



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 57-95

To adopt Amendment Number 260

to the 1984 Official Plan of the

City of Brampton Planning Area

The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, R.S.O.1990, c.P.13, hereby ENACTS as follows:

1. Amendment Number 260 to the 1984 Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this By-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 260 to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 8th day of March, 1995.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

APPROVED
AS TO FORM
LAW DEPT
BRAMPTON

DATE

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(Part IV, Chapter 43)

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AMENDMENT 260

to the 1984 Official Plan of the

City of Brampton Planning Area

1.0 PURPOSE

The purpose of this amendment is to change the land use designations, for the lands shown outlined on Schedule A to this amendment from primarily Agricultural to Residential, Commercial, Open Space and Institutional and to establish, in accordance with Section 7.2 of the Official Plan, detailed policy guidelines for the development of Secondary Plan Area 43.

Development of the subject secondary plan area will occur within an ecosystem context, with the Fletchers Creek Subwatershed Management Study (Paragon Engineering) forming the environmental basis of the Secondary Plan. The subject property will be developed as a residential community containing a mix of housing types and supporting open space, recreation, school, community service and commercial uses and facilities. Associated infrastructure, environmental considerations and development constraints will be recognized in addition to the existing commercial uses situated on the south side of Highway 7, east of Chinguacousy Road.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 161 hectares (400 acres) and are generally located between McLaughlin Road and Chinguacousy Road, south of Highway 7 and north of the Canadian National Railway. The lands are described as being part of Lots 8, 9 and 10, Concession 2, W.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are specifically indicated on the Schedules to this amendment.

3. AMENDMENT AND POLICIES RELATIVE THERETO

3.1 Amendment Number 260 :

1. The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:
 - (i) by adding to section 7.2.7 thereof, the following new subsection:
"7.2.7.43 Area 43: Fletchers Creek Village Chapter 43 of Part IV of this Official Plan, as it applies to Secondary Plan Area Number 43, shall constitute the Fletchers Creek Village Secondary Plan."

- (ii) by changing on Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, the location of the urban boundary to the location shown on Schedule A to this amendment;
- (iii) by adding to Schedule 'A', GENERAL LAND USE DESIGNATIONS thereto, "RESIDENTIAL", "COMMERCIAL" and "OPEN SPACE" designations in the locations shown on Schedule A to this amendment;
- (iv) by adding to Schedule 'F', COMMERCIAL thereto, "CONVENIENCE COMMERCIAL" and "HIGHWAY AND SERVICE COMMERCIAL" designations in the locations shown on Schedule B to this amendment;
- (v) by adding to Schedule 'H' MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK thereto, a "MINOR ARTERIAL ROAD", a "COLLECTOR ROAD" and an expanded "URBAN AREA" in the locations shown on Schedule C to this amendment;
- (vi) by adding to Schedule 'I' MAJOR ROAD RIGHT-OF-WAY WIDTHS thereto, a "36 METRES (120 FEET)" and "23 METRES (76 TO 86 FEET)" rights-of-way in the locations shown on Schedule D to this amendment;
- (vii) by adding to Schedule 'K' SECONDARY PLAN AREAS thereto, "SECONDARY PLAN AREA NUMBER 43" as shown on Schedule E to this amendment;
- (viii) by adding thereto as Schedule 'SP43(a)', Schedule F to this amendment;
- (ix) by adding to Part IV - SECONDARY PLANS, the following new chapter title: "Chapter 43: THE FLETCHERS CREEK VILLAGE SECONDARY PLAN"; and,
- (x) by adding to PART IV - SECONDARY PLANS, as Chapter 43, the following text:

"Chapter 43: THE FLETCHERS CREEK VILLAGE SECONDARY PLAN

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP43(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with

Section 7.2 of the Official Plan, detailed policy guidelines for the development of the lands outlined on Schedule SP43(a), and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter recognizes existing highway commercial uses found on the south side of Highway 7, east of Chinguacousy Road. This chapter will constitute the Fletchers Creek Village Secondary Plan.

2.0 LOCATION

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

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

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

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

TABLE 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Units</u>
Single Detached Density	15% - 25%
Semi-Detached Density	15% - 25%
Medium Density Type	30% - 45%
High Density Type	<u>15% - 30%</u>
Total	100%

3.1.3 The density range for Secondary Plan Area Number 43 shall be 20 to 31 units per hectare (8.1 to 12.5 units per acre) of gross residential area.

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

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

High Density Residential

3.1.6 In areas designated High Density Residential on Schedule SP43(a), residential uses within the High Density range defined in Part II of the Official Plan are permitted, subject to policies 3.1.2, and 3.1.3 and 3.1.7.

3.1.7 The net density for High Density Residential designations shall not exceed 125 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approval for an increase in density, to a maximum of 150 units per hectare (60 units per acre) may be granted on a site specific basis for nonprofit housing projects, without further amendment to this

plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the intent of Provincial Housing Policy Statement, will have a reasonable floor space index relative to density yield and will have minimal impact on the local roads and services within the Secondary Plan Area.

3.1.8 Any proposals for High Density development shall have regard for the achievement of acceptable transition and integration with lower density forms of development and minimize overshadowing and overlook of lower density residential forms.

