

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 24

THE FLETCHERS CREEK SOUTH

SECONDARY PLAN

March 2012

EXPLANATORY NOTES

Office Consolidation The Fletchers Creek South Secondary Plan (Secondary Plan Area 24)

General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 1993 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
 - (a) the referenced provision is in conflict with the current Official Plan;
 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
 - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be considered active and applicable for such secondary plan purposes in the future.

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

Specific (Secondary Plan 24, The Fletchers Creek South Secondary Plan)

This office consolidation of the Fletchers Creek South Secondary Plan consists of two parts, being Chapter A21 of the document known as the Consolidated Official Plan and Chapter 24 (a) to the document known as the 1984 Official Plan.

Chapter A21 is based on Official Plan Amendment 61 to the document known as the Consolidated Official Plan as approved by City Council on November 24, 1980 with the inclusion of all modification made by the Ontario Municipal Board on May 21, 1982 and the following Official Plan Amendments as approved by the province, or City of Brampton:

25A	36A	54A	69A
70A	74A	76A	79A
81A	82A	84A	86A
88A	97A	99A	102A
110A	112A	121A	122A
130A	144A	147A	151A
168A	170A	176A	181A
184A	198A	203A	205A
227A	230A	256A	257A
265A	262A	268A	273A
275A	286A		

Chapter 24 (a) is based on Official Plan Amendment 133 to the document known as the 1984 Official Plan as approved by City Council on December 14, 1987, by the Minister of Housing on June 21, 1988 and by the Ontario Municipal Board on November 2, 1988 with the inclusion of Ontario Municipal Board Order No. 1139 issued on August 28, 2003 and the following Official Plan Amendments as approved by the province or City of Brampton:

OP93-69	OP93-79	OP93-84	OP93-191
OP93-170	OP93-215	OP93-240	OP93-244
OP93-269	OP93-275/2006-001	OP2006-60	
OP2006-65			

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

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

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

Chapter A21
of the document known as the
Consolidated Official Plan

1.0 **PURPOSE**

The purpose of this Chapter, together with Plate 43 and Plate 44 is to specify the desired pattern of land use, the transportation network and related policies necessary to achieve a high quality, efficient and orderly urban expansion. The area covered by Chapter A21 will henceforward be referred to as the Fletchers Creek South Secondary Plan Area.

2.0 **LOCATION**

OPA 36A

The Fletchers Creek South Secondary Plan Area comprises all of the lands in Concession 1, E.H.S. and Concession 1, W.H.S. and part of the lands in Concession 2, W.H.S. between Steeles Avenue and the Parkway Belt West, as well as those portions of the Parkway Belt West area contained within Lot 15, Concession 1, E.H.S., and contained between the northern limit of Lot 14 and the northern top-of-bank of the Etobicoke Creek Valley within Lot 14, Concession 1, E.H.S., all as outlined on Plate 43 and totaling approximately 462 hectares.

3.0 **DEFINITIONS**

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Group Home" means a dwelling unit occupied by three to ten persons, inclusive of staff or receiving family, used for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised group living arrangement for their well being. "Group home" shall not include a crisis care facility or a facility for inmates, adult male parolees or probationers, transients and addicts.

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"Net Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per residential hectare (11-14 units per net acre) which is typically associated with semi-detached, link townhouse or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.

"Cluster Housing" or "Medium-High Density" means a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acre) which is typically associated with maisonette, stacked townhouse, garden court or walk-up apartments and cluster housing types.

"Apartment or High Density" means a density of 76 to 198 dwelling units per net residential hectare (31-80 units per net acre) which is typically associated with the elevator apartment housing type.

"Walkway" means a paved pedestrian path between 10 and 15 feet in width intended to provide safe and convenient access to various parts of residential neighbourhoods and does not include linear parks such as those on the north side of the Ring Road and along the top of bank of the Etobicoke Creek.

DEVELOPMENT PRINCIPLES

4.0 GENERAL PROVISIONS

Mod 1

The policies contained under General Provisions apply throughout the area covered by this amendment. Generally, they take precedence over the policies of other Sections of this Plan. However, their application, singly or cumulatively, will not prohibit the uses permitted by the General Land Use designations on Schedule A of this amendment.

