectares (20.0 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and expediting their development proposals.
- 8.2.5 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 SP49(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.
- 8.2.6 Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter.

Cost Sharing

- 8.2.7 The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners as appropriate to implement development of the Secondary Plan area and equalize the cost of development for common studies, infrastructure, facilities and works, including the establishment of school sites and retention of the designated woodlot. However, the City will not be a party to this agreement nor be involved in its negotiation or administration.

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

8.2.9 The Woodlot designated on Schedule SP49(a) shall be gratuitously conveyed to the City at the collective expense of the Vales of Castlemore North Secondary Plan developers, in addition to the City's full parkland dedication requirements under the Planning Act.

Environmental Assessment Act

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

Interpretation

8.2.11 Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP49(a) are intended to indicate a desirable arrangement of these elements, they should be interpreted as being flexible provided that the intent of the Vales of Castlemore North 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.

8.2.12 The provisions of Part I of the Official Plan shall also apply to the implementation and interpretation of this chapter.