Medium Density Residential

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

3.1.10 Non profit housing projects within the Medium Density designations on Schedule SP43(a) and any proposal within the Medium Density designation bounded by McLaughlin Road, Fletchers Creek Valley and the High Density Residential designation at the intersection of Highway 7 and McLaughlin Road, comprising approximately 5.3 hectares (13.1 acres) in size, may be developed at a Medium-High Density as defined in Part II of the Official Plan, without further amendment to this Plan. Such proposals to develop these lands at a Medium-High Density shall have regard to policy 3.1.11 and will have minimal impact on the local roads and services within the Secondary Plan Area.

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

Low and Medium Density Residential

3.1.12 In areas designated Low and Medium Density Residential on Schedule SP43(a), residential uses within the Low and Medium Density ranges defined in Part II of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3. The proportion of medium density housing types in the low and medium density

designation shall not exceed 50 percent(%) of the total number of units realized within this designation.

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

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

Affordable Housing

3.1.15 Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents. Such opportunities shall be provided in accordance with the intent of the Provincial Housing Policy Statement.

3.1.16 Affordable housing will be integrated into the overall community so as not to isolate such housing in any one area.

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

Reserve Place of Worship

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

- (i) included in the appropriate subdivision plan as a condition of draft approval and shall be held for use or acquisition for worship (church) purposes for a period of 5 years after the registration of the subject subdivision plan;

- (ii) approximately .8 hectares (2 acres) to 1.2 hectares (3 acres) in size;
- (iii) visibility to McLaughlin Road but primary access to an internal street; and,
- (iv) zoned for worship (church) purposes at the time of subdivision registration but if not acquired or used for such purposes within the 5 year reserve period, may be alternately zoned to permit medium or high density residential development without further amendment to this Plan.

3.2 Commercial

Convenience Commercial

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

- (i) no outdoor storage of goods or material shall be permitted;
- (ii) provision shall be made to minimize the adverse impact upon adjacent residential uses, through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- (iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers; and,
- (iv) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

3.2.2 The convenience commercial designation at the southeast corner of Highway 7 and the north/south collector road may be upgraded to a neighbourhood commercial facility without further

amendment to this Plan provided the following requirements are fulfilled to the satisfaction of the City:

- (i) a market feasibility and justification study which considers future urban uses and commercial structure within an appropriate market impact area, and,
- (ii) a traffic analysis.

Highway Commercial

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

3.2.4 The Highway Commercial designation at the southwest corner of Highway 7 and McLaughlin Road shall be approximately 0.4 hectares (1.0 acres) in size and appropriately buffered from any adjacent residential development.

3.3 Open Space

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

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

3.3.3 Parkettes shall be established in the general locations designated on Schedule SP43(a), and developed in accordance with Chapter 2, subsection 2.5 and other relevant policies of the Official Plan. Provided the general intent of this secondary plan is respected, necessary adjustments may be made to the size and

location of parkettes through the subdivision or zoning approval process to accommodate design or park dedication concerns, without further amendment to this plan.

3.3.4 The northerly parkette indicated on Schedule SP43(a) within the medium density residential designation is an optional parkette that may not necessarily be established if recreational and open space opportunities provided in conjunction with medium density residential development in the area are sufficient to meet resident needs. Whether or not the parkette is established shall not necessitate an amendment to this Secondary Plan.

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

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

3.4 Hazard Lands

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

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

the total amount of tableland area available for urban development.

3.5 Institutional

3.5.1 One separate elementary school site and one public elementary school site are required in the general locations indicated on Schedule SP43(a). If a school site or part thereof is not required by either the Peel Board of Education or the Dufferin-Peel Roman Catholic Separate School Board, then it may be released for public open space or residential development which is compatible and suitable for integration with abutting development without further amendment to this Plan.

3.5.2 The relevant subdivision plan(s) shall include designated school sites as appropriate with a shape, size and frontage to the satisfaction of the relevant School Board. Developers may also be required to demonstrate how school sites can be redeveloped for suitable alternate uses should any particular school site be released or not required for school purposes.

3.5.3 Prior to approval of plans of subdivision, the City shall encourage landowners within the Secondary Plan Area 43 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing school sites designated on Schedule SP43(a), as encouraged by the School Boards.

4.0 Transportation Policies

4.1 Roads

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

4.1.2 The right-of-way requirement for Highway 7 shall be sufficient to accommodate a 6 lane arterial road with centre median, as determined by the Ministry of Transportation of Ontario (MTO). Appropriate road widenings necessary to achieve the right-of-way requirement, shall be conveyed as a prerequisite to development within Secondary Plan Area Number 43. Additional right-of-way dedications may be required at

major intersections for the construction of turning lanes and/or utilities.

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

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

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

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

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

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

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

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

4.2 Public Transit

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

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

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

4.3 Pedestrian/Cyclist Links

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

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

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

4.4 Railways

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

5.0 Environmental, Servicing and Design Considerations

5.1 Tree Preservation

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

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

Woodlot

5.1.3 The woodlot which is identified on Schedule 'C' of the Official Plan and situated in the Residential and Neighbourhood Park designations east of the north/south collector road and south of the school sites shall be preserved to the greatest extent practicable. In this regard, development proposals within or abutting the woodlot shall be subject to Chapter 1, subsection 1.3 and other relevant policies of the Official Plan. Any studies relating to the preservation, treatment and disposition of the woodlot shall be submitted at the draft plan of subdivision or zoning approval stages. Any portions of the woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

5.2 Noise Attenuation

5.2.1 In the case of low and medium density residential uses adjacent to Provincial Highways and Arterial Roads, the primary

methods of achieving road noise levels consistent with Provincial guidelines, to be evaluated on their merits in each particular circumstance in accordance with City of Brampton and Region of Peel standards, are:

- (i) the use of parallel service roads which abut Provincial Highways and Arterial Roads while accommodating residential frontages, and
- (ii) the use of reversed frontages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1000 feet).

