

OFFICE CONSOLIDATION
CHAPTER 50
VALES OF HUMBER SECONDARY PLAN

October 2012

EXPLANATORY NOTE

Office Consolidation Vales of Humber Secondary Plan Area 50 CHAPTER 50

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the 2006 Official Plan (policy 5.4.10 in the 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current 2006 Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984, 1993 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision

was not to be considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

Specific (Secondary Plan 50, Vales of Humber Secondary Plan)

This office consolidation of the Vales of Humber Secondary Plan consists of Chapter 50 of the document known as the 2006 Official Plan.

Chapter 50 is based on Official Plan Amendment OP2006-61 to the document known as the 2006 Official Plan, as adopted by City Council on December 14, 2011 and upheld by the OMB on June 13, 2012.

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:

nil

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

October 2012

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THE VALES OF HUMBER SECONDARY PLAN

Chapter 50

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP50, is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan and the City's Growth Management Program, a policy framework and direction for detailed land use planning to guide the development of a new upscale executive housing community in the City of Brampton, known as Vales of Humber, as outlined on Schedule 50(a).

This Chapter specifies desired land use patterns, a transportation network, a Natural Heritage System and related planning controls to achieve sustainable, efficient, orderly and ecologically responsible urban development.

This amendment will establish Chapter 50 of the Official Plan, as the Vales of Humber.

The subject official plan amendment has been prepared having regard for the 2005 Provincial Policy Statement and in conformity with the policies of the Growth Plan, 2006 Brampton Official Plan and the Region of Peel Official Plan, after extensive study and public consultation.

The following component studies have been undertaken and taken into consideration during the preparation of this amendment:

- Noise Control Feasibility Study
- Commercial and Institutional Land Use Study
- Community Design Guidelines
- Transportation Study and Collector Road Environmental Assessment: Part 2
- Infrastructure Servicing Study: Phase 2
- Master Environmental Servicing Plan: Phase 2
- Growth Management and Staging/Sequencing
- Planning Justification
- Cultural Heritage

2.0 LOCATION

The subject lands comprise an area of approximately 268 hectares (ha) located in northeast Brampton, as outlined on Schedule SP50(a). The Vales of Humber Secondary Plan Area is bounded by a tributary of the West Humber River to the west, Mayfield Road (the Brampton Caledon municipal boundary) to the north, The Gore Road to the east, and Countryside Drive to the south. These lands are described as being Lots 16 and 17, Concession 8 and 9 ND in the Geographic Township of Toronto Gore, now in the City of Brampton, as shown on Schedule SP50(a).

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

Lands subject to Chapter 50 outlined on Schedule SP50(a) shall be developed in accordance with the policies of this Chapter and with Schedule SP50(a) attached thereto, and also in accordance with all other relevant policies and schedules of the City of Brampton Official Plan.

Accordingly, this Chapter should not be interpreted as a free standing Official Plan document. The policies herein are designed to supplement those of the Official Plan, not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the overall Official Plan together with Chapter 50.

4.0 GOALS AND OBJECTIVES

The Vales of Humber has been planned based on the principle of sustainable development and the detailed policies of this Chapter are guided by a sustainable planning framework that is built on the City's ecosystem approach to land use planning, integrated land use and transportation planning, vibrant residential neighbourhoods, preserving the City's rich cultural heritage and existing social fabric, and directing growth in a coordinated, fiscally responsible manner.

4.1 Planning Vision

The planning vision for the Vales of Humber Community is to create an upscale executive housing community that complements and respects the surrounding estate residential neighbourhoods as well as the historic Hamlet of Wildfield, that is a sustainable, compact, complete, ecologically responsible and well designed community that supports pedestrians,

cyclists and transit and integrates, and protects the Area's natural and cultural heritage features.

The planning vision sets out the framework for the new community in terms of the following major structural elements:

- i) a community that is planned based on balanced social, economic, environmental and cultural heritage responsibilities such as land use, transportation, natural and cultural heritage conservation, community design, enhanced neighbourhood connectivity and fiscal integrity;
- ii) a Natural Heritage System that identifies, protects, restores and enhances the diversity and connectivity of natural features and areas, and ecological functions, in recognition of the dynamic interrelationships of all elements of the natural environment and the need for long term management and related monitoring, while balancing it with other planning considerations such as land use, transportation and transit, community design, enhanced neighbourhood connectivity and fiscal integrity;
- iii) an integrated pedestrian and cycling network linking the stormwater management ponds, open spaces, commercial uses, parks and schools throughout the community and integrated with the City's Pathways System;
- iv) three distinct residential designations ("Executive Residential", "Executive Transition Residential" and "Low Density Residential") strategically distributed throughout the Secondary Plan Area in a manner that responds to the area's unique location and natural attributes in order to create an upscale executive community while ensuring that the context of the surrounding land use is protected, respected and reinforced;
- v) an executive housing buffer adjacent to the Hamlet of Wildfield, the natural heritage system and the adjacent estate residential areas;
- vi) a series of neighbourhood nodes containing neighbourhood facilities such as schools, parks and commercial uses around which smaller frontage lots are situated;
- vii) a well-ordered street network designed to be walkable and cyclable. This network includes two east-west collectors and three north-south collectors that connect to an established arterial boundary road network, thereby linking the community to the rest of the City;

- viii) commercial uses located on the edges of the community at the intersection of arterial and arterial/collector road intersections intended to primarily serve local area residents;
- ix) a centrally-located Local Park and a series of smaller Parkettes and Vest Pockets located within walking distance of surrounding residents;
- x) institutional uses including two new elementary schools, the existing St. Patrick Elementary School and a Place of Worship site;
- xi) gateway and neighbourhood entry features to create a sense of arrival and establish the upscale executive character of the community; and,
- xii) a Special Policy Area to address appropriate development and transition buffering adjacent to the Hamlet of Wildfield.

4.2 GOALS & OBJECTIVES

The following goals and objectives have guided the formulation of the detailed policies of this Chapter and are based on the City's ecosystem approach to land use planning, and the desire to promote sustainable development and complete communities.

Natural and Cultural Heritage & Open Space

The City has undertaken a comprehensive approach to identify and protect the Vales of Humber Community's Natural Heritage System that is consistent with the Provincial Policy Statement (2005), through a combined landscape-scale and feature-based analysis that addresses the diversity, connectivity, and ecological features and functions and associated linkages of terrestrial, aquatic and water resources.

Natural Heritage

- 4.2.1 Identify, establish and protect a sustainable natural heritage system that incorporates integrates and connects natural features and functions to create a healthy, ecologically diverse Natural Heritage System.
- 4.2.2 Establish Restoration Areas as part of the Natural Heritage System as compensation/mitigation for the loss of natural features that would have been part of the Natural heritage System.
- 4.2.3 Restore, enhance, manage and monitor the diversity and connectivity of natural features and their long-term ecological functions to ensure a healthy Natural Heritage System, as part of creating complete and

compact community in accordance with the policies of the Provincial Growth Plan.

- 4.2.4 Identify, conserve and enhance the existing urban tree canopy, to the greatest extent feasible, as determined through the City of Brampton Guidelines for the Assessment of Existing Tableland Vegetation.
- 4.2.5 Ensure new development will be efficient, environmentally responsible, diverse and well balanced, to support the natural environment.

Cultural Heritage

- 4.2.6 Protect the existing built form of Wildfield.
- 4.2.7 Conservation of cultural heritage resources within the Vales of Humber Secondary Plan Area shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan.
- 4.2.8 Retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans which may be prepared for such development.
- 4.2.9 All development in the Vales of Humber Secondary Plan will require appropriate archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture.

Open Space

- 4.2.4 Develop a diverse and integrated open space system that accommodates both passive and active recreational activities and that includes a safe and continuous open space “framework” connecting a central neighbourhood park, neighbourhood parkettes, schools, stormwater management facilities and pedestrian/ cyclist trails provided through natural areas and along landscaped boulevards.
- 4.2.5 Promote the function of stormwater management ponds and Low Impact Development (LID) as amenity areas in addition to managing stormwater.
- 4.2.6 Integrate views and vista of the natural heritage system within the community design and develop such features as visual and functional community focal points.

Transportation

- 4.2.7 Encourage and promote the use of travel modes other than the personal automobile by providing transit service as well as cycling and walking opportunities within the community.
- 4.2.8 Create an inter-connected internal street pattern that integrates a system of sidewalks, cycleways and walkways within the community and that collectively promotes the safe, efficient movement of traffic, transit services, cyclists and pedestrians, and facilitates recreational and utilitarian walking and cycling within and between neighbourhoods, open space areas, commercial, employment and institutional uses.
- 4.2.9 Establish a series of east-west and north-south internal collector roads that take advantage of established intersections, and connect to the adjacent arterial road system at appropriate locations.

Community & Neighbourhood Design

- 4.2.10 Create land use patterns that complement and integrate enduring built-form elements, enhance and integrate the Area's natural heritage system, and contribute to achieving superior, upscale executive neighbourhoods.
- 4.2.11 Develop varied and distinct pedestrian-scale urban spaces and residential neighbourhoods that are walkable, provide a strong and identifiable sense of place for residents and offer multiple possibilities for outdoor activity and access to daily amenities.
- 4.2.12 Balance the need to provide an appropriate plan for urban development densities with the desire to create upscale, executive housing enclaves that are compatible with the adjacent estate residential areas, given the objectives for efficient use of land and infrastructure, such that the overall people/jobs per hectare of approximately 38 persons and jobs per hectare is achieved.
- 4.2.13 Provide for a minimum of 1,000 upscale executive detached dwelling lots with minimum lot frontages of 15.2 metres (50 feet) and minimum lot areas of at least 464.5 square metres (5,000 square feet) in accordance with the Official Plan policies for executive housing.
- 4.2.14 Respect the existing lotting and built form patterns in the Hamlet of Wildfield by establishing appropriate land uses, lot sizes, buffer areas, street patterns and design guidelines that reflect the hamlet's character and promote its protection.