4.1 Hazard Lands

4.1.1 Definition

Hazard Lands associated with the Fletchers Creek South valley as designated on Plate 43 are those which have inherent physical hazards such as flood or erosion susceptibility, steep slopes or other physical limitations to development. These Hazard Lands shall become part of the Public Open Space systems to be used for walking and cycling trails and other recreational pursuits, as an amenity in association with adjacent schools and as an integral component of District and Neighbourhood Parks located along the valleys. Boundaries of the designated Hazard Lands will be established on a site specific basis in consultation with the Credit Valley Conservation Authority.

4.1.2 Any alteration to a watercourse or valley, including the placement of buildings, structure or fill, whether originating on the site or elsewhere, or removal of fill or the provision of access to a valley or bridges over a creek is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act.

4.1.3 Where new development is proposed on a site, part of which is designated Hazard Lands, such lands shall not necessarily be acceptable as part of the dedication for Public Open Space purposes required under the Planning Act. All lands conveyed to the municipality shall be conveyed in a physical condition satisfactory to the municipality. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

4.1.4 Building and property line setbacks shall be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, in conjunction with the responsible Conservation Authority, on a site specific basis.

4.2 Environmentally Sensitive Areas

4.2.1 Introduction

The broad designation "Environmentally Sensitive Areas" comprises a number of sub-categories including woodlots. Wherever possible existing woodlots classified I to III in the Fletchers Creek South Area are incorporated into parks and protected by a public open space designation or are covered by other restrictive designations such as Hazard Lands or Parkway Belt West.

4.2.2 Where all or part of an Environmentally Sensitive Area is privately owned, this Plan does not imply that such land is free and open to the general public or will necessarily be purchased by the City of Brampton or any other public agency.

4.2.3 Buildings and other major structures shall be discouraged from being constructed within Woodlots Class I, II and III.

Class I These are significant, sensitive units. They should be preserved and protected from development and neighbouring encroachment. Human contact, where desired by the controlling agency, should only be via a well defined natural trail system. Even low levels of disturbance can put undue pressures on the ecosystems.

Class II These are the high quality woodlots which will withstand a low degree of disturbance. They should be preserved and used with care.

Class III These woodlots are of slightly lower quality, but still are sensitive to use and warrant preservation and careful use.

4.2.4 Woodlot fragments and hedgerows shall be retained and incorporated into development within urbanizing areas wherever practicable. The City may require the developer of one or more structures on all or part of a wooded area to submit a Tree Protection Plan to be approved by the City prior to the issuance of a building permit. The Tree Protection Plan shall identify the exact location of any trees that will be cut or affected and state the specific measures that will be taken to protect the remainder.

4.3 Energy Conservation

4.3.1 Council shall require the design of residential and commercial areas and the siting of buildings for proper sun and wind orientation to the extent practicable.

4.3.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings.

4.3.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all existing and future buildings in the Fletchers Creek South Area.

4.4 Aircraft, Road, Train and Point Source Noise

4.4.1 Development, which includes outdoor, passive, recreation areas such as private and shared outdoor areas accessory to residential buildings as well as schools will not be permitted in locations where the attenuated outdoor noise levels are forecast to exceed the limits specified in Appendix A to this Chapter, which are specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment. Amendments to these standards will automatically be incorporated into Appendix A to this Chapter without the necessity of amending the Plan.

4.4.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of traffic or rail noise, will only be permitted if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Appendix A to this Chapter.

4.4.3 Areas requiring noise analysis are indicated in Appendix B to this Chapter. The proponents of residential development within one or more of these areas shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.

Mod 4

4.4.4 Where relevant, an evaluation of the impact of vibrations and fumes from transportation facilities will be included as a component of the study required under policy 4.4.3.

4.4.5 Proposed development that has the potential to be a source of noise shall, to the extent practical and feasible, be constructed to maintain the ambient noise level created by the local traffic in the area.

