

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 43

FLETCHERS CREEK VILLAGE

SECONDARY PLAN

May 2012

EXPLANATORY NOTES

Office Consolidation The Fletchers Creek Village Secondary Plan (Secondary Plan Area 43)

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 2006 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the 1993 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 43, The Fletchers Creek Village Secondary Plan)

This office consolidation of the Fletchers Creek Village Secondary Plan consists of Chapter 43 and Schedule SP 43(a) of the document known as the 1984 Official Plan.

Chapter 43 is based on Official Plan Amendment 260 to the document known as the 1984 Official Plan, as adopted by City Council on March 8, 1995 and approved with modifications by the Ministry of Municipal Affairs and Housing on August 23, 1996. Chapter 43 incorporates all modifications, deferrals and referrals made by the Ministry, along with the following Official Plan Amendments as approved by the Province:

OP93-118	OP93-176
OP93-148	OP93-224
OP2006-049	OP2006-67(schedule change only)

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

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

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

**Chapter 43 and
Schedule SP43(a)
of the document known as
the 1984 Official Plan**

Chapter 43: The Fletchers Creek Village Secondary Plan

1.0 Purpose

The purpose of this chapter, together with Schedule SP43(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 7.2 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP43(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 recognizes existing highway commercial uses found on the south side of Highway 7, east of Chinguacousy Road. This chapter will constitute the Fletchers Creek Village Secondary Plan.

2.0 Location

The subject lands comprise a total area of approximately 161 hectares (400 acres) and are generally situated between McLaughlin Road and Chinguacousy (Mavis) Road, south of Highway 7 and north of the Canadian National Railroad right-of-way, comprising part of Lots 8, 9 and 10, Concession 2, W.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton, as shown on Schedule SP43(a).

3.0 Development Principles

3.1 Residential

3.1.1 The various residential designations shown on Schedule SP43(a) are categories in which the predominant use of land is residential and collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part II of the Official Plan are also permitted in the various residential designations or may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer sub-stations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

3.1.2 Housing mix range targets, as indicated on Table 1 following, shall apply to Secondary Plan Area Number 43.

TABLE 1

Mod 2
OPA 93-118
OP93-224

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density	20% - 30%
Semi Detached Density	30% - 40%
Medium Density Type	30% - 40%
High Density Type	<u>5% - 10%</u>
Total	100%

3.1.3 The overall density range for Secondary Plan Area Number 43 shall be 16 to 25 units per hectare (6.5 to 10 units per acre) of gross residential area, with a desirable average density of approximately 18.2 units per gross residential hectare (7.4 units per gross residential acre).

Mod 3
OPA 93-118

3.1.4 Proposals for residential development shall be considered in light of any relevant policies of the Official Plan and this Secondary Plan, including section 5.0, Chapter 43.

3.1.5 Prior to draft plan of subdivision or zoning approval as appropriate, the proponent(s) may be required to submit for the approval of the City a development concept for residential designations with difficult design features or limited access opportunities. Such concept shall address, as appropriate, how these designations will develop and function, observing limited access opportunities and shadowing impacts, if any, on adjacent low and medium density residential forms.

High Density Residential

3.1.6 Deleted by OP93-118

3.1.7 Deleted by OP93-118

3.1.8 Deleted by OP93-118

Mod 4

Medium Density Residential

3.1.9 In areas designated Medium Density Residential on Schedule SP43(a), residential uses within the Medium Density range defined in Part II of this Official Plan are permitted, subject to policies 3.1.2, 3.1.3 and 3.1.10.

3.1.10 Non profit housing projects within the Medium Density designations on Schedule SP43(a) and any proposal within the Medium Density designation bounded by McLaughlin Road, Fletchers Creek Valley, and Highway Number 7, comprising an area of approximately 7.27 hectares (18 acres) in size, may be developed at a Medium-High Density as defined by Part II of the Official Plan, without further amendment to this Plan. Such proposals to develop these lands at a Medium-High Density shall have regard to policy 3.1.11 and will have minimal impact on the local roads and services within the Secondary Plan Area.

OPA 93-118

3.1.11 Any proposal for Medium Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development.

Mod 4

Low and Medium Density Residential

3.1.12 In areas designated Low and Medium Density Residential on Schedule SP43(a), residential uses within the Low and Medium Density ranges defined in Part II of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3. The proportion of medium density housing types in the low and medium density designation shall not exceed 50 percent (%) of the total number of units realized within this designation.