- 4.2.15 Accommodate larger lot housing west of McVean Drive along valleylands and open space areas, adjacent to the Hamlet of Wildfield and along community edges of Countryside Drive and The Gore Road.
- 4.2.16 Establish a series of neighbourhood nodes within the community around key focal points and structuring elements such as parks, parkettes, key intersections and roundabouts.
- 4.2.17 Locate smaller frontage “Low Density Residential” lots within neighbourhood nodes to help define these focal points and to enable the gradual transitioning to “Executive Transition” lots and subsequently to larger frontage “Executive Residential” lots situated along community edges (other than Mayfield Road), valleylands and natural heritage features.
- 4.2.18 Provide superior quality housing and introduce an appropriate range of architectural styles and detailing throughout the community that reflect the community’s planned upscale, executive character.
- 4.2.19 Orient street patterns, adjacent uses and lot patterns so that building facades and entrances function as the major defining elements of the streetscape and create appropriate transitions to and from executive neighbourhoods.
- 4.2.20 Create a streetscape along Countryside Drive that is comfortable for pedestrians while respecting its existing estate residential character.
- 4.2.21 Provide a hierarchy of public parks within the community.
- 4.2.22 Locate public uses at high visibility corner locations along arterial and collector roadways and/or at view termini.
- 4.2.23 Provide local serving retail opportunities to serve both existing and new residents and situate such commercial uses in locations along arterial roadways that are also conveniently accessible to pedestrians and cyclists.
- 4.2.24 Ensure that commercial development reflects superior urban design and occurs in a manner that integrates with and complements the surrounding residential community.
- 4.2.25 Coordinate the staging and sequencing of development with the provision of municipal services in accordance with the City’s Growth Management Program.

4.2.26 Achieve financial sustainability through the provision of municipal services in an efficient and financially prudent manner.

5.0 DEVELOPMENT POLICIES

The policies contained herein are specific to this Secondary Plan Area. However, the City of Brampton Official Plan should be referenced for additional City-wide policies that apply to the Secondary Plan Area, including those policies found in Section 4.1.2.

5.1 RESIDENTIAL

5.1.1 General Provisions

5.1.1.1 Within the various residential designations shown on Schedule SP50(a), only single detached dwellings shall be permitted.

5.1.1.2 Complementary uses, as set out in Part One of the Official Plan, are permitted in the various Residential designations, but shall be limited to small scale institutional uses including elementary schools, libraries, parks, community centre, and day care centres. 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.

5.1.1.3 A maximum overall residential density of 19.7 units per net hectare (8 units per net acre) is permitted across the entire Vales of Humber secondary plan.

5.1.1.4 A minimum of 1,000 upscale executive detached dwellings on lots with minimum frontages of 15.2 metres (50 feet) and minimum lot areas of at least 464.5 square metres (5,000 square feet) in accordance with the Official Plan policies for executive housing to be provided within the lands designated for residential purposes by this plan.

5.1.1.5 Residential designations and lot sizes within each designation shall generally be arranged to form a transition from smaller frontage “Low Density Residential” lots clustered around neighbourhood nodes and commercial sites to “Executive Transition Residential” lots and, lastly, to larger “Executive Residential” lots strategically located along natural areas, adjacent to the historic hamlet of Wildfield and along the community edges of Countryside Drive and The Gore Road

separating the Vales of Humber Community from adjacent estate residential areas.

- 5.1.1.6 Other than along Mayfield Road, reverse lotting is to be avoided except where another alternative lotting pattern is not practical or desirable.
- 5.1.1.7 A range of diverse yet superior detached dwelling housing choices are to be provided, expressed through attention to detail in the architecture, choice of building materials, garage siting, building elevations and roof lines, are to be provided.
- 5.1.1.8 Residential lots adjacent to the Natural Heritage System shown on Schedule SP50(a) shall be shaped, oriented, and developed in a manner that is compatible with and complementary to the Natural Heritage System.
- 5.1.1.9 Existing residences and buildings located on lands designated for residential development shall continue to have direct access to an arterial road until such time as access from an alternative road becomes available or the property is redeveloped.
- 5.1.1.10 To ensure conformity with the Provincial Growth Plan and the City's Growth Management objectives, the Vales of Humber Secondary Plan shall be planned to achieve an overall density in the order of 38 combined residents and jobs per net hectare based on the delivery of approximately 7,700 to 8,070 people and approximately 650 jobs within the Vales of Humber. Implementing zoning and plans of subdivisions shall contain provisions to ensure the achievement of these targets.
- 5.1.1.11 The secondary plan area has been designed to have a gradual transition in frontage generally in the order of 3 metres (10 feet) between adjoining lots and lots across a public road or open space feature.
- 5.1.1.12 Lot frontages at intersections of Collector Roads and Collector and Local Roads shall be orientated to face the minor roads to accommodate transit amenities including bus pads and shelter pads.

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 roads and other noise sources shall be provided.

5.1.2 Executive Residential

- 5.1.2.1 Lands within the “Executive Residential” designation shall be developed with a variety of wide frontage (50-80 foot) single detached lots. In addition, the secondary plan has been designed to accommodate anchor lots, defined as measuring 21 metres (70 feet) or greater in frontage, in appropriate locations. The criteria for the location and distribution of anchor lots will be set out in the approved Community Design Guidelines.
- 5.1.2.2 As shown on Schedule SP50(a), “Executive Residential” areas shall be located along valleylands and other natural heritage features, community edges (other than Mayfield Road), and adjacent to the Hamlet of Wildfield.
- 5.1.2.3 In areas designated “Executive Residential” on Schedule SP50(a), the following policies will apply:
- i) a maximum density of 14.5 units per net residential hectare (6 units per net acre) for the lands designated “Executive Residential”;
 - ii) a minimum lot width of 15.2 metres (50 feet);
 - iii) the secondary plan will generally be designed for a minimum lot depth of 35 metres (115 feet), however, the City will permit lot depths less than 35 metres (115 feet) where there are lotting constraints;
 - iv) a limited number of wide shallow lots may be provided within the designation provided the overall lot size meets or exceeds 464.5 square metres (5,000 square feet);
 - v) a range of lot frontages from 15.2 metres (50 feet) up to and beyond 24 metres (75 feet) shall be provided, with lots at the higher end of the range situated at prominent locations, adjacent to Countryside Drive and The Gore Road and the Natural Heritage System. Lots at the lower end of the range will be located adjacent to the “Executive Transition” and “Low Density Residential” designations; and,
 - vi) in the order of 690 lots shall be provided in the “Executive Residential” designation of this plan, which shall contribute towards the Official Plan requirement for a minimum of 1,000 upscale executive housing units within the secondary plan area. If the 690 minimum number of lots cannot be

achieved within the “Executive Residential” designation, additional executive lots will be provided within the “Executive Transition” designation without an amendment to this Plan, provided the lots meet the executive size criteria set out in 5.1.2.3 i), ii), iii) and iv) and the total number of executive lots meets or exceeds the 1,000 unit target.

- 5.1.2.4 Executive Residential lots along Collector Road A shall, where possible, be orientated with the frontage facing the Collector Road. If this is not possible, it is preferred that the flankage elevation facing Collector Road A contain the main entrance to the dwelling and be the subject of a high degree of architectural detailing in order to foster an upscale community image.

5.1.3 Executive Transition

- 5.1.3.1 Lands within the “Executive Transition” designation shall be developed for a variety of mid-sized single-detached lots that act as a transition between the “Executive Residential” and “Low Density Residential” areas of the community.

- 5.1.3.2 Notwithstanding Section 4.1.2.2(iii) of the Official Plan, in areas designated “Executive Transition” on Schedule SP50(a), the following policies will apply:

- i) a maximum density of 19.5 units per net residential hectare (8 units per net acre) for the lands designated “Executive Transition”;
- ii) a minimum lot width of 13.7m metres (45 feet);
- iii) a range of lot frontages from 13.7 metres (45 feet) up to and beyond 18 metres (59 feet);and,
- iv) a minimum of 310 lots with frontages of 15.2 metres (50 feet) and greater and with a minimum lot area of at least 464.5 square metres (5,000 square feet) shall be provided in the “Executive Transition” designation of this plan. Fewer than 310 lots may be provided without an amendment to this plan if additional executive lots beyond the minimum in 5.1.2.3 v) are provided in the “Executive Residential” designation and provided the additional lots meet the executive size criteria set out in 5.1.2.3 i), ii), iii) and iv) and the total number of executive lots meets or exceeds the 1,000 unit target.

- 5.1.3.3 Given the planned function of the “Executive Transition” designation to serve as a transition area between the “Executive Residential” designation and the “Low Density Residential” designation, lots with frontages greater than 15.2 metres within “Executive Transition” designation shall generally be located adjacent to the “Executive Residential” designation, with smaller lot frontages within the “Executive Transition Residential” designation generally located along collector roads and adjacent to the “Low Density Residential” designation.

5.1.4 Low Density Residential

- 5.1.4.1 Lands within the “Low Density Residential” designation shall be located in the interior of the community, clustered around park blocks, commercial blocks and along Mayfield Road.
- 5.1.4.2 In areas designated “Low Density Residential” on Schedule SP50(a), the following policies will apply:
- i) a maximum density of 30 units per net residential hectare (12 units per net acre);
 - ii) a minimum lot width of 12.2 metres (40 feet); and,
 - iv) a range of lot frontages from 12.2 metres (40 feet) to 15 metres (49 feet).