5.0 RESIDENTIAL POLICIES

5.1 Definition

The residential designations shown on Schedule 'A' are categories in which the predominant use of land is residential and include the full range of dwelling types from single family houses to high rise apartments. Complementary uses permitted in residential areas schools, churches, libraries, parks, community centres, health centres, day care centres and convenience shopping have been specifically identified and are covered by other designations in the Secondary Plan.

5.2

OPA 36A

The housing mix target range shall be as indicated in Table I and shall apply to the whole of the Secondary Plan area. Minor variations in these ratios which do not alter the intent of the approved mix shall be considered without an amendment to this plan. However, it is the intent of the plan that all major land holdings (or assemblies) west of the Etobicoke Creek should contain some mixture of housing and that large concentrations of a particular dwelling type of density category be avoided.

TABLE I

	<u>Housing Type</u>	<u>% of Total Dwellings</u>
OPA 25A OPA 205A	Single Family Density Types	20 - 30%
	Semi-Detached Density Types	10 - 20%
	Townhouses and Medium Density Types	10 - 20%
	Cluster Housing and Apartment Density Types	40 - 50%

5.3

OPA 25A
OPA 36A
OPA 205A

The maximum gross residential density for the Fletchers Creek South Area is 32.1 units per gross residential hectare (13.0 units per gross residential acre).

5.4

OPA 76A
OPA 112A
OPA 205A

The net density (dwelling units per net residential acre as defined in Section 3.0) for Apartment - High Density development shall not exceed 100 units per hectare (40.5 units per acre) except in the following instances:

5.4.1

OPA 122A
OPA 203A
OPA 205A

The residential high density designation located on the east side of Highway Number 10 (Hurontario Street) bounded by collector roads on three sides and a neighbourhood park to the south, may have a maximum net residential density of 113.2 units per hectare (45.8 units per acre) provided that the total number of dwelling units within the subject development does not exceed 198 units.

5.4.2

OPA 112A
OPA 205A

The residential high density designation located on the north side of Sir Lou Drive, approximately 180 metres (590 feet) west of Highway Number 10 (Hurontario Street) and bounded on the west and north by institutional designations, may have a maximum net residential density of 170.5 units per hectare (69.0 units per acre) provided that the total number of dwelling units within the subject development does not exceed 106 units.

5.4.3

OPA 122A
OPA 203A
OPA 205A

The residential high density designation located west of Highway Number 10 (Hurontario Street) at the northwest corner of the McMurchy Street Extension (Malta Avenue) and the collector road (Ray Lawson Boulevard) which crosses the Fletchers Creek, bordered on the west by Hazard Lands and on the north by a senior public school site, may have a maximum net residential density of 154.8 units per hectare (62.6 units per acre) provided that the total number of dwelling units in the subject high density designation shall not exceed 870 units.

5.4.4

OPA 205A

The residential high density designations in the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, with the exception of the Peel Non-Profit high density residential site as described in Section 5.4.2 above, may be developed at maximum net residential densities of 160.6 units per hectare (65.0 units per acre) provided that proponents of development projects submit for the approval of the City, development concepts illustrating how such projects will incorporate superior architectural design and elements resulting in an attractive, built urban form.

OP93-79 deletes section 5.4.4.1 and 5.4.4.2;
5.4.5, 5.4.6

5.4.5

OP93-84 OP93-170
OPA 230A

The residential high density designation in the area bounded by Highway Number 10 (Hurontario Street), Merganser Crescent, Mavelock Drive and the commercial plaza, may be developed at a maximum net residential density of 162 units per hectare (66 units per acre).

5.4.6

OPA 273A

The residential high density designation located south of Steeles Avenue, due west of the Malta Avenue Extension, having a maximum area of approximately 0.63 ha, north of the parkette designation, may be developed at a maximum gross residential density of 75 units per acre. The subject development shall be subject to site plan approval to ensure superior architectural design and elements resulting in an attractive, built urban form in accordance with Section 5.4.4

5.4.7

OP93-191

The residential high density designation located at the south-west corner of the future McMurchy Avenue South Extension (Malta Avenue) and Steeles Avenue West may be developed for either a mix of apartments and townhouses to a maximum density of 65 units per net acres, or, for townhouses only, at a maximum density of 25 units per net acre. The implementing zoning by-law shall contain provisions that enable both apartments and townhouses to develop on the subject lands, including the requirement that a portion of the subject lands fronting onto Steeles Avenue West, having an area of approximately 1.0 hectares, be reserved for a period of time for apartment purposes only.