3.1.13 In areas designated Low and Medium Density Residential adjacent to the Canadian National Railway right-of-way, medium density residential forms are encouraged in order to satisfactorily address noise attenuation requirements.

3.1.14 Residential lots shall be oriented toward and have primary access to the local and minor collector road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall generally maintain a minimum width of 12 metres, with a greater width or reverse frontage possibly being required in the vicinity of major intersections.

Affordable Housing

3.1.15 Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents and shall include a minimum of 25% of new residential units to be affordable in accordance with need.

Mod 5

Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.

3.1.16

Mod 6

Affordable housing will be integrated into the overall community so as to ensure opportunities for affordable housing are widely available.

3.1.17

Proponents may be required to enter into an appropriate agreement with respect to the implementation of the Housing Policy Statement.

Reserve Place of Worship

3.1.18

A place of worship (church) site will be reserved in the high or medium density residential designations abutting McLaughlin Road on the east side of the secondary plan area. The establishment and retention of the reserve place of worship site shall be subject to the following principles:

OP93-148

(i) included in the appropriate subdivision plan as a condition of draft approval and shall be held for use or acquisition for worship (church) purposes for a period of 3 years after the registration of the subject subdivision plan;

(ii) approximately .8 hectares (2 acres) to 1.2 hectares (3 acres) in size;

Mod 7

(iii) visibility from McLaughlin Road with restricted access as approved by the City; and,

OP93-148

(iv) zoned for worship (church) purposes at the time of subdivision registration but if not acquired or used for such purposes within the 3 year reserve period, may be alternately zoned to permit medium or high density residential development without further amendment to this Plan.

3.2

Commercial

Convenience Commercial

3.2.1

Lands designated Convenience Commercial on Schedule SP43(a) shall be permitted the range of uses and be developed in accordance with Chapter 2, subsection 2.2 and other relevant policies of the Official Plan, and the following principles:

(i) no outdoor storage of goods or material shall be permitted;

(ii) provision shall be made to minimize the adverse impact upon adjacent residential uses, through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from

nearby residences to minimize intrusion and glare upon residential properties;

- (iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers; and,
- (iv) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

Neighbourhood Commercial

3.2.2

Mod 8

Lands designated Neighbourhood Commercial on Schedule SP43(a) shall be developed in accordance with the Local Retail hierarchy policies for Neighbourhood Retail facilities as outlined under Section 4.2.11.5(a) of the Official Plan with the following exceptions:

*OPA 93-176
OP2006-049*

- (i) Shall permit a maximum gross commercial floor area of 12,500 square metres; and,
- (ii) Shall permit a senior retirement home having a maximum height of six storeys and a maximum of 163 units.

Highway Commercial

3.2.3

Lands designated Highway Commercial on Schedule SP43(a) shall be permitted the range of uses and be developed in accordance with Chapter 2, subsection 2.2 and other relevant policies of the Official Plan.

3.2.4

Mod 9

The Highway Commercial designation at the southwest corner of Highway 7 and McLaughlin Road shall be approximately 0.6 hectares (1.5 acres) in size and appropriately buffered from any adjacent residential development.

3.3

Open Space

3.3.1

Lands designated Open Space on Schedule SP43(a) shall be used for outdoor and indoor recreation areas and facilities, as appropriate. Chapter 2, subsection 2.5 and other relevant policies of the Official Plan shall apply.

3.3.2

A Neighbourhood Park shall be developed in the general location indicated on Schedule SP43(a) in accordance with Chapter 2, subsection 2.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, necessary adjustments may be made to the size and location of the neighbourhood park through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.3

Mod 10

A parkette shall be established in the general location designated on Schedule SP43(a), and developed in accordance with Chapter 2, subsection 2.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, necessary adjustments may be made to the size and location of parkettes through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.4

Mod 11

The southerly parkette indicated on Schedule SP43(a) within the low and medium density residential designation shall incorporate to the extent practicable, portions of existing high quality hedgerows in the vicinity.

3.3.5

Mod 11

Where Open Space facilities designated on Schedule SP43(a) abut school sites, it is the intent of the City to co-operate with the relevant school board(s) to co-ordinate the planning, development, access, maintenance and shared activity programming of school and park facilities.