5.2 COMMERCIAL

5.2.1 General Provisions

- 5.2.1.1 The designated Commercial sites in the Vales of Humber Secondary Plan Area are intended to provide local retail opportunities to serve both new residents and those residents from the surrounding communities.
- 5.2.1.2 To generate an attractive and integrated urban environment, the image and character of the development within Commercial designations shall consist of superior building design, use of materials and landscape design to enhance and complement the upscale image of the community. Commercial development shall be themed in keeping with the host executive residential community.
- 5.2.1.4 The lands designated “Neighbourhood Retail” and “Convenience Retail” on Schedule SP50(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Section 4.2.11 of the Official Plan, as well as other relevant policies.

5.2.1.5 Development within Commercial designations shall respect the following principles:

- i) no outdoor storage of goods or materials shall be permitted;
- ii) only a high quality built-form will be permitted, consistent with the architectural theme of this upscale, executive housing community;
- iii) provision shall be made to minimize adverse impacts upon adjacent residential uses through noise mitigation measures, landscaping and buffer treatments;
- iv) on-site parking and loading areas shall be screened from the street edges through appropriate placement of intervening built-form, fencing and/or landscape elements;
- v) the illumination of parking facilities/areas shall be directed away from nearby residences and the natural heritage system in order to minimize intrusion and glare upon residential properties and wildlife habitat;
- vi) common access arrangements and linked parking areas may be required to serve multiple land uses;
- vii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations;
- viii) commercial sites will be designed to be readily accessible to the community via all transportation modes, with particular attention given to integrating pedestrian, bicycle and transit infrastructure networks and providing safe and attractive linkages that will promote and encourage walking, cycling and transit;
- ix) commercial sites will provide bicycle storage;

- x) drive through facilities, gas bars and car washes shall only be permitted within the Neighbourhood Retail designation located at the southeast corner of Mayfield Road and McVean Drive in accordance with the City's Development Design Guidelines, specifically the sections "Automotive Service Centre Guidelines" and "Drive-through Facility Design Guidelines"; and,

Prominent buildings shall be brought to the street edge.

5.2.2 Neighbourhood Retail

- 5.2.2.1 Lands designated "Neighbourhood Retail" on Schedule SP50(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Section 4.2.11 of the Official Plan and other relevant policies.
- 5.2.2.2 One "Neighbourhood Retail" site is designated within the Vales of Humber Secondary Plan Area as shown on Schedule SP50(a).
- 5.2.2.3 Drive-through facilities, car washes and gas bars will be permitted within this designation subject to the standards within the Development Design Guidelines, specifically the sections "Automotive Service Centre Guidelines" and "Drive-through Facility Design Guidelines" in order to establish planning criteria and design guidelines for the siting and design of these facilities. The planning and design of these facilities must be consistent with and promote the City of Brampton's vision and civic design objectives.
- 5.2.2.4 Drive-through facilities within the Neighbourhood Retail designation shall be limited to one.

5.2.3 Convenience Retail

- 5.2.3.1 Lands designated "Convenience Retail" on Schedule SP50(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Section 4.2.11 of the Official Plan and other relevant policies.
- 5.2.3.2 One "Convenience Retail" site is provided within the Vales of Humber Secondary Plan Area as shown on Schedule SP50(a).

- 5.2.3.3 Buildings shall be designed to reflect the character of the Hamlet of Wildfield.
- 5.2.3.4 The Convenience Retail site shall be designed in a manner that maintains and complements the view corridor along The Gore Road into the Hamlet of Wildfield.

5.3 NATURAL HERITAGE SYSTEM

5.3.1 Basis of the System

- 5.3.1.1 The boundaries of the “Natural Heritage System” designation and the “Restoration and Enhancement Area” designation shown on Schedule SP50(a) and the provisions of this Chapter reflect the findings of the Vales of Humber Master Environmental Servicing Plan (MESP).

The boundaries of the final “Natural Heritage System” have, for the most part, been established through the *MESP*; however where access was not permitted further delineation of the natural heritage system through additional environmental studies and staking of natural areas may be required as part of the review of draft plans of subdivision.

5.3.2 Natural Heritage System Designation

- 5.3.2.1 The “Natural Heritage System” designation shown on Schedule SP50(a) is comprised of Valleylands, Watercourse Corridors, Wetlands, and Woodlands and associated buffers, setbacks and linkages, and Restoration Areas that collectively contribute to the ecological integrity of the West Humber River watershed, as identified in the MESP. The NHS, including buffers, setbacks and linkages, shall be conveyed to the City in a condition satisfactory to the municipality.
- 5.3.2.2 Minor refinements to the boundaries of the “Natural Heritage System” may be considered to reflect the differences in scale and level of detail available through the preparation of Environmental Impact Studies (EIS) and Functional Servicing Reports (FSRs) at the draft plan of subdivision stage. However, minor refinements to its boundaries shall not adversely impact its functions or result in any significant increase or decrease in the size of the final “Natural Heritage System”.

- 5.2.2.3 The “Natural Heritage System” shall be zoned in a restrictive zoning designation to protect it from development and be restored and enhanced, in accordance with the recommendations of the Vales of Humber Master Environmental Servicing Plan.
- 5.3.2.4 Lands designated “Natural Heritage System” shall remain primarily in a natural state, but the following uses are permitted: fish, wildlife and conservation; limited infrastructure including roads and municipal services, crossings, stormwater management facilities and Low Impact Development measures; restoration and enhancement works; passive recreational facilities and uses such as trails, interpretive displays and signage; and site alterations to accommodate the above uses.
- 5.3.2.5 Urban land uses developed adjacent to the Natural Heritage System 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, land use buffers and setbacks.
- 5.3.2.6 Small parcels of land created through the location of valley edge roads, which may serve as vista blocks, shall not be accepted as parkland dedication under the Planning Act, if such parcels are not usable as parkland and instead will be naturalized to the satisfaction of the City.
- 5.3.2.7 The “Natural Heritage System” and the “Recreational Open Space System” are both given a high profile within the Vales of Humber Secondary Plan Area as visible and accessible public amenities. These areas are to be inter-connected with each other as well as school sites to the greatest extent possible through the creation of pedestrian and cyclist linkages at the detailed subdivision design stage, where it can be demonstrated that such connections do not adversely impact the functions of the “Natural Heritage System”. Such linkages have been identified through the concurrent Block Plan Process and may be further refined during the processing of Subdivision Plans.
- 5.3.2.8 The existing urban tree canopy will be identified, conserved and enhanced to the greatest extent feasible, as determined through the MESP together with the City of Brampton Guidelines for the Assessment of Existing Tableland Vegetation.

5.3.3 Restoration and Enhancement Area

- 5.3.3.1 The “Restoration and Enhancement Area” designation shown on Schedule SP50(a) is comprised of areas within the Natural Heritage System which will be restored to a natural state to compensate for the removal of local woodland, valleyland and wetland/pond features. Restoration and Enhancement Areas shall be used to create and/or enhance habitat as recommended in the MESP. The boundary of this area may be further refined through draft plan of subdivisions subject to the review and approval of the TRCA and the City of Brampton.
- 5.3.3.2 Prior to the removal of local features, as set out in the MESP, a mitigation plan describing natural features and functions to be created within the identified Restoration Areas must be established to the satisfaction of the City in consultation with the TRCA.
- 5.3.3.3 Permitted uses in the Restoration and Enhancement Areas shall reflect the permitted uses for the Natural Heritage System designation as set out in the Official Plan and Section 5.3.2.4 of this Secondary Plan.
- 5.3.3.4 The “Restoration and Enhancement Areas” shown on Schedule SP50(a) is comprised of areas within the Natural Heritage System which will be restored to a natural state as set out in the MESP

5.4 RECREATIONAL OPEN SPACE

5.4.1 General Provisions

- 5.4.1.1 It is the intent of this secondary plan to establish an open space network which is inter-connected and forms a fundamental element of the Vales of Humber community. It is intended that the green space corridors, comprising elements of the parks and open space system will form part of the community structure.

5.4.2 Neighbourhood Parks

- 5.4.2.1 Areas designated Neighbourhood Parks are intended to service the recreational needs of the local community.
- 5.4.2.2 Areas designated “Neighbourhood Parks” shall be developed in the general locations indicated on Schedule SP50(a), and in accordance with the provisions of Section 4.6 and other relevant policies of this Chapter.

Provided the general intent of this Secondary Plan is respected, adjustments may be made to the size and location of parks through the subdivision or zoning approvals process without further amendment to this Plan.

- 5.4.2.3 Parks shall incorporate, to the greatest extent practical, existing tableland vegetation (e.g. high quality hedgerows, tree stands, specimen trees and other woodlands) as determined through an assessment of tableland vegetation as outlined in Section 5.3.2.6.
- 5.4.2.4 Owners of lands designated “Neighbourhood Park” on Schedule SP50(a) shall enter into arrangements with the City for the purposes of conveyance of such lands to the City for park purposes. Conveyance of such lands will occur in accordance with the requirements of the Planning Act.
- 5.4.2.5 Housing shall front or flank onto park sites wherever possible, to create attractive street edges, and in an effort to minimize rear lotting.
- 5.4.2.6 Entry/access points to parks shall be conveniently located and incorporate a civic design theme.
- 5.4.2.7 Detailed subdivision designs shall encourage a system of pedestrian and cyclist linkages between the various components of the park hierarchy, school sites, stormwater management areas and trails within or adjacent to the valleylands.
- 5.4.2.8 In the interest of providing a mix of recreational opportunities at the neighbourhood level, lands designated “Neighbourhood Park” on Schedule SP50(a) shall be developed in accordance with the following sub-categories: “Local Park”; “Parkette”; and “Vest Pockets”. These sub-categories shall be identified on the block plan along with implementing policies in the block plan amendment.

5.5 INSTITUTIONAL & PUBLIC USES

The “Institutional” designation on Schedule SP50(a) includes lands that permit Schools and Places of Worship.

5.5.1 General Provisions

- 5.5.1.1 Areas designated Institutional & Public Uses on Schedule 50(a) permit the range of uses and shall be developed in accordance with Section 4.5 of the Official Plan and this Chapter.