5.5

Affordable Housing

OPA 205A

City Council shall give consideration to innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.

Within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, City Council shall provide the opportunity for the provision of 25 percent affordable housing in accordance with the intent of Provincial Policy Statement, Land Use Planning for Housing. To this end, proponents of development projects shall demonstrate to the City that a reasonable attempt has been made to supply a minimum 25 percent of the total number of dwelling units within the project as affordable housing as defined, and in accordance with the Province of Ontario's Housing Policy Statement. Not all development projects will necessarily need to provide an affordable housing component as the desired 25 percent proportion will

be evaluated on the basis of all dwelling units constructed within the area described above.

- 5.6 Apartments shall have primary access to an Arterial, Collector or Minor Collector Road and shall be limited to the following locations:
- (i) either within or adjacent to major concentrations of commercial or institutional uses; or
 - (ii) adjacent to significant topographic features (e.g. river, valleys, rehabilitated gravel pits, woodlots); or
 - (iii) in close proximity to major public transportation facilities, e.g. GO Transit.
- 5.7 In areas designated for a full range of housing densities, including apartments, from the intersection of Steeles Avenue and Highway Number 10 west to the McMurchy Avenue extension and south to the Highway Commercial designation, it is the intent of this Plan that lands so designated which are presently in small holdings be assembled into parcels which will ensure comprehensive redevelopment.
- 5.8 The City shall consider the advisability of including on-site recreation facilities in medium to high density residential development commensurate with the anticipated family composition and incomes of future residents.
- 5.9 In approving new residential developments, the City shall take into consideration an appropriate mixture of housing for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.
- 5.10 Low rise senior citizen residential development will be permitted in the apartment designations or on suitable sites in the lower density areas. Non-profit family housing projects will be permitted on suitable sites within the lower density designations including lands owned by the Region. Group homes will be permitted on appropriate sites in the lower density designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.
- 5.11 The City shall endeavor to ensure the orderly provision of community services in conjunction with new residential development.

5.12 Day care centres may be located in any part of the Fletchers Creek South area as long as the following conditions of safety, service and accessibility are met:

- (i) primary access to a Collector or Minor Collector road and accessible by public transit;
- (ii) adequate ingress/egress and parking so as to eliminate conflict with other traffic;
- (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
- (iv) minimal air and noise pollution.

5.13 Church sites of approximately one acre fronting on or easily accessible to Collector roads will be reserved on the lands presently owned by the Catholic Archdiocese of Toronto and in other large subdivision as a condition of draft plan approval. If the sites are not acquired for church purposes within an agreed period of time they will be released for residential development.

5.14 It is estimated that two junior public schools, two junior separate schools, and a senior public school will be required in the Fletchers Creek South Area in the locations indicated on Plate 43.

OPA 82A
OPA 86A
OPA 112A
OPA 122A

These school sites shall be included in the relevant plans of subdivision to the satisfaction of the school boards. In the event that one or more of the school sites may not be required, then the appropriate residential density or alternative use for the site will be determined by an amendment to this plan.

5.15 Phasing of new development shall be established on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this Chapter.

5.16 The low and medium density residential designation on the east side of the McMurchy Avenue Extension (Malta Avenue) in Registered Plan 347, south of the east/west collector road, between the McMurchy Street

OPA 205A

Extension and Highway Number 10 (Hurontario Street), shall be developed for medium density housing types only.

5.17

OP93-79

The “Residential Medium Density” designation at the northwest corner of Havelock Drive and Merganser Crescent may be developed for both semi-detached dwelling units and townhouses at a maximum net density of 46 units per hectare (19 units per acre).

6.0

HURONTARIO CORRIDOR MIXED-USE

6.1.

Overview

The Hurontario-Main Street Master Plan Report has generally identified the Hurontario/Main Street Corridor, including lands within 500 metres on both sides of Hurontario Street, as a preferred location for intensification, consistent with the policies of the Brampton Official Plan.