3.4

Hazard Lands

3.4.1

Lands designated Hazard Lands on Schedule SP43(a) have been identified by the appropriate Conservation Authority as having inherent environmental hazards including flood susceptibility. Designated Hazard Lands shall remain in primarily a natural state or be utilized for storm water management purposes and complementary uses in accordance with Chapter 1, subsection 1.2, 1.3 and other relevant policies of the Official Plan and the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

3.4.2

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

3.5 Institutional

- 3.5.1 One separate elementary school site and one public elementary school site are required in the general locations indicated on Schedule SP43(a). If a school site or part thereof is not required by either the Peel Board of Education or the Dufferin-Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this Plan.
- 3.5.2 The relevant subdivision plan(s) shall include designated school sites as appropriate with a shape, size and frontage to the satisfaction of the relevant School Board. Developers may also be required to demonstrate how school sites can be redeveloped for suitable alternate uses should any particular school site be released or not required for school purposes.
- 3.5.3 Prior to approval of plans of subdivision, the City shall encourage landowners within the Secondary Plan Area 43 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing school sites designated on Schedule SP43(a), as encouraged by the School Boards.

3.6 Special Policy Area One

OPA 93-224

- 3.6.1 In addition to the other uses permitted by the Secondary Plan on the lands subject to Special Policy Area One, an apartment building oriented towards seniors housing is permitted. Limited service commercial uses (including office, retail and personal services) with no outside storage are permitted.
- 3.6.2 The following development principles shall apply and also take into consideration the entire Highway Commercial lands westward to Chinguacousy Road:
- (i) Any development shall provide for internal vehicular and pedestrian access with lands to the west, shall minimize individual access points on Bovaird Drive (Regional Road 107) and shall facilitate the development of the commercial lands in a comprehensive and integrated manner that achieves the other development principles for these lands as set out in these policies and the applicable Urban and Architectural Design Guidelines.
 - (ii) Building shall exhibit a high standard of design (layout, massing, architectural treatment), that complements the surrounding residential development, establishes a strong street presence and

a high-quality image along Bovaird Drive (Regional Road 107) and creates a high degree of visual interest.

- (iii) Landscaping shall be to a high standard, shall address the interface between the various uses and shall establish a high quality streetscape along Bovaird Drive (Regional Road 107).
- (iv) Parking and service areas shall be located and designed to minimize their impact on the streetscape and the adjacent residential uses.
- (v) A direct pedestrian access to the apartment building from Bovaird Drive (Regional Road 107) shall be provided.

3.6.3 Full moves vehicular access to Bovaird Drive (Regional Road 107) shall be shared with the Highway Commercial lands west to Chinguacousy Road. As part of any development proposal, the owner of lands within the Special Policy Area One shall be required to provide easements for access in favour of the lands to the west. The provision of easements may be subject to the landowners to the west sharing in the direct costs of the provision of the full-moves access (such as costs for traffic signals and road works related directly to the full-moves access).

3.6.4 The zoning by-law for the lands subject to Special Policy Area One shall set out the appropriate standards of development including restrictions on building height and setbacks and provisions for minimum landscaping and parking in order to minimize impacts on the existing residential area. A maximum unit size for the apartment dwelling units, oriented towards seniors housing, will be established.

4.0 Transportation Policies

4.1 Roads

4.1.1 Road facilities in Secondary Plan Area Number 43 are intended to develop and function in accordance with Chapter 4, subsection 4.2, and other relevant policies of the Official Plan.

4.1.2

Mod 12

The right-of-way requirement for Highway 7 shall be sufficient to accommodate a 6 lane arterial road with centre median, as determined by the Ministry of Transportation of Ontario (MTO). Appropriate road widenings and lands for any highway improvements necessary to achieve the right-of-way requirement, shall be conveyed as a prerequisite to development within Secondary Plan Area Number 43. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes and/or utilities.

4.1.3

New accesses to Highway 7 shall require the approval of the Ministry of Transportation of Ontario (MTO). The Ministry and the City will encourage the consolidation of existing access points to Highway 7 from properties located east of Chinguacousy (Mavis) Road to that extent practicable.

4.1.4

This Plan provides for the staged construction of Mavis (Chinguacousy) Road as a Major Arterial Road in accordance with Chapter 4, subsection 4.2.