- 5.5.1.2 The development of Institutional & Public Use buildings such as schools and Places of Worship shall recognize their civic importance as a focal point of the community.

5.5.2 Educational Facilities

- 5.5.2.1 School Sites are identified on Schedule 50(a) in the general locations as shown and shall be developed in accordance with the policies of Section 4.8 of the Official Plan and this Chapter.
- 5.5.2.2 Two new elementary school sites are designated on Schedule SP50(a) to satisfy the anticipated long term requirements of the Peel District Public School Board. Minor locational variations to school sites are permitted at the draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area, or its functionality without an amendment to this Plan.
- 5.5.2.3 The need for a particular school site shall be confirmed by the School Board as part of the approval process of the draft plan of subdivision in which each school site is located. The timing for which the site is reserved shall also be established at that time, but such reservation shall not exceed seven (7) years from registration.
- 5.5.2.4 If any school site is not required by either School Board or if the reservation period lapses, then it shall be released for residential development based on the permissions of the adjacent residential designations. Relevant draft Plans of Subdivision shall include designated educational facilities as appropriate with a size, shape and frontage satisfactory to the School Board. Sites shall be dual zoned and landowners shall be subject to submit at the draft plan of subdivision stage an alternative lotting development should the school site not be used for educational purposes.
- 5.5.2.5 Prior to approval of plans of subdivision, the City shall require landowners within the Vales of Humber Secondary Plan Area to enter into agreements with each other and the Peel District School Board for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP50(a), unless this purpose is deemed to be satisfied by Education Development Charges or another effective mechanism.
- 5.5.2.6 It is anticipated that the St. Patrick Elementary School located within the Hamlet of Wildfield will need to expand to accommodate students

from the Vales of Humber community. In order to accommodate the expansion:

- i) the school site needs to be connected to the City's water, sanitary and storm water system. A maximum of 800 building permits are permitted to be issued within the Vales of Humber Secondary Plan Area before necessary water, sanitary and storm waters services are available at the school site; and,
- ii) A connection from the planned residential area to St. Patrick Elementary School site is required. A maximum of 800 building permits are permitted to be issued within the Vales of Humber Secondary Plan Area before the construction of a pedestrian linkage across the Natural heritage System to the St. Patrick Elementary School site.

5.5.3 Places of Worship

5.5.3.1 Places of Worship shall be developed in accordance with Section 4.8.8 of the Official Plan as well as the following policies.

5.5.3.2 If the event that the Place of Worship site is not required for such purposes, it may be developed for residential development in accordance with the policies of the "Low Density Residential" designation. It shall also be dual zoned to permit both residential uses and a place of worship at the draft plan of subdivision stage.

5.6 SPECIAL POLICY AREAS

5.6.1 Special Policy Area 1 (Hamlet of Wildfield)

5.6.1.1 "Special Policy Area 1" applies to lands adjacent to the Hamlet of Wildfield within which development is to occur in a manner that protects the Hamlet through the establishment of a transition area in the form of appropriate lot sizes, building design, street patterns, landscaping and setbacks.

5.6.1.2 Development within "Special Policy Area 1" shall be designed in a manner that complements the "Natural Heritage System" contained therein and maintains the view corridor along The Gore Road to the Hamlet.

- 5.6.1.3 Permitted uses within “Special Policy Area 1” shall be limited to: “Executive Residential” in accordance with Sections 5.1.1 and 5.1.2 of this Chapter.
- 5.6.1.4 The use of reverse lotting adjacent to the arterial roads shall be avoided within “Special Policy Area 1”.
- 5.6.1.5 A pedestrian linkage across the Natural Heritage System will be provided to offer pedestrian access from the new community to the existing elementary school known as St. Patrick Elementary School.

6.0 TRANSPORTATION POLICIES

6.1 ROADS

- 6.1.1 Roads in the Vales of Humber Secondary Plan are intended to develop and function in accordance with the designations, policies and Schedules “B” and ‘B1” of the Official Plan, and with the designated road classifications on Schedule SP50(a).
- 6.1.2 Collector Roads and Local Roads shall be designed to support and accommodate active transportation (walking, bicycling) and public transit to the greatest extent practical, including the potential use of on-road bicycle lanes, sidewalks and multi-use paths, and pedestrian walkway linkages to provide safe, convenient access to transit services.
- 6.1.3 All roads within the Secondary Plan Area will be located to avoid and/or minimize encroachments into the “Natural Heritage System” and will be designed to eliminate, minimize and/or mitigate impacts to the environmental hazards and ecological sensitivities of natural features and areas, and to facilitate wildlife passage, as appropriate.
- 6.1.4 In order to continue to fulfill the requirements of the Environmental Assessment Act, all roads not considered “Local Roads” and that are Collector Road projects associated with residential development where the proponent is a private sector developer, as determined by the City of Brampton, shall require the completion of an Environmental Assessment or equivalent process as permitted in the Municipal Engineers Association guidelines document Municipal Class Environmental Assessment.

The Environmental Assessment or equivalent process shall be completed prior to or in tandem with the approval of the Block Plan to ensure that appropriate measures are included to address the impact

of any proposed road works. Collector Roads shall be finalized at the Block Plan stage.

- 6.1.5 Road widenings to achieve the right-of-way requirements identified in the City of Brampton and Region of Peel Official Plans, are to be provided within or abutting the Vales of Humber Secondary Plan Area and conveyed to the road authority having jurisdiction, as a condition of development approval.

The Region of Peel has identified the need for additional property requirement for Mayfield Road beyond the 50 metre right-of-way designation in the Regional Official Plan. This issue must be further addressed at the subdivision stages of approval with the Region of Peel to determine if this is still a requirement for additional property beyond the designated right-of-way in the Regional Official Plan.

- 6.1.6 To protect the function of Arterial Roads, it is the policy of the City to restrict access to them from individual properties. Accordingly, 0.3 metre reserves or other measures, as appropriate, shall be a condition of development approval for lands abutting Arterial Roads, except at approved access locations. However, existing residence or buildings will continue to have direct access until such time as access from an alternative road becomes available or the property is redeveloped.

- 6.1.7 Notwithstanding Section 6.1.6, above, direct access to boundary Arterial Roads are permitted subject to detailed traffic studies without an amendment to this Chapter.

- 6.1.8 The determination of any future road alignments shall avoid small parcels of land which are not proposed to be developed, wherever possible.

- 6.1.9 The location of roundabouts will need to be confirmed through geometric design/analysis at the time of draft plan processing. Should the minimum roundabout geometric parameters not be achieved, the locations will not be considered for the development of roundabout intersections. Final decision on addition of the potential roundabouts will be made at the draft plan stage of approval. Special alternatives to lot configuration and zoning standards may be required in order to implement roundabouts.

- 6.1.10 Frontage, setback and driveway requirements for lots in the vicinity of roundabouts shall be prepared at the draft plan of subdivision or rezoning stages, to the satisfaction of the City of Brampton.

Roundabout lots shall be zoned in accordance with the requirements for roundabout dwellings, contained in the Community Design Guidelines.

- 6.1.11 All proposed accesses or intersections on Regional Roads will be in accordance with the Region's Controlled Access By-Law 59-77, as amended, or as may otherwise be approved by the Region of Peel.

6.2 PUBLIC TRANSIT

- 6.2.1 Transit services shall be provided in accordance with Section 4.4.4 of the Official Plan and this Chapter.
- 6.2.2 The major road system within and abutting the Secondary Plan as shown on Schedule 50(a) consists of Arterial Roads and Collector Roads that have been designed with sufficient flexibility to deliver bus routes within 400 metres of most residents and to conveniently serve commercial and institutional uses.
- 6.2.3 Subdivisions shall be designed to minimize walking distances to transit routes and provide safe, attractive and direct pedestrian/cyclist access to transit stops.
- 6.2.4 Brampton Transit will determine the type and level of local transit service as well as bus shelters and transit stop locations.
- 6.2.5 The introduction of transit services to the Vales of Humber Secondary Plan Area will be phased based on acceptable operational and functional criteria.
- 6.2.6 In order to encourage greater use of public transit within the community, local road and block patterns should be designed to accommodate pedestrian/cyclist access to collector roads and transit stops, to the extent practical.
- 6.2.7 Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with the City of Brampton standards.

6.3 PEDESTRIAN/CYCLIST LINKS

- 6.3.1 Pedestrian/Cyclist Links shall be provided in accordance with Sections 4.4.6 and 4.6.9 of the Official Plan and the Pathways Master Plan to serve as a recreational, utilitarian and aesthetic

amenity for the community and to integrate the elements of the Residential and Commercial Land Uses, Transportation, Recreational Open Space and natural heritage system.

- 6.3.2 Pedestrian/Cyclist Links shall be provided through, across or, where this is not possible, along the edges of adjacent open space elements, including parks, school sites, stream corridors and natural areas such as valleylands and woodlands, as deemed ecologically appropriate. Road allowances may also be utilized and expanded to accommodate necessary linkages where there is no other alternative.
- 6.3.3 In accordance with Section 6.3.2, the MESP and block plan shall identify ecologically appropriate locations for valleyland crossings that will minimize and mitigate environmental impacts to natural features and functions, to ensure a well-connected pedestrian and cyclist-friendly community can be achieved.
- 6.3.4 Appropriate Pedestrian/Cyclist Links between open space elements shall be provided along suitably located roads, and block walkways.
- 6.3.5 Cycling connections to the City-wide pathways network will be provided along Arterials Roads and Collectors, where appropriate.
- 6.3.6 Pedestrian/Cyclist Links located outside of a designated road right-of-way or outside of the “Natural Heritage System” designation shall be gratuitously conveyed to the City of Brampton.