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

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

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

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

5.2.6 Prior to subdivision approval for lands situated adjacent to the Canadian National Railway right-of-way, noise and vibration

impact studies shall be undertaken by the developer, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment and the City, in consultation with Canadian National Railway are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to berming, fencing and the imposition of building setbacks.

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

5.3 Storm Water Management

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

5.3.2 Storm water management practices within Secondary Plan Area 43 shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for storm water management within Fletchers Creek Village shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Management Study (Paragon Engineering). Total storage requirements within the secondary plan area will be approximately 600 cubic metres per hectare in order to adequately address the above noted concerns.

5.3.3 A detailed drainage and engineering report will be undertaken for any development in Secondary Plan Area Number 43 and will be subject to approval by the Credit Valley Conservation Authority and the City prior to the registration of

any individual plans of subdivision. The approval of the Ministry of Transportation is also required as the report relates to drainage impacts on Highway 7.

This drainage and engineering report will describe the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, mitigate environmental impacts and prevent erosion and siltation in Fletchers Creek during and after the construction period. The storm water management reports will be consistent with and implement the recommendations of the Fletchers Creek Subwatershed Management Study (Paragon Engineering).

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

Drainage Tributary

5.3.5 The Fletchers Creek Subwatershed Study (Paragon Engineering) recognizes a minor watercourse in the west half of Lot 10, Concession 2 W.H.S., extending north and west of the woodlot, that may be of ecological value to the subwatershed. Prior to draft plan approval, a site biological review and study shall be undertaken to evaluate the water conveyance and habitat function of this watercourse relative to subwatershed ecology and establish how the feature should be addressed within the subdivision design. Such review is subject to the approval of the Conservation Authority and the City.

5.4 Sanitary Sewage and Water Supply

5.4.1 Development within Secondary Plan Area Number 43 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers, designed to accommodate further development of the Fletchers Creek subwatershed.

5.4.2 Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area

which are to continue in use should their operation be detrimentally impacted through the process of developing the secondary plan area.

5.5 Urban Design Guidelines

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

6.0 Implementation and Interpretation

6.1 Development Phasing

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

6.1.2 The intent of the City is that essential services will be provided with residential development in Secondary Plan Area 43. In accordance with Chapter 2, subsection 2.1, Chapter 7, subsection 7.4 and other relevant policies of the Official Plan, the City may refuse approvals for any development for which schools, roads or any other essential service are not available or committed.