4.1.5

Lands shall be conveyed to the appropriate road authority as a condition of development of the abutting lands within Secondary Plan Area Number 43 to achieve a 45.0 metre right-of-way for Mavis (Chinguacousy) Road and a 36.0 metre right-of-way for McLaughlin Road.

4.1.6

Mod 13

A 36.0 metre right of way will be established for the immediate extension and construction of Williams Parkway within the secondary plan area prior to the issuance of building permits. The alignment of the road will be finalized through the subdivision approval process and particular attention shall be given to the crossing of Fletchers Creek and the intersection of Williams Parkway with Chinguacousy (Mavis) Road, relative to the location of the Brampton Hydro Transformer Station on the west side of Mavis Road. Detailed crossing of the Fletchers Creek crossing shall account for the relevant recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

4.1.7

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

4.1.8

An appropriate access point to Williams Parkway shall be reserved for the existing Carlton Cards plant to the south of the secondary plan area.

4.1.9

The right-of-way requirement for Minor Collector Roads shall be 23.0 metres and 26.0 metres for Major Collector Roads.

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

4.2 Public Transit

Mod 14

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

4.2.2 Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate residents who would otherwise be more than 300 metres(1000 feet) walking distance from an existing or planned transit stop.

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

4.3 Pedestrian/Cyclist Links

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

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

4.3.3 To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads such as Williams Parkway and Highway 7 shall be by underpass or other suitable arrangements where the City does not consider an at-grade crossing appropriate or practical.

4.4 Railways

4.4.1 Schedule SP43(a) identifies a proposed grade separation at the intersection of Chinguacousy (Mavis) Road and the Canadian National Railway. Sufficient lands shall be reserved for such a grade separation, in conjunction with draft plan approval of affected plans of subdivision.

5.0 Environmental, Servicing and Design Considerations

Mod 15

The Fletchers Creek Subwatershed Management Study (Paragon Engineering) shall be implemented within Secondary Plan Area Number 43

through the preparation of an Environmental Implementation Report(s). It is preferred that these Reports cover large blocks of land, rather than on a subdivision basis to benefit from economies of scale, better account for cumulative effects, identify central or combined storm water management facilities, and reduce agency review time. Among other things, these Reports will include Environmental Impact Statements for development within 50 metres of high and medium function greenspace features as documented in the Subwatershed Management Study.

5.1 Tree Preservation

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

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

Woodlot

5.1.3

Mod 16

The woodlot which is identified on Schedule 'C' of the Official Plan and within the Fletchers Creek Subwatershed Management Study (Paragon Engineering) and situated in the Residential and Neighbourhood Park designations east of the north/south collector road and south of the school sites has been recognized as an existing landscape feature. It shall be preserved to the greatest extent practicable, and considered as a candidate area for rehabilitation and enhancement of its ecological functions through the development of the surrounding lands. In this regard, development proposals within or abutting the woodlot shall be subject to Chapter 1, subsection 1.3 and other relevant policies of the Official Plan. Any studies relating to the preservation, treatment and disposition of the woodlot shall be submitted as part of the Environmental Implementation Report prior to the draft approval of the related plan of subdivision, or zoning approval. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

5.2 Noise Attenuation

5.2.1

Mod 17

In the case of low and medium density residential uses adjacent to Provincial Highways and Major Arterial Roads, the primary methods of achieving road noise levels consistent with Provincial guidelines is the use of

reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1000 feet), unless otherwise authorized by the City.

A secondary method of achieving acceptable road noise levels on Minor Arterial and Major Collector Roads is the use of parallel service roads accommodating residential frontages.

5.2.2

Mod 17

In the case of either road noise attenuation treatment above, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate satisfactory safety measures between the minor arterial and local road.

5.2.3

A satisfactory comprehensive noise attenuation design study or individual subdivision based noise analysis reports in accordance with Chapter 1, subsection 1.8 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.

5.2.4

Residential development adjacent to the Canadian National Railway will be subject to the Rail Noise and Vibration Policies of Chapter 1, subsection 1.8 and other relevant policies of the Official Plan.

5.2.5

Where residential development, for which noise control measures will be required precede the construction of the proposed grade separation at the Canadian National Railway and Chinguacousy (Mavis) Road, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authority.

5.2.6

Mod 18

Prior to subdivision approval for lands situated adjacent to the Canadian National Railway right-of-way, noise and vibration impact studies shall be undertaken by the developer, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Region and the City, in consultation with Canadian National Railway are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to berming, fencing and the imposition of building setbacks.