7.0 SERVICING & ENVIRONMENTAL CONSIDERATIONS

7.1 Sanitary Sewage and Water Supply

- 7.1.1 Development within the Secondary Plan Area shall be on full urban municipal services in accordance with Section 4.7 and other relevant policies of the Official Plan.
- 7.1.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City of Brampton to provide protection for existing private water supply systems in the area that are to continue in use, should their operation be detrimentally impacted through the process of developing the Secondary Plan Area.
- 7.1.3 In accordance with Section 4.11 and other relevant policies of the Official Plan, the City of Brampton and the Region of Peel may

require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of sewer and water services and does not outpace the ability of the Region of Peel to finance and construct new services.

- 7.1.4 The detailed design and installation of municipal services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard, generally, for the recommendations of the approved Vales of Humber Secondary Plan Infrastructure Servicing Study (Candevcon 2011).

7.2 Stormwater Management

- 7.2.1 In considering options for stormwater management, the following policies shall apply:

- i) Rainwater, snowmelt and stormwater will be considered as a resource, not a waste product;
- ii) best management practices, including low impact development techniques and measures, will be incorporated into the stormwater management system, in accordance with the recommendations of the *Master Environmental Servicing Plan*, as feasible and appropriate;
- iii) stormwater management facilities will be located and designed to maintain the environmental and ecological integrity of the Natural Heritage System to provide a net benefit to the environmental health of community; and,
- iv) stormwater management facilities shall be designed, wherever possible, to provide community amenities such as visual attraction and passive recreation.

- 7.2.2 Stormwater management facilities shall be provided in accordance with Section 4.5.3 and other relevant policies of the Official Plan, and this Chapter.

- 7.2.3 Stormwater management facilities shown on Schedule SP50(a) are conceptual and are permitted in all land use designations. Stormwater facilities will be integrated with adjacent land uses, as appropriate, and subject to the recommendations of an MESP, Stormwater Management Report and/or Functional Servicing Report to the satisfaction of the City of Brampton in consultation with the Conservation Authority.

- 7.2.4 Adjustments may be made to the size, location and number of stormwater management facilities through the Subdivision Approval processes, without further amendment to the Plan but subject the concurrence of the City of Brampton in consultation with the Toronto Region Conservation Authority.
- 7.2.5 A Stormwater Management Plan shall be undertaken for any development within the Secondary Plan Area, in general accordance with the approved MESP. The Stormwater Management Plan shall address such concerns as low impact development measures, flow attenuation (quantity), water detention (quantity and quality), groundwater quantity/quality issues and erosion/siltation control design requirements, as appropriate.
- 7.2.6 A comprehensive Stormwater Management Monitoring Program shall be developed which is generally in accordance with, and implements the recommendations of the MESP.
- 7.2.7 Prior to the alteration of any watercourse or wetland, the construction of any stormwater management facility, including the commencement of any grading or filling, the necessary permits that may be required shall be obtained from the appropriate agencies having jurisdiction. This may include, but is not limited to, the City of Brampton, Toronto Region Conservation Authority, the Department of Fisheries and Oceans, and the Ministries of Natural Resources and Environment.
- 7.2.8 Stormwater management facilities shall be designed in compliance with the City's Stormwater Management Design Guidelines. The final location of all stormwater management facilities shall be subject to the approval of the City of Brampton in conjunction with any other appropriate approval authority having jurisdiction in these matters.
- 7.2.9 Sediment and erosion control measures and monitoring shall be undertaken in accordance with the Greater Golden Horseshoe Area Conservation Authorities, December 2006, Erosion and Sediment Control Guidelines for Urban Construction. Monitoring of sediment controls is to be undertaken by a professional certified in erosion and sediment control as deemed appropriate by the City of Brampton in consultation with the Conservation Authority.

7.3 Noise Attenuation

- 7.3.1 Noise barriers should be minimized through the use of lot and road layouts that minimize the need for barriers, especially along The Gore Road, Countryside Drive and McVean Drive.

- 7.3.2 Noise barriers, consisting of a combination of berming and acoustical fencing, will be required to be provided along all or portions of Mayfield Road, The Gore Road, Countryside Drive and McVean Drive in order to mitigate sensitive uses from traffic noise along these roadways.
- 7.3.3 Additional individual subdivision-based noise analysis reports prepared in accordance with Section 4.4 and other relevant policies of the Official Plan and this Chapter shall be submitted, as necessary, at the draft plan of subdivision stage so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval. Site-specific noise analysis reports will be required at the Site Plan Approval Stage if it is determined that circumstances warrant such a report.
- 7.3.4 Where development for which noise attenuation measures will be required precedes the presence of the noise source, the City will require that as a condition of development approval, sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.
- 7.3.5 Where “Residential” designations interface with “Commercial” designations on Schedule SP50(a), the City will require the implementation of appropriate buffering and mitigation measures in accordance with the Environmental Management policies and other relevant policies of the Official Plan.

7.4 Potentially Contaminated Sites

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

7.5 Public Utilities and Communications

- 7.5.1 Public utilities and other facilities such as telecommunications/communications infrastructure, switching stations, hydro transformer stations, water and sanitary pumping stations shall be provided in accordance with Section 4.7 and other relevant Sections of the Official Plan. These are permitted in any land use designation provided they are appropriately integrated and

all necessary approvals from the appropriate authorities are obtained.

- 7.5.2 The City shall pursue opportunities for providing all services underground, where feasible, in the Secondary Plan Area. These services shall be clustered or grouped into a single utility conduit or trench, wherever possible, to minimize visual impacts. Utility providers will also be encouraged to consider innovative ways of containing infrastructure if above-ground on or within streetscapes.
- 7.5.3 The City shall ensure that the coordination of design and placement of services (including cable, hydro, gas, telecommunications, Canada Post, etc.) be required for all parts of the Secondary Plan Area, prior to draft plan of subdivision approval and that all utilities be grouped into a single utility conduit or trench where possible.
- 7.5.4 Wireless telecommunication tower applications shall follow the City Council approved protocol for processing of such applications.

8.0 CULTURAL HERITAGE

- 8.1 Conservation of cultural heritage resources within the Vales of Humber Secondary Plan Area shall be undertaken in accordance with Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Chapter, cultural heritage resources shall include structures, sites, cultural landscapes, environments and vegetation, and artifacts, which are of historical, architectural or archaeological value, significance or interest.
- 8.2 The Cultural Heritage Map contained in Section 4.9 of the Official Plan identifies those Cultural Heritage Resources warranting preparation of individual Heritage Impact Assessments, as identified in the approved Cultural Heritage Resources Report, Built Heritage & Cultural Heritage Landscapes.
- 8.3 The required Assessments will indicate whether or not it is warranted and feasible from a structural, land use, programming and financial perspective, to preserve and conserve the resource. If it is not warranted or feasible to retain and conserve the resources on their original sites, then they may be relocated elsewhere, failing which they may be demolished in accordance with municipal requirements without the need for an amendment to this Chapter.

- 8.4 The integration of Cultural Heritage Resources worthy of retention or conservation into new development is to be guided by preparation of a suitable Conservation or Preservation Plan for each property outlining requirements for stabilization, conservation, restoration, reuse or adaptive reuse, prior to development approval to the satisfaction of City Council.
- 8.5 All development adjacent or incorporating a Cultural Heritage Resource should, from an urban design perspective, be respectful of the resource having regard for scale, massing setbacks, materials and design features.
- 8.6 All development in the Vales of Humber Secondary Plan Area will require an archaeological assessment to be undertaken in accordance with current technical guidelines and to the satisfaction of the Ministry of Culture. No grading or other disturbance shall take place on a property with respect to archaeological resources prior to issuance of a Letter of Clearance from the Ministry of Culture.

9.0 COMMUNITY BLOCK PLAN

SUSTAINABILITY

The Block Plan and ensuing development applications shall have regard for the overall principles of the Sustainable City concept set out in Section 3.1 of the Official Plan. To this end, development within the Secondary Plan Area should make wise use of non-renewable resources, strive to protect, enhance and restore the natural heritage system for the enjoyment of future generations, consist of a variety of land uses, and foster a community that is walkable, pedestrian oriented and that promotes public transit usage.

9.1 General Provisions

- 9.1.1 Concurrent with preparation of the Vales of Humber Secondary Plan, a Community Block Plan for Sub-Areas 50-1 and 50-2 has been prepared in accordance with Section 5.5 and other relevant policies of the Official Plan.
- 9.1.2 Community Block Plan Areas 50-1 and 50-2 must meet the design objectives of the Official Plan and this Chapter, and, include the requirements related to community structure, the natural heritage system and open space network, road network, streetscapes, edges and gateways, transitional buffers, site planning and built form.

9.1.3 The Community Block Plan:

- i) refines a concept that includes an accurate layout of the transportation network including the arterial, collector and local roads, development blocks, Natural Heritage System including environmental buffers and restoration and enhancement areas, recreational open space, and stormwater management facilities;
- ii) identifies land use designations;
- iii) overlays the existing parcel fabric;
- iv) identifies Special Character Areas, as defined by the Development Design Guidelines, and requiring detailed guidelines to be prepared for these areas as part of the Community Design Guidelines which will address how these areas provide an enhanced image and character for the Vales of Humber Community; and,
- v) provides additional policy text and mapping, as necessary, to explain how the Block Plan implements the policies of the secondary plan including:

9.2 Design Objectives

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

9.3 Community Structure

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

9.4 Open Space System

A more detailed examination of elements of the open space network beyond what has been identified in the Vales of Humber

Community Design Guidelines and Open Space Study shall be considered during the block plan stage of approval.

9.5 Street Network

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

9.6 Streetscape

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

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

- i) Width of street right-of-way;
- ii) Roadway pavement width;
- iii) Boulevard widths, boulevard landscaping/tree locations;
- iv) Pedestrian sidewalks;
- v) Multi-use paths/bicycle lanes;
- vi) Streetlight locations;
- vii) Minimum building setbacks and projections; and,
- viii) Relationship to garages.