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

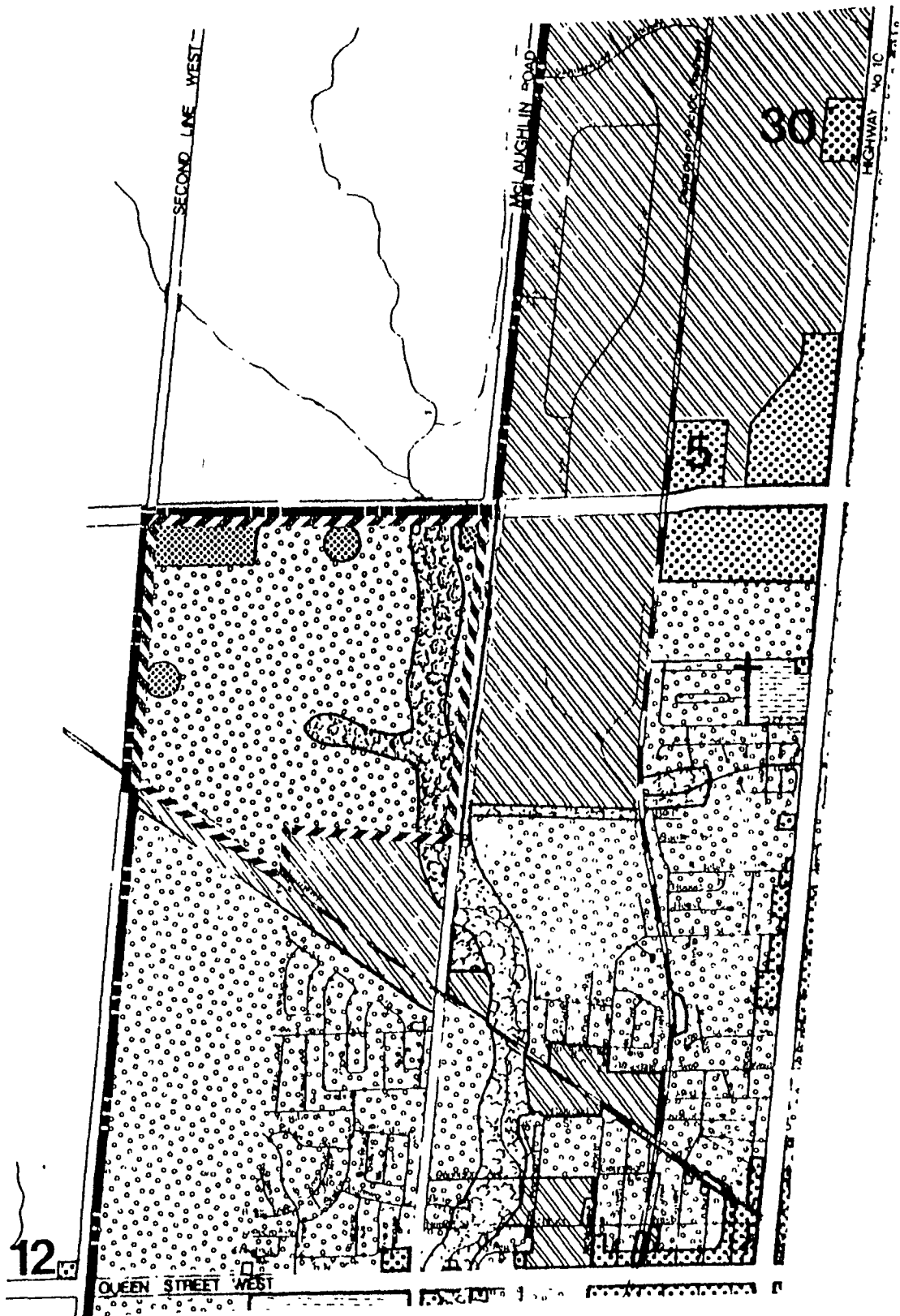
6.2 Implementation Measures

6.2.1 In addition to Development Charges capital contributions, the City shall encourage the use of Cost Sharing Agreements or other suitable arrangements amongst landowners in order to implement development of the secondary plan area and equalize the cost of development for common infrastructure, facilities and works, including the establishment of school sites.

6.2.2 The City will support reasonable cost sharing arrangements amongst benefitting landowners by a best efforts obligation to obtain payments from benefitting landowners who have not contributed to common costs associated with developing lands which were front-ended by other landowners. To this end, the City shall attempt to retrieve costs for the Fletchers Creek Subwatershed Management Study (Paragon Engineering) from landowners benefitting from the study and direct such payments to the front-ending landowners within the Fletchers Creek Village Secondary Plan Area 43.

6.2.3 In light of policy 6.2.2, there may be some difficulty in addressing storm water management controls for surrounding new development areas west of Chinguacousy Road and north of Highway 7. Although it is not anticipated as necessary at this time, landowners within Secondary Plan Area 43 may be required to participate as part of various technical solutions necessary to solve any future flooding concerns in Fletchers Creek, should their participation be a logical, practical and appropriate element of such solutions.

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



////// LANDS SUBJECT TO THIS AMENDMENT

GENERAL LAND USE DESIGNATIONS

SCHEDULE 'A'

- | | | | |
|-------|----------------|--|---------------------------------|
| ----- | URBAN BOUNDARY | | INSTITUTIONAL |
| | RESIDENTIAL | | AGRICULTURAL |
| | OPEN SPACE | | RURAL SETTLEMENTS (INFILLING) |
| | COMMERCIAL | | RURAL SETTLEMENTS (MAINTENANCE) |
| | INDUSTRIAL | | |

OFFICIAL PLAN AMENDMENT No. 260



CITY OF BRAMPTON
Planning and Development

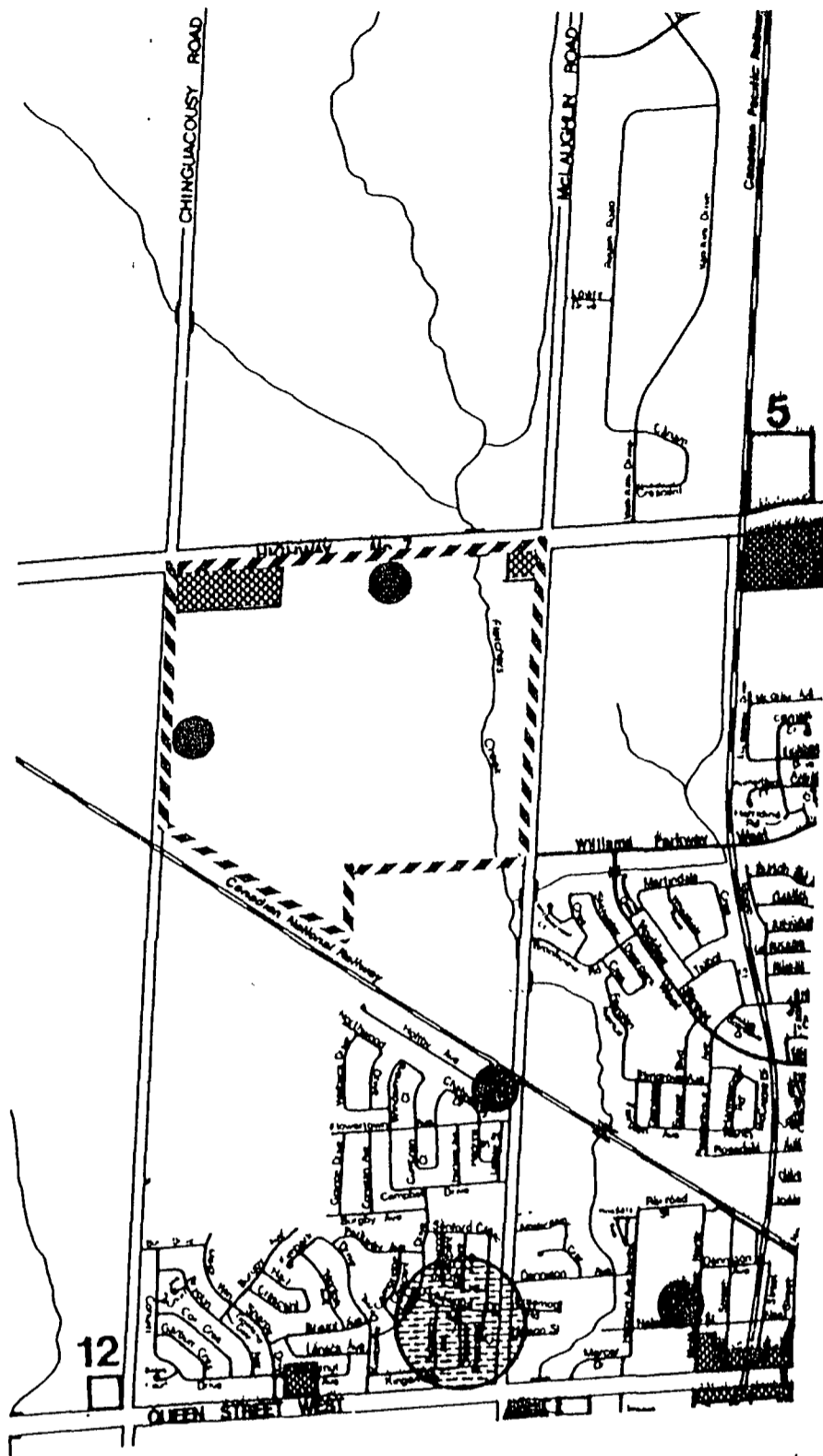
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