Land Use Compatibility

5.2.7

Mod 19

Exposure of residential and other land uses sensitive to vibration, noise, dust, odours or other effects caused by industrial facilities, and likewise, the encroachment of sensitive land uses on these facilities, shall be minimized

through the use of separation distances, the placement of non-sensitive lands uses as buffers, and/or other means. Provincial land use compatibility guidelines shall be referred to for direction in determining the appropriate measures to achieve land use compatibility.

5.2.8

Mod 19

Prior to subdivision or zoning approval for lands adjacent to the Carlton Cards Limited plant in the southwest quadrant of the McLaughlin Road and Williams Parkway intersection, noise and vibration studies shall be undertaken by development proponents as necessary to identify potential adverse impacts on residential development and to recommend appropriate attenuation and/or buffering techniques. Such development and studies shall be subject to the approval of the Region as appropriate and the City.

Mod 18

Potentially Contaminated Sites

5.2.9

Mod 20

Where there is the potential that a site may be contaminated due to the previous use of the property, a soils study shall be prepared in accordance with provincial guidelines for the decommissioning and clean up of contaminated sites and submitted along with any 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.

5.3

Storm Water Management

5.3.1

In addition to the Hazard Lands designation, storm water management facilities are permitted in all land use designations on Schedule SP43(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

5.3.2

Mod 21

Storm water management practices within Secondary Plan Area 43 shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for storm water management within Fletchers Creek Village shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

5.3.3

Mod 22

A Stormwater Management Plan will be undertaken for any development in Secondary Plan Area Number 43, in accordance with the Fletchers Creek Subwatershed Management Study (Paragon Engineering). They shall be prepared and included with the related Environmental Implementation Report, and will be subject to approval by the Credit Valley Conservation and the City prior to draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage impacts on Highway 7.

This Stormwater Management Plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts and prevent erosion and siltation in Fletchers Creek during and after the construction period. The stormwater management reports will be consistent with and implement the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering). In addition, the Plan shall also identify a monitoring program.

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

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

Drainage Tributary

- 5.3.5 The Fletchers Creek Subwatershed Study (Paragon Engineering) recognizes a minor watercourse in the west half of Lot 10, Concession 2 W.H.S., extending north and west of the woodlot, that may be of ecological value to the subwatershed. Prior to draft plan approval, a site biological review and study shall be undertaken as part of the Environmental Implementation Report, to evaluate the hydrologic and hydraulic functions and the habitat functions of this watercourse relative to subwatershed ecology and establish how the feature should be addressed within the subdivision design. Such review is subject to the approval of the Conservation Authority and the City. This evaluation may necessitate an amendment to Schedule SP43(a).

Mod 23

5.4 Sanitary Sewage and Water Supply

- 5.4.1 Development within Secondary Plan Area Number 43 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers, designed to accommodate further development of the Fletchers Creek subwatershed.
- 5.4.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area which are to continue in use should

their operation be detrimentally impacted through the process of developing the secondary plan area.

5.5 Urban Design Guidelines

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

6.0 Implementation and Interpretation

6.1 Development Phasing

6.1.1 The phasing policies of Chapter 7 of the Official Plan shall apply to the development of Secondary Plan Area 43. Proponents may be required to enter into phasing agreements satisfactory to the City to ensure an appropriate pace of development.

6.1.2 The intent of the City is that essential services will be provided with residential development in Secondary Plan Area 43.

Mod 24

6.1.3 In accordance with relevant Official Plan policies (Chapters 2, 6 and 7) various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment and overall growth rates will be monitored so that measures can be taken to phase or direct growth in Secondary Plan Area 43 and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.

6.2 Implementation Measures

6.2.1 The City shall encourage the use of Cost Sharing Agreements or other suitable arrangements amongst landowners in order 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.

Mod 25

6.2.2 It is recognized there may be some difficulty in addressing storm water management controls for surrounding new development areas west of Chinguacousy Road and north of Highway 7. Although it is not anticipated as necessary at this time, landowners within Secondary Plan Area 43 may

Mod 26, 27

be required to participate as part of various technical solutions necessary to solve any future flooding concerns in Fletchers Creek, should their participation be a logical, practical and appropriate element of such solutions.

6.2.3

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

Mod 26