The Hurontario Corridor Mixed-Use designation and the following policies within this Section that apply to the property located at the southeast corner of Hurontario Street and Steeles Avenue East, recognize the strategic location of the subject lands at the intersection of two major arterials and sets the stage for eventually transforming this section of the Hurontario/Main Street Corridor from the present auto-oriented uses to a mixed-use, compact, intensified transit-oriented development in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010).

Notwithstanding the policies in this Section to intensify development within the lands designated Hurontario Corridor Mixed-Use, the Central Area of the City shall continue to serve as the preferred location for free-standing or mixed-use development including a full range of office, retail and service activities, multiple residential uses, entertainment and cultural uses and governmental, institutional and community facilities.

Over the long term and given the availability of higher order transit service, development and redevelopment proposals within lands designated Hurontario Corridor Mixed-Use will generally follow the planning and urban design strategy provided in Section 7: Planning & Urban Design Strategy, the Brampton Gateway Character Area recommendations provided in Section 8.3 and the Brampton Gateway

Proof of Concept Summary provided in Section 9.2, all of the final Hurontario/Main Street Corridor Master Plan (October 2010), attached as Appendix A and on-going Hurontario-Main Street Light Rail Transit Preliminary Design and Transit Project Assessment Process.

6.2. Permitted Uses

- i) Lands designated Hurontario Corridor Mixed-Use are intended to accommodate a combination of office, commercial, institutional, cultural and entertainment uses, high density residential uses (including street townhouses integrated into a more comprehensive, higher density mixed use development), live work townhouses and related community facilities and parking structures, developed as a free-standing single use building or as a combination of uses developed and managed as a unit.
- ii) A range of housing types that fall within the high density residential category of the Official Plan, including street townhouses integrated into a more comprehensive, higher density mixed use development and live work townhouses, and a wide range of tenure.
- iii) Permitted Uses at Ground Level

Buildings fronting Hurontario Street or Steeles Avenue East are strongly encouraged to provide commercial frontage at ground level facing the street (along with the main doors and windows) but are not limited thereto in the context of developing a mixed use corridor.

- iv) The following uses shall not be permitted within lands designated Mixed-Use:
 - a) Drive-through uses such as drive-through restaurants and drive-through financial institutions either as single uses or in conjunction with the permitted uses; and,
 - b) Automobile sales, service and repair uses such as gas bars and other similar motor vehicle uses.

6.3. Maximum Density and Building Height

A maximum density of 3.0 FSI and a maximum height of 63.0 metres (20 storeys) are permitted within the subject lands. Proposals to increase density or height beyond the maximum provisions of this section shall require a site-specific rezoning application containing supporting rationale and documentation.

6.4. Minimum Building Height

A minimum building height of three storeys shall be required for all buildings within lands designated Hurontario Corridor Mixed-Use.

All parking structures that front onto a public street shall have a minimum ground floor height of 4 metres to allow for future conversion to a retail use.

6.5. Continuous Building Frontage

In order to provide an attractive and animated pedestrian environment, buildings are encouraged to generally be built at the streetline, and provide a continuous building frontage of at least 75% along Hurontario Street and Steeles Avenue East, subject to the provisions of the implementing zoning by-law.

As raised platforms beneath multi-storey blocks, podiums may be used to define the street edge and support a pedestrian scale and active public edge.

6.6. Cycling

- i) Bicycle parking will be provided within the Hurontario Corridor Mixed-Use designation. In addition, buildings for employment uses are encouraged to provide shower and change facilities.
- ii) Bicycle parking areas will be well lit and designed to ensure safety.
- iii) Bicycle parking shall not be located directly adjacent to areas of high-pedestrian traffic including in close proximity to street corners, bus loading zones, goods delivery zones, taxi zones, emergency vehicle zones, hotel loading zones, near fire

hydrants, near driveways, access lanes or intersections. On-street bicycle parking is encouraged at appropriate locations

6.7. Parking

- i) Parking structures or underground parking will be encouraged. Surface parking is discouraged but, if provided, shall only be located behind or beside buildings. There shall be no surface parking between a building and Hurontario Street or at intersections.
- ii) Parking structures are discouraged from fronting Hurontario Street and Steeles Avenue East. However, if provided, parking structures shall comply with the policies in this Section with respect to “permitted uses at ground level facing the street”, “minimum floor height” and “continuous building frontage”.
- iii) Shared parking facilities and shared vehicle access points will be encouraged. As a condition of development approval, landowners shall enter into agreements with the City, which among other matters shall determine ultimate access and shared parking arrangements.
- iv) Should a development propose to reduce the parking standards of the implementing zoning by-law, planning and transportation rationale will be required to justify the decrease in parking density.