Map no. 41-21A

Schedule A



////// LANDS SUBJECT TO THIS AMENDMENT

COMMERCIAL*
SCHEDULE 'F'

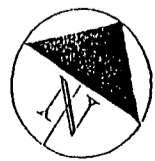
- | | | | |
|---|-------------------------------------|---|------------------------------|
|  | CENTRAL COMMERCIAL CORRIDOR |  | NEIGHBOURHOOD COMMERCIAL |
|  | FOUR CORNERS COMMERCIAL |  | CONVENIENCE COMMERCIAL |
|  | SPECIALTY OFFICE SERVICE COMMERCIAL |  | HIGHWAY & SERVICE COMMERCIAL |
|  | REGIONAL COMMERCIAL |  | SITE SPECIFIC DESIGNATIONS |
|  | DISTRICT COMMERCIAL |  | RURAL COMMERCIAL |

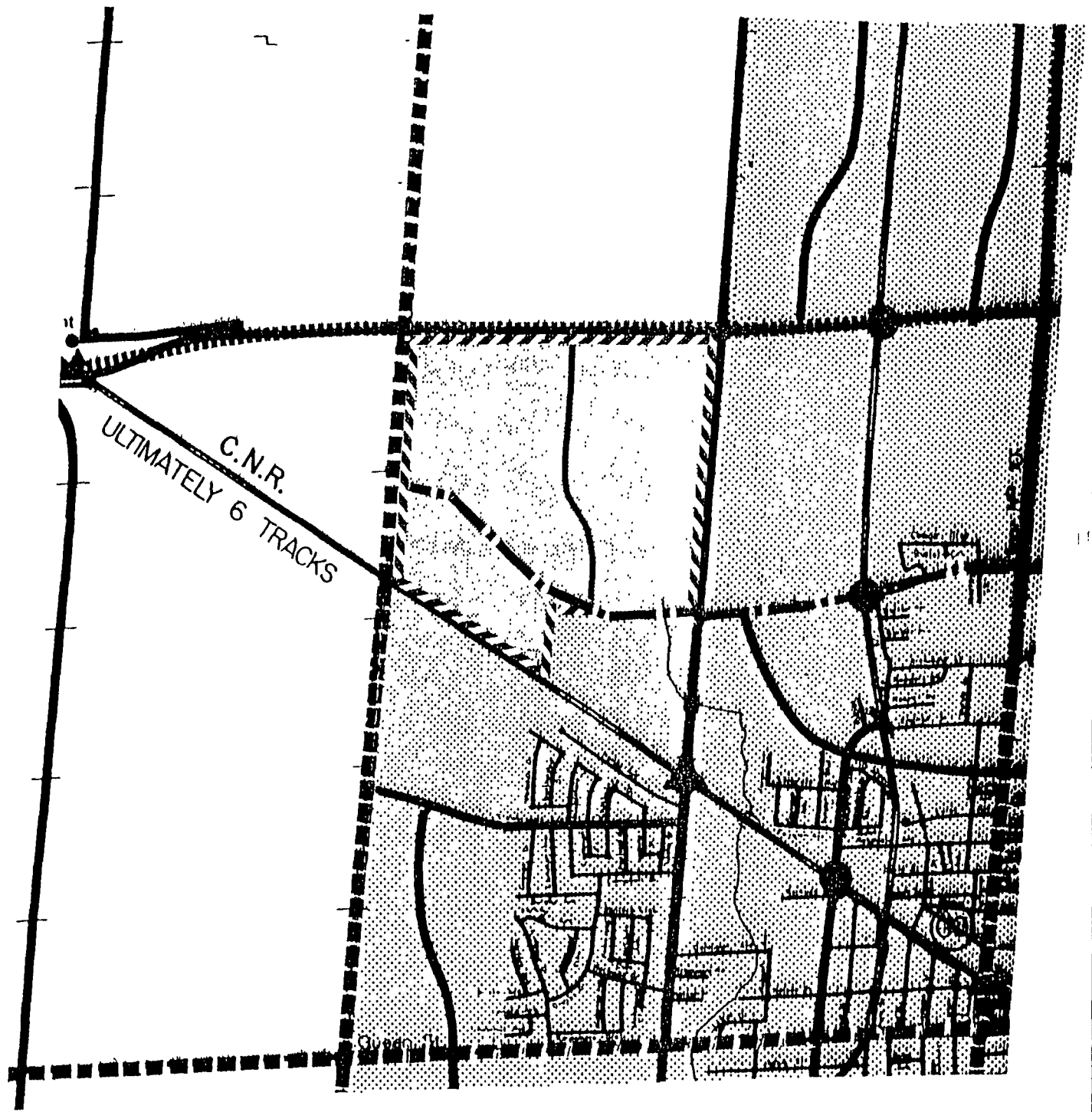
OFFICIAL PLAN AMENDMENT No. 260

Schedule B

CITY OF BRAMPTON
Planning and Development

Date: 1994 09 12 Drawn by: CJK
File no P25-SP043 Map no. 41-21B





**MAJOR TRANSPORTATION ELEMENTS
AND MAJOR ROAD NETWORK**

SCHEDULE 'H'

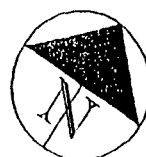
////// LANDS SUBJECT TO THIS AMENDMENT

- ▬▬▬▬ PROVINCIAL FREEWAY**
- ||||||| PROVINCIAL HIGHWAY**
- ▬▬▬▬ MAJOR ARTERIAL ROADS**
- ▬▬▬▬ MINOR ARTERIAL ROADS**
- ▬▬▬▬ COLLECTOR ROADS**
- ▲ EXISTING GRADE SEPARATION**

- PROPOSED GRADE SEPARATION
- ◊** COMPLETE INTERCHANGE
- ∨** PARTIAL INTERCHANGE
- ▨** URBAN AREA
- ▩** RURAL ESTATE AREA
- ▬** MAJOR RAILWAY LINE
- ⊙ GO** GO RAIL TRANSIT STATION