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

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

9.7 Edges and Gateways

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

- 9.7.1 Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (also known as window streets).
- 9.7.2 Gateways are an effective way to create a sense of entry into the community and are an important identifier that provides an opportunity to portray the community image and identity. Vales of Humber features a hierarchy of gateways located at key intersections to highlight important community entry points. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning.
- 9.7.3 Gateway intersections shall be coordinated with the City's Gateway Beautification Program.
- 9.7.4 Gateways are characterized as either Community Gateways or Neighbourhood Gateways, depending on location. Neighbourhood Gateways are further classified as Executive Residential and Low Density Residential. A description of the hierarchy of gateways and their elements is located within the Block Plan.
- 9.7.5 The intent of the Community Gateway location is to ensure the intersection has a significant gateway feature to distinguish the Vales of Humber from the Town of Caledon.

Schedule SP50(a) identifies the following Community Gateways:

- i) Mayfield Road and McVean Drive
- ii) Countryside Drive and McVean Drive

- 9.7.6 The intent of the Neighbourhood Gateway locations is to ensure these intersections have gateway features to indicate a community entrance.

Schedule SP50(a) identifies the following Secondary Gateways:

- i) Collector Road A and Mayfield Road
- ii) Collector Road A and Countryside Drive
- iii) Collector Road D and McVean Drive
- iv) Collector Road D and The Gore Road

- v) Collector Road C and Mayfield Road
- vi) Collector Road C and Countryside Drive

- 9.7.7 Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be required to recognize, establish and reinforce their focal significance.
- 9.7.8 Buildings at gateway locations shall be limited to compatible land uses. Gas bars and drive-through facilities shall only be permitted at the Mayfield Road and McVean Drive Community Gateway location, and only in accordance with the Development Design Guidelines. Parking lots shall not be permitted between a building and the street at gateway locations.
- 9.7.9 Developers will contribute financially toward gateway features that are to be provided in Vales of Humber. The design and financial obligation related to Gateway features will be determined through the block plan stage of approval.

9.8 Built Form

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

- 9.8.1 In order to achieve superior streetscapes a superior standard of built form is required. In residential areas, this shall include:
- i) Diversity in lot widths, house forms and lot depths;
 - ii) Gradual transition of height, setback, scale and massing along individual streetscapes;
 - iii) Streetscape variety through alternatives in façade treatment, built form massing, roof lines and architecture; and,
 - iv) Innovative housing forms and housing types appropriate for the ground floor orientated housing; and garage placement.

10.0 COMMUNITY DESIGN GUIDELINES

- 10.1 The Vales of Humber Community Design Guidelines, prepared as part of the Community Block Plan, shall be approved by the City in advance of approval of any draft plan of subdivision within the Vales of Humber Secondary Plan and Block Plan Sub-Area 50-1 and 50-2.
- 10.2 The Community Design Guidelines represent a further refinement of the planning vision for the community as set out in the Community Block Plan and address the following:
- i) Unique community design and/or built form design requirements for buildings within defined Special Character Areas.
 - ii) The general intended visual character of the area as viewed from the streets and other public open spaces including the design character that will be reflected in a substantial number of the community components.
 - iii) Design guidelines related to community structure, open space areas, the street network, streetscapes, edges and gateway and residential, commercial, institutional and community use areas.
 - iv) Landscape guidelines for neighbourhood parks, trails and pathways.
 - v) Built-form design criteria for all residential development, including specific criteria identified for all executive housing types, large-lot housing within the “Executive Residential” designation, and priority lots (both core and anchor lots).
 - vi) The location and general design of all community and neighbourhood entry features, decorative centre medians, islands, roundabouts, sidewalks, and trails and pathways.
 - vii) The intended building architecture including comprehensive design guidelines on the desired character of all types of buildings within the area, particularly:

- in Special Character Areas identified through the Community Development Design Guidelines Process;
 - housing within the “Executive Housing” designation to distinguish these larger lot areas within the community and to enhance the quality and image of these areas; and,
 - priority lots (i.e. core and anchor lots) within the community located at corners, along community window streets and collector roads, at view termini, abutting or facing public open space areas, and adjacent to roundabout intersections.
- viii) Programming requirements and conceptual plans for each park, stormwater pond placement, and the design and placement of pathways and lookouts and landscape guidelines for the design of parks.
- ix) Guidelines that are intentionally concise and specific to the boundaries of the block plan areas, build on the City-wide Development Design Guidelines and focus on what will be special and unique about the new community.

11.0 IMPLEMENTATION & INTERPRETATION

11.1 GENERAL PROVISIONS

- 11.1.1 The provisions of the Official Plan relating to implementation shall apply in regard to this Chapter, except as otherwise specifically set out herein.
- 11.1.2 The land use designation and road network shown on Schedule SP50(a) may be further adjusted through the development approval process. Minor variations of land use boundaries and the local road pattern shall not require an amendment to the Plan provided the intent of the Chapter is maintained.
- 11.1.3 The limits of the “Natural Heritage System” and other environmental designations have been determined based on the recommendations of the related MESP, and may be refined without amendment to this Plan based on a subsequent environmental studies or Functional Servicing Reports to be prepared at the draft plan of subdivision or

rezoning stages, to the satisfaction of the City of Brampton in consultation with the Toronto Region Conservation Authority.

- 11.1.4 The location of park sites and site for other community facilities shown on Schedule SP50(a) have been selected without regard to property ownership. In order to ensure that property owners contribute equally towards the provision of community and infrastructure facilities such as schools, parks and roads and road improvements, external services and stormwater management facilities, property owners will be required to enter into a Cost Sharing Agreement or other appropriate arrangements prior to draft plan of subdivision approval. Such a cost sharing agreement or other agreement shall provide for equitable distribution of cost (including lands) for the aforementioned community and common public facilities where such costs are not covered under the Development Charges.
- 11.1.5 During processing of development applications, City of Brampton regulations governing the issuance of topsoil stripping permits shall apply.
- During processing of development applications, the City shall require the preparation of Vegetation Analysis and/or Tree Preservation Plan by qualified professionals.. Approval by the City of such plans, incorporating suitable implementation programs, shall be required prior to final approval of development applications, in accordance with Section 4.5 and other relevant policies of the Official Plan and the City's Woodlot Development Guidelines.
- 11.1.6 Approval of development applications shall be conditional upon commitments from the appropriate authorities and the proponents of development as to the timing and finding of the required water supply, sanitary sewer, road and transportation facilities. These works shall be provided for in Subdivision and Site Plan Agreements. Phasing of development, based on the completion of required external works and facilities, may be implemented as considered appropriate or necessary by the City of Brampton.
- 11.1.7 The City may permit the calculation for maximum density to be calculated across multiple land holdings provided that the City is satisfied that the density is in keeping with the intent of the Secondary Plan, Block Plan and Community Design Guidelines and there are assurances that sufficient implementation measures are in place to ensure that the overall maximum density is not exceeded.
- 11.1.8 Block Plan Areas 50-1 and 50-2 may be dealt with as one block plan.

11.2 Development Phasing & Growth Management

- 11.2.1 The intent of the City and the Region of Peel is that essential services will be provided in conjunction with the development of the Secondary Plan Area. In accordance with the policies of Part One of the Official Plan and the City of Brampton's Growth Management Program, the City may refuse approvals, or the Region of Peel may deem approvals premature for any development for which adequate sewer and water services, stormwater management facilities, schools, roads or any other essential services are not available or committed.
- 11.2.2 A Growth Management Phasing and Sequencing Strategy shall be approved by the City prior to block plan approval. All development applications submitted within the boundaries of Block Plan Areas 50-1 and 50-2 shall be implemented and staged in accordance with the approved Growth Management Staging and Sequencing Strategy Report for this Block Plan, which shall establish the detailed timing and staging of development relative to the sequential delivery of required infrastructure such as roads, parks and engineering services.
- 11.2.3 The growth management component of the Community Block Plan ensures that growth and development is staged and sequenced in a manner that ensures coordination between the development that occurs and the infrastructure required to support that growth. The completed growth management plan shall accord with the City's growth management objectives and guidelines for the Vales of Humber Secondary Plan Area as well as the overall City and in accordance with Sections 4.11.2 and 5.5 of the Official Plan. Accordingly, the growth management plan shall address the following matters:
- i) coordination of the planned arterial and collector road network improvements with the level and distribution of development such that components of the transportation system required for any portion of the Block Plan Area are committed or operational prior to, or coincident with development;
 - ii) provision of school sites within the various stages of development to reasonably accommodate the planned levels of growth;

- iii) the efficient utilization of public investments in sanitary sewer and water supply infrastructure;
- iv) accommodations to allow for the appropriate delivery of transit service;
- v) appropriate staging for implementing the recommendations of the related MESP, including construction of stormwater management facilities; and,
- vi) staging and sequencing issues associated with other public objectives such as the timely provision of recreation facilities for new residents.

11.2.4 Proponents may be required to enter into phasing agreements satisfactory to the City, the Region of Peel and other agencies to achieve a cost effective and functional sequence of development.

11.2.5 Secondary Plan Area 50 shall be planned to achieve an overall density in the order of 38 combined residents and jobs per hectare based on the delivery of approximately 7,700 to 8,070 people and approximately 650 jobs within the Vales of Humber.

11.2.6 Secondary Plan Area 50 is comprised of Block Plan Areas 50-1 and 50-2, therefore the density target applies to the combination of both Block Plan Areas.

11.3 SMALL HOLDINGS

11.3.1 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 proposal.

11.3.2 Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP50(a), but in most cases, not until Subdivision Plans for larger adjacent landholdings are submitted for approval.