6.8. Urban Form

6.8.1. Design

The following design policies set out the requirements for the development/redevelopment of both the public realm and the subject lands to create a sustainable, attractive, safe and pedestrian-oriented environment. These policies shall be addressed in conjunction with the design guidelines provided in the Hurontario/Main Street Corridor Master Plan (October 2010).

- i) All development/redevelopment within the subject lands shall be in accordance with the Urban Design policies of the Official Plan in order to ensure a superior physical and natural environment.
- ii) Principles of sustainable development shall be addressed, including but not limited to providing a mix of uses, transit supportive densities and designs, accessibility, protection of natural and cultural heritage features, and pedestrian orientation. Green Development and Low Impact Development (LID) principles will be encouraged.
- iii) Hurontario/Main Street which is designated as a Main Street Primary Corridor in the Brampton Official Plan, shall receive the higher level of design treatment followed by the Primary Corridor designation on Steeles Avenue.
- iv) The Etobicoke Creek Valley shall be incorporated, where appropriate, into the design of the subject lands as a visible natural feature that facilitates barrier free accessibility where feasible.
- v) Streets and buildings shall be designed and developed to ensure attractive streetscapes, a walkable and human-scale community and to promote social interaction, transit usage and safety.
- vi) The design and siting of buildings shall ensure that:
 - a) service and parking facilities are integrated into the design of buildings to ensure an attractive public realm;
 - b) roofs shall be articulated and roof top mechanical equipment will be appropriately integrated into the building massing;
 - c) accessibility and enjoyment of public streets and other outdoor spaces for pedestrians is encouraged; and,
 - d) the safety and security of all persons within public places and all service areas is promoted through the design of entrances, walkways, amenity and parking areas, to provide

visibility and opportunities for informal surveillance. CPTED principles shall be applied to all public spaces.

6.8.2. Place-Making

- i) Development/redevelopment within the subject lands shall meaningfully contribute to the character and quality of the Hurontario Corridor Mixed-Use designation in order to foster community spirit and build civic pride and identity, through design and integration of the built form and public realm as part of a participatory design process.
- ii) Intensification within the Hurontario Corridor Mixed-Use designation will facilitate place-making by providing public art and cultural venues and spaces that provide a sense of identity. Multifunctional public spaces including squares and plazas will be created in accordance with the recommendations of the Hurontario/Main Street Corridor Master Plan (October 2010). Together with the parks and the natural heritage system, this will contribute to a cohesive transitional mixture of urban and open space along this part of the Corridor.
- iii) Public art will animate civic spaces and reflect the culture and diversity of the local residents and community.
- iv) Development/redevelopment of the subject lands shall contribute to the conservation of heritage resources including the Etobicoke Creek Valley which has a special and unique meaning to the different communities living and working along the Hurontario/Main Street Corridor.

6.8.3. Visual Prominence

Gateways shall be recognized through design features along the Hurontario/Main Street Corridor and have distinctive architecture and urban design, such as vertical elements near the intersection, unique lighting, signage and paving. They will incorporate distinctive landscapes and/or public art, such as unique or enhanced tree planting or freestanding sculptures. However, landscaping or public art shall not create a barrier to pedestrian movement, nor serve to separate active uses from pedestrian areas. At all gateway locations, the sense of entrance, arrival and movement shall be reinforced by the surrounding built form and site planning.

The subject lands are in a strategic and visually prominent location and redevelopment of these lands will have a positive impact on the image and character of the Hurontario/Main Street Corridor.

- i) Schedule “2” of the Brampton Official Plan