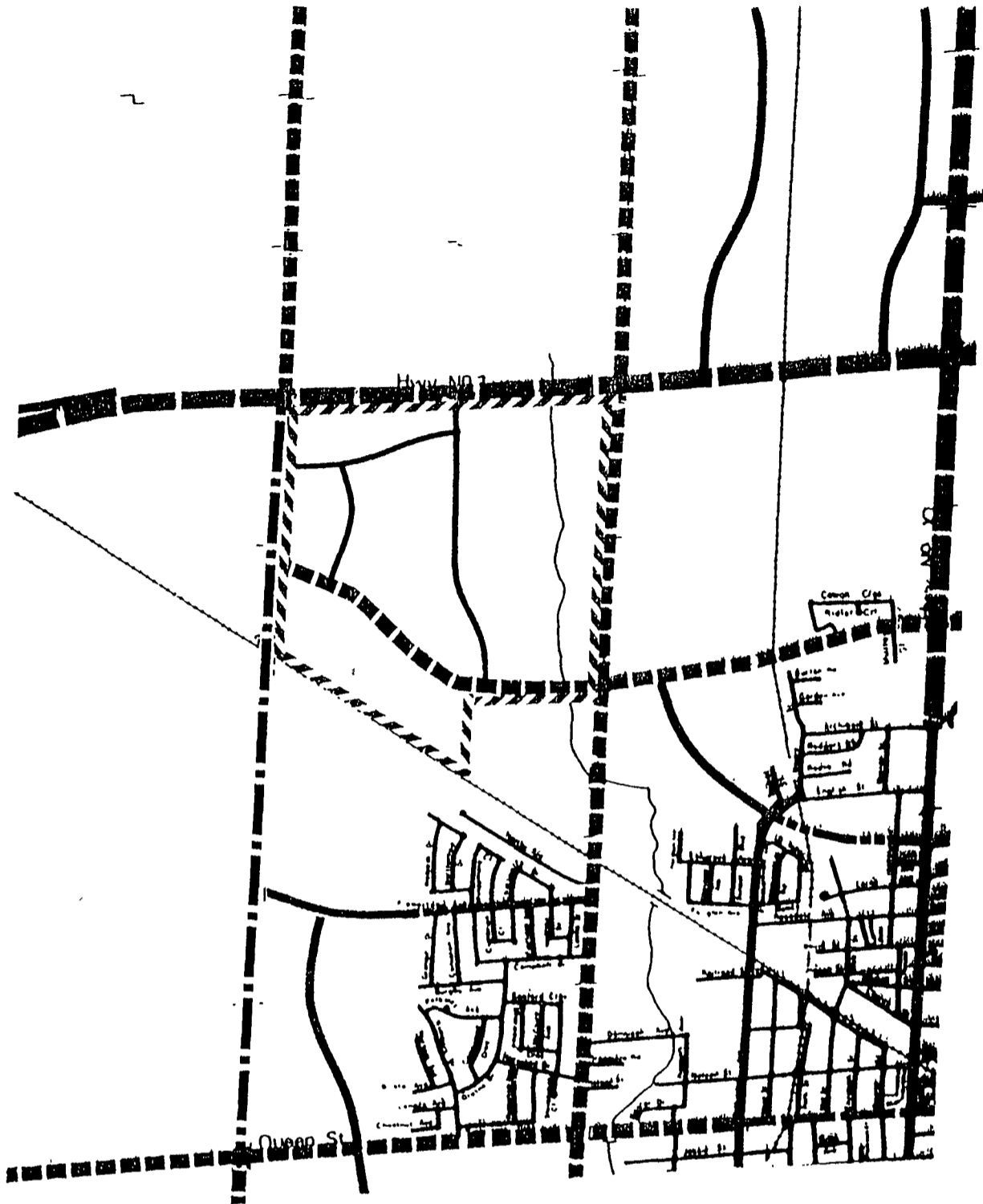
OFFICIAL PLAN AMENDMENT No. 260

Schedule C



CITY OF BRAMPTON
Planning and Development

Date: 1994 09 12 Drawn by: CJK
File no: P25-SP043 Map no. 41-21C



**MAJOR ROAD
RIGHT-OF-WAY WIDTHS**

SCHEDULE 'I'

- TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

LANDS SUBJECT TO THIS AMENDMENT

OFFICIAL PLAN AMENDMENT No. 260



CITY OF BRAMPTON
Planning and Development

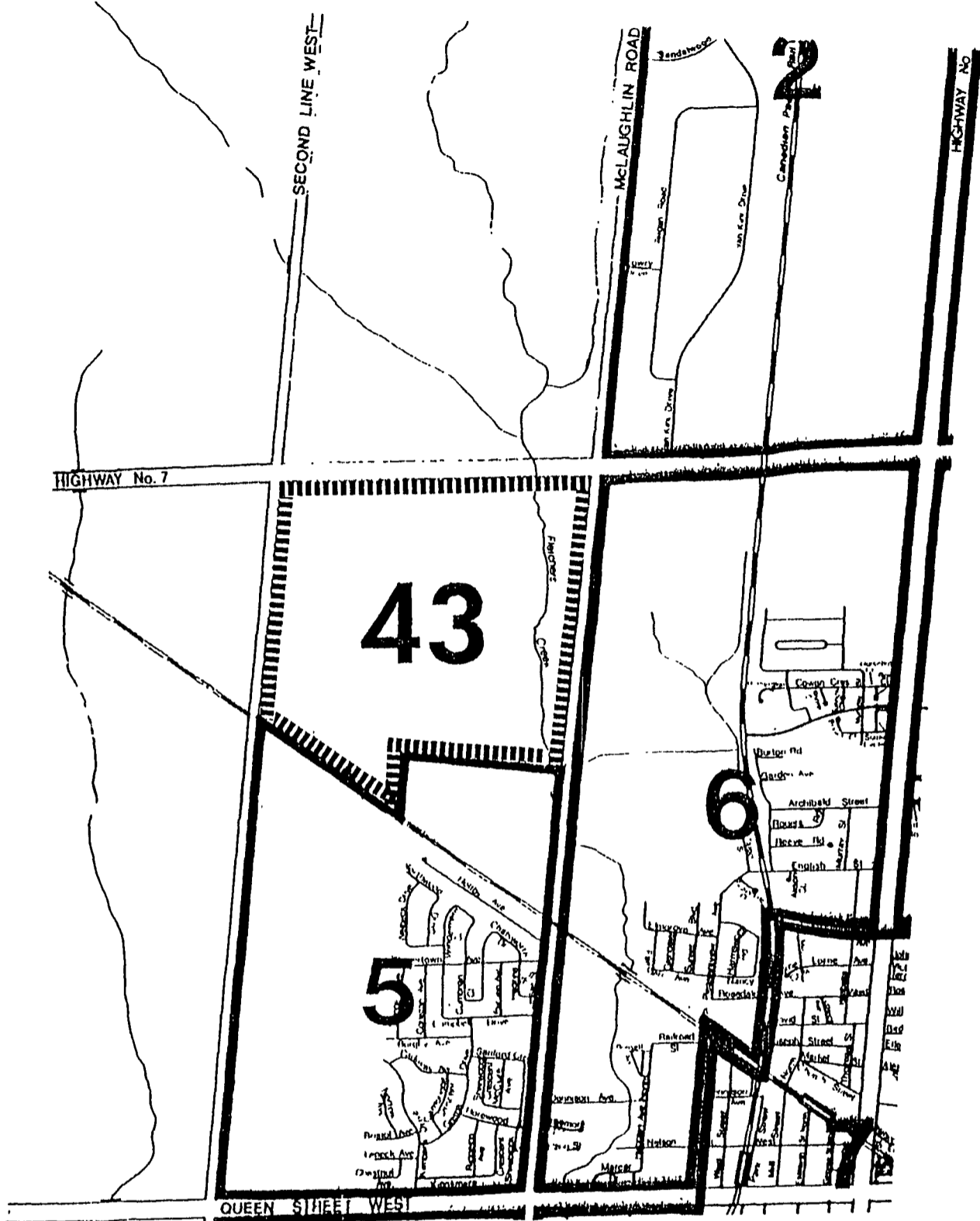
Date: 1994 09 12

Drawn by: CJK

File no. P25-SP043

Map no. 41-21D

Schedule D



▨▨▨▨▨▨▨ LANDS SUBJECT TO THIS AMENDMENT

SCHEDULE K
SECONDARY PLAN AREAS

OFFICIAL PLAN AMENDMENT No. 260



CITY OF BRAMPTON
Planning and Development

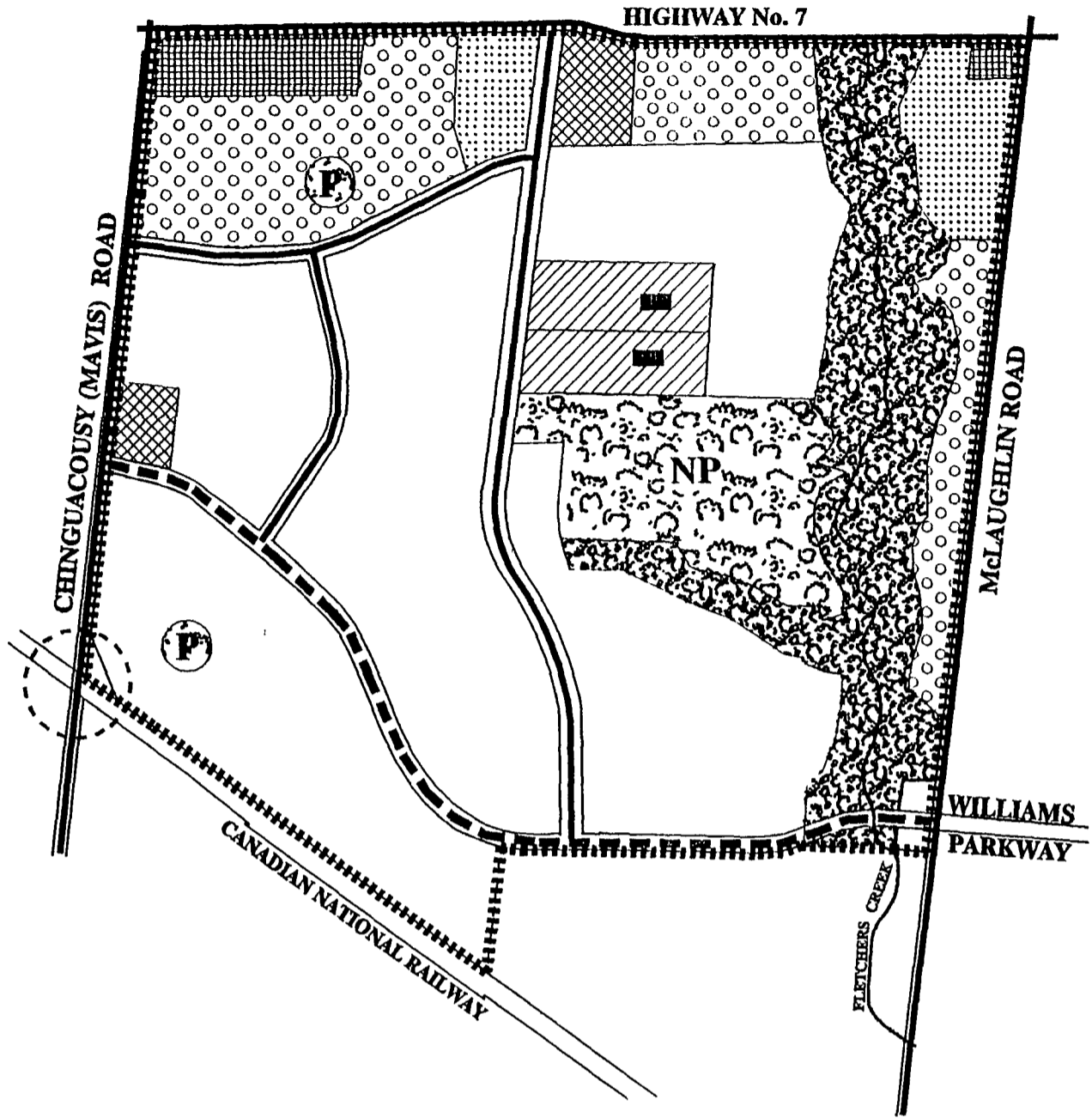
Date: 1994 09 12

Drawn by: CJK



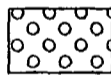
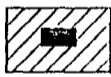
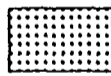

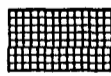
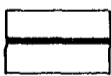
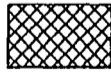

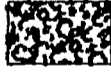