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

11.4 COST SHARING

- 11.4.1 The City shall require as appropriate and in addition to Development Charges, the use of area-specific development charge by-laws or front-ending agreements under the Development Charges Act, Developer Cost Sharing Agreements or other suitable arrangements, among landowners, in order to implement development of the Secondary Plan Area and fairly allocate related costs of development. However, the City will not negotiate or be party to such agreements but must be assured, and ascertain, that the document assigns costs sharing in a reasonable manner.
- 11.4.2 The City shall require that a Developer Cost Sharing Agreement sufficient to ensure the equitable implementation of this Chapter is executed with all developers within any Draft Plan of Subdivision as signatory, and copies thereof provided to the City prior to the draft approval of any Subdivision Plans within the Secondary Plan area. After ascertaining that the Developer Cost Sharing Agreements 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 of Subdivision or Development Approval.
- 11.4.3 Prior to Draft Approval of the first Draft Plan of Subdivision in the Block Plan Area, a Developer Cost Sharing Agreement shall be executed in accordance with the principles agreed to by the City prior to the final Block Plan approval. The Cost Sharing Agreement shall provide for the timely delivery of community use lands and infrastructure (including parks, arterial and collector roads, school sites, woodlots and storm water management ponds).

11.5 ENVIRONMENTAL ASSESSMENT ACT

- 11.5.1 Certain 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.

11.6 INTERPRETATION

- 11.6.1 Although the specific shapes, sizes, locations and relative positions of land use, road and other designation on Schedule SP50(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 Humber Secondary Plan is respected. This flexibility may be invoked by the developers to achieve functional and design efficiencies 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 its absolute or relative location without further amendment to this plan, provided the City is satisfied that:

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

BLOCK PLAN

PART III

***Area 50 Vales of Humber Secondary Plan
Chapters 50-1 and 50-2 of Part III of the (Official Plan Amendment
OP2006-061) shall constitute the Block Plan for Sub-Areas 50-1
and 50-2***

**Chapter 50: Block Plan for Sub-Areas 50-1 and 50-2 of the Vales of Humber
Secondary Plan**

1.0 Purpose

The purpose of this Chapter together with Schedule BP50 is to implement the policies of the Brampton Official Plan and Chapter 50 of the Vales of Humber Secondary Plan through the preparation and approval of a Block Plan for Area 50.

This amendment is based on a Block Plan that implements the findings of a number of background component studies completed to address environmental, servicing, transportation, urban design, and growth management considerations. The end result is a Block Plan that ensures development of a new upscale executive housing community in a manner that addresses the principles of sustainable development and natural heritage system planning, and incorporates the principles of the City's Development Design Guidelines.

This Chapter constitutes the Block Plan for the Vales of Humber Secondary Plan.

2.0 Location

Vales of Humber Block Plan Areas 50-1 and 50-2 comprise an area of about 268 hectares (ha) located in northeast Brampton, and is bounded by a tributary of the West Humber River to the west, Mayfield Road (the Brampton Caledon municipal boundary) to the north, The Gore Road to the east, and Countryside Drive to the south. The lands subject to this amendment are specifically indicated on Schedule BP50 to this amendment.

The lands are within the area described as part of Lots 16 and 17, Concession 8 and 9 ND in the City of Brampton.

3.0 Effects of this Chapter and its Relationship to the Official Plan and the Vales of Humber Secondary Plan

Lands subject to Chapter 50-1 and 50-2, as outlined on Schedule BP50, shall be developed in accordance with the policies of Part II and with Schedule SP50(a), as well as all other relevant policies and schedules of the Brampton Official Plan of the Official Plan.

Accordingly, the policies herein are intended to supplement those of the Vales of Humber Secondary Plan and the Official Plan rather than replacing or repeating them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by

reading the Official Plan in its entirety together with Part II, Chapter 50.

4.0 Sub Area 50-1 and 50-2 Block Plan Principles

Block Plan Area 50 consists of Sub-Areas 50-1 (lands west of McVean Drive) and Sub-Area 50-2 (lands east of McVean Drive) and has been designed to respect the natural heritage system of the West Humber River. The Block Plan Area has been planned to be compatible with the historic Hamlet of Wildfield as well as the adjacent estate residential community and provides for development to occur in a manner that protects both through the establishment of a transition area.

The principles for the development of the Block Plan Area 50-1 and 50-2 include:

- a) Preserve, enhance and protect natural features and ecological functions of the terrestrial, aquatic and water resources of the West Humber River and its valleylands, and use the Natural Heritage System as a defining structural element of the overall community design;
- b) Provide effective and attractive community interfaces along the boundary roads, and adjacent to the existing estate residential community, the Hamlet of Wildfield and natural features and elements;
- c) Establish a network of internal east-west and north-south collector roads to ensure safe and convenient movement throughout the community;
- d) Provide a well connected open space system that offers multiple active and passive outdoor recreational opportunities and that integrates on-street bike lanes with a comprehensive trail system linking the entire community both internally and with points beyond the community limits;
- e) Provide an integrated walking and cycling pathway network through schools, streets, parks, stormwater management and open space areas to create well integrated pedestrian-scaled neighbourhoods that connect to external boundary roads and the City's broader PathWays System and provide easy access to daily amenities;

- f) Implement community gateway features and neighbourhood entrance elements to establish the executive character of the Vales of Humber community, to create a sense of arrival, and to distinguish individual neighbourhoods;
- g) Create enhanced streetscapes along the Countryside Drive, The Gore Road and McVean Drive corridors to improve Brampton's identity and character and to reinforce the upscale, executive character of the area;
- h) Provide distinct and attractive built forms and a range of architectural housing styles throughout the community in a manner that is compatible with surrounding development and that showcases the executive nature of the neighbourhood;
- i) Incorporate the City's Flower City Strategy through the provision of civic design elements within public areas and at strategic locations throughout the community;
- j) Encourage the implementation of realistic and practical environmental sustainability measures that may include, but are not limited to, stormwater management, low impact development measures and active transportation measures to reduce automobile dependency through community design; and,
- k) Phase development to ensure that the residents are provided with adequate transportation, transit, community uses and municipal services capable of reasonably accommodating their needs as development proceeds through various phases.

5.0 Block Plan Development Policies

There are various neighbourhoods provided within this Block Plan Area that are bordered by major roads or prominent natural heritage features that provide a natural edge. The neighbourhoods are connected to one another by a network of roads, open space and pedestrian/cyclist systems that provide safe and convenient access throughout the community supported by the following policies. Lands within Sub-Areas 50-1 and 50-2 shall be developed in accordance with the following policies:

- 5.1 Schedule BP50 illustrates the design attributes of the Block Plan Area that addresses and implements that land use designations and policies of the Vales of Humber Secondary

Plan and Chapter 50. Minor adjustments and relocations of the community features, roads and infrastructure shown on Schedule BP50 can be made without the need for an Amendment to this Chapter provided the general intent and policy direction of the Vales of Humber Secondary Plan is maintained.

- 5.2 All development applications submitted within Block Plan Sub-Areas 50-1 and 50-2 shall conform to the approved Growth Management Staging and Sequencing Report report which shall establish the specific detailed timing and staging of development relative to the sequential delivery of required infrastructure such as parks, arterial and collector roads, school sites, woodlots, stormwater management ponds.
- 5.3 A maximum overall residential density of 19.7 units per net hectare (8 units per net acre) is permitted across the entire Vales of Humber secondary plan.
- 5.4 In order to ensure conformity with the Provincial Growth Plan, the City's Growth Management objectives, and density requirements for the Vales of Humber Secondary Plan, Sub-Areas 50-1 and 50-2 shall be planned to achieve a population in the order of 7,700 to 8,070 persons, and employment in the order of approximately 650 employees. The resulting density of this Block Plan is approximately 38 people and jobs per net hectare. Implementing zoning and plans of subdivision shall contain provisions to implement these targets.
- 5.5 Prior to draft plan approval of any condominium/subdivision in Block Plan Sub-Area 50-1 or 50-2, the Region of Peel shall confirm that municipal water and sanitary sewer will be made available at the time the City is ready to issue an occupancy permit.
- 5.6 General design features of the Vales of Humber Block Plan Area 50 include:
 - a) Ten (10) parks throughout the community, and including a centrally-located "Local Park" that comprises 2.0 hectares and is intended to serve as a Village Centre for the community;

- b) Six (6) stormwater management ponds occupying high visibility locations adjacent to arterials roads and important community and neighbourhood edges;
- c) An internal, multi-modal collector road network comprising five (5) collector roads with designated 24 and 23 metre wide right-of-ways designed to safely accommodate vehicles, pedestrians and cyclists;
- d) landscaped roundabout features at key locations as shown on Schedule BP50 to serve as traffic management mechanisms that are also community gateways and neighbourhood identifiers, along with minimum lot frontages and other roundabout performance standards to be stated in the implementing zoning by-laws;
- e) Community Gateways at the Mayfield Road/McVean Drive and Countryside Drive/McVean Drive intersections to define the community for both residents and visitors, and to contain features that reinforce the executive character of the community;
- f) Executive Residential Neighbourhood Gateways at the intersection of Collector Road A with Mayfield Road and Countryside Drive with associated gateway features reflecting the executive housing character of the community;
- g) Low Density Residential Neighbourhood Gateways at the intersection of Collector Road C with Mayfield Road and , Countryside Drive and Collector Road D with McVean Drive and The Gore Road;
- h) Development designed in a manner that maintains the existing view corridor along The Gore Road toward the Hamlet of Wildfield;
- i) Achieving appropriate built form throughout the community consistent with policies in the City's upscale executive housing workbook through design criteria related to: permitted projections, architectural detailing; the design of main entries, windows, roofs and garages; and exterior materials and colours;

- j) Built form design guidelines unique to large-lot “Executive Residential” areas strategically located within the Vales of Humber community to convey a high quality of design in such areas; and,
 - k) High quality architectural development along planned collector roads to reinforce the importance of these roadways to the community.
- 5.7 A pedestrian crossing is required between the existing St. Patrick Elementary School and the proposed residential community to support the expansion of the school. The exact location of this crossing is under study and subject to change. The final location will be determined by the City in consultation with the Toronto Region Conservation and the Dufferin Peel Catholic District School Board. Should the pedestrian bridge crossing not be provided, a new elementary school site may be required within or adjacent to the Vales of Humber Secondary Plan. This crossing will be Development Charge funded but any shortfall to the City is to be cost shared among the Landowner’s Group.
- 5.8 A high standard of architectural and landscape design shall be required for Priority Lots comprising: corner lot dwellings; community window street dwellings; view terminus dwellings; dwellings abutting or facing public open spaces; and roundabout dwellings. Such design detail shall be set out in the Vales of Humber Community Design Guidelines and subsequent architectural control guidelines.
- 5.9 More detailed built form and landscape/streetscape guidelines are required for the Special Character Areas due to the unique locational and contextual characteristics of such Areas. These guidelines shall be set out in the Vales of Humber Community Design Guidelines. Three Special Character Areas shall be addressed in the Vales of Humber Community Design Guidelines as follows:
- Wildfield Hamlet;
 - Village Centre/Local Park; and,
 - McVean Drive Corridor.
- 5.10 Recreational Open Space shall be provided as follows:
- a) Local Parks provide a central common green space within both the immediate neighbourhood and the larger community by serving key recreational and gathering

spaces for residents. One (1) Local Park, only, shall be provided within the community in the general location reflected on Schedule SP50(a).

- b) Parkettes provide both passive and active recreation and are generally 0.6 hectares in area. Parkettes shall be planned as a central part of each neighbourhood. A total of seven (7) Parkettes shall be provided within the community in the general locations indicated on Schedule SP50(a).
- c) Vest Pockets are soft landscaped areas designed for passive use. Vest Pockets shall be planned to service the local neighbourhood and to supplement other types of neighbourhood parks. A total of two (2) Vest Pockets are planned within the community in the general locations indicated on Schedule SP50(a).

5.11 Two commercial sites are designated within the Vales of Humber Secondary Plan as follows:

- a) a Neighbourhood Retail site at the southeast corner of the Mayfield Road/McVean Drive intersection is expected to accommodate up to 12,000 m² (129,166 sq. ft) of gross floor area; and
- b) a Convenience Retail site at the northwest corner of The Gore Road and the east-west Collector Road is expected to accommodate up to 1,800 m² (19,375 sq. ft) of gross floor area.

5.12 With respect to transportation and transit matters:

- a) Approval of roundabout design and right-of-way requirements shall be obtained from the Planning, Design and Development Department prior to submission of draft plans of subdivision;
- b) There are five (5) roundabouts shown on Schedule SP50(a) and three additional potential roundabout locations shown. The location of the potential roundabouts will need to be confirmed through geometric design/analysis at the time of draft plan processing. Should the minimum roundabout geometric parameters not be achieved at these potential locations, these locations will not be developed for roundabout intersections. The final decision on the feasibility of the potential roundabouts will be made at the draft plan stage of approval;

- c) The design of the intersection of Collector Road B at Countryside Drive shall be designed and constructed with appropriate roadway design elements to discourage traffic travelling south on Collector Road B from accessing Fenton Way, in accordance with current engineering design standards;
- d) Lots frontages at intersections of Collector Roads and Collector and Local Roads will be oriented to face the minor or local roads to accommodate transit amenities including bus pads and shelter pads; and,
- e) Walkway connections from all window roads to the Countryside Drive, McVean Drive and The Gore Road will be provided.

5.13 The following design features will be incorporated to further enhance the two Commercial sites:

- a) for the commercial site located at the Mayfield Road/McVean Drive intersection, implement built-form that is consistent with its Community Gateway location;
- b) for the commercial site located at the intersection of The Gore Road and Collector Road D, the built form will be consistent with a Neighbourhood Gateway location;
- d) reinforce the associated intersections by locating any built form parallel and close to the streetscape edges;
- e) encourage low-rise built form that is consistent with the executive character of the community;
- f) require a high standard of architectural massing and detail to complement the executive character of the community and the historic character of the Hamlet of Wildfield, as applicable;
- g) require appropriate transitioning to residential uses through building massing and height;
- h) provide active at-grade uses to further animate street edges;

- i) use built-form and landscaping to screen on-site parking areas; and,
 - j) locate loading, garbage and other service areas out of public view and away from arterial and primary roads and incorporating such areas into the built form.
- 5.14 The owners shall contribute their proportionate share towards the City's gateway features and streetscape enhancements within Block Plan 50 in accordance with the City's Gateway Beautification Program. Reimbursement for each landowner's proportionate share within Block Plan 50 shall be addressed in the Vales of Humber Cost Sharing Agreement. In calculating these financial contributions, regard shall be had for the existing and future enhancements provided by the developer.
- 5.15 Accordingly, adjacent landowners shall provide any additional land requirements to accommodate the City's gateway features and streetscape enhancements as a condition of development approval.
- 5.16 The development of Edges and Gateways shall be undertaken in accordance with Section 4.10 of the Official Plan and this Chapter as follows:
- a) The intent of the Gateway locations is to create a sense of entry into the community and they are an important identifier that provides an opportunity to portray the community image and identity;
 - b) Vales of Humber features a hierarchy of gateways located at key intersections to highlight important community entry points. At these locations the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning;
 - c) Gateway intersections shall be coordinated with the City's Gateway Beautification Program;
 - d) Buildings at gateway locations shall be sited and orientated to address the intersection and contribute to the establishment of a well structured focal point. A superior form of architectural design and detail in addition to site design, landscaping and buffer treatment will be

required to recognize, establish and reinforce their focal significance;

- e) Schedule 50(a) identifies Community Gateway locations where McVean Drive intersects with Mayfield Road and Countryside Drive;
- f) Neighbourhood Gateways are categorized as either Executive Residential or Low Density Residential and are identified on Schedule SP50(a);
- g) Buildings at gateway locations shall be limited to compatible land uses. Gas bars and drive-through facilities will only be permitted at the Community Gateway at Mayfield Road and McVean Drive, and only one drive-through will be permitted;
- h) The edges and gateways shall be in accordance with Section 5.5 and other relevant policies of the Official Plan and this Chapter;
- i) Edges have a significant role in determining the interface with adjacent land uses and development blocks. Along Arterial Roads, which are the primary edges of a community, a variety of street patterns will be encouraged including cul-de-sacs and service roads (also known as window streets); and,
- j) Developers shall contribute financially toward gateway features that are to be provided in the Vales of Humber Secondary Plan. The design and financial obligation related to Gateway features will be determined through the block plan stage of approval.

5.17 With respect to the protection of cultural heritage features:

- a) the re-clad log farmhouse at 3864 Countryside Drive is required to have a Conservation Plan that shall detail its dismantling and conservation in order to ensure protection of the 19th century log structure during construction. This Conservation Plan is to be completed to the satisfaction of the Commissioner of Planning Design and Development;

- b) the existing building at 6791 Mayfield Road shall be retained in situ and requires a Conservation Plan prepared by a heritage consultant to ensure the building's protection during construction and its long term use. The Conservation Plan shall be prepared to the satisfaction of the Commissioner of Planning Design and Development;
 - c) a Heritage Impact Assessment shall be completed for 11180 The Gore Road to the satisfaction of the Commissioner of Planning Design and Development; and,
 - d) a Heritage Impact Assessment shall be completed for 11962 The Gore Road to the satisfaction of the Commissioner of Planning Design and Development.
- 5.18 All development applications submitted within the boundaries of Block Plan Areas 50-1 and 50-2 shall conform to the approved Vales of Humber Master Environmental and Servicing Plan. Adjustments to the boundaries of the "Natural Heritage System Area" designation in the Vales of Humber Secondary Plan are permitted without an Official Plan Amendment provided that these adjustments are in accordance with the approved Vales of Humber MESP.
- 5.19 With respect to the protection of the Natural Heritage System:
- a) All natural heritage features identified in the approved MESP shall be protected through an appropriate community design of the Block Plan;
 - b) An addendum to the MESP, including refinement of Drawings 4.1.1R and 4.1.2R and development of a Management approach to Tributary B8, will be undertaken when non-participating landowners to the MESP submit development applications;
 - c) Conceptual Restoration and Enhancement Area and Buffer planting plans will be reviewed to the satisfaction of the City in consultation with the Conservation Authority prior to draft plan approval;
 - d) Encroachments and/or grading into the NHS including environmental buffers to facilitate development purposes will require appropriate mitigation planting plans;

- e) Final location of SWMP2 beyond the identified NHS is to be determined to the satisfaction of the City in consultation with TRCA prior to draft plan approval;
- f) Final sizing, configuration and management of flows to the wetland compensation areas associated with SWMP2 and SWMP4 shall be determined to the satisfaction of the City in consultation with the TRCA prior to draft plan approval;
- g) A conceptual restoration plan, including sizing and configuration of Enhancement Areas between Drainage Features C1 and D1 and between D1 and D2 as described in MESP Phase 2 will be reviewed to the satisfaction of the City in consultation with MNR and TRCA, prior to draft plan approval;
- h) Parks and vista blocks shall conserve existing tableland vegetation, as feasible, and be enhanced by planting plans that will protect and restore the ecological form and function of the adjacent natural heritage system;
- i) Trails located in the valley corridor and associated environmental buffer will be located and designed to minimize and mitigate impacts to the ecological form and function of the Natural Heritage System. Where these trails are located or pass through sensitive areas, attention shall be paid to lighting and trail construction materials in an effort to minimize and mitigate impacts; and,
- j) In accordance with the MESP recommendations, a 6.0 metre recreational setback may be required to facilitate the pathway system if it cannot be located within the NHS, including environmental buffer.