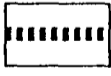

File no P25-SP043

Map no. 41-21E

Schedule E



LEGEND

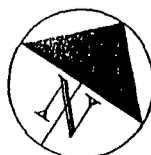
- | | | | |
|---|------------------------------------|--|------------------------------------|
|  | RESIDENTIAL - LOW & MEDIUM DENSITY |  | OPEN SPACE PARKETTE |
|  | RESIDENTIAL - MEDIUM DENSITY |  | INSTITUTIONAL ELEMENTARY SCHOOL |
|  | RESIDENTIAL - HIGH DENSITY |  | MINOR ARTERIAL 36.0m |
|  | HIGHWAY COMMERCIAL |  | COLLECTOR ROADS 23.0m - 26.0m |
|  | CONVENIENCE COMMERCIAL |  | PROPOSED GRADE SEPARATION |
|  | OPEN SPACE HAZARD LAND |  | SECONDARY PLAN AREA 43(a) BOUNDARY |
|  | OPEN SPACE NEIGHBOURHOOD PARK | | |

SCHEDULE SP43(a)



OFFICIAL PLAN AMENDMENT No. 260

Schedule F



CITY OF BRAMPTON
Planning and Development

Date: 1995 03 01

Drawn by: C.R.E.

File no FLET1.DGN

Map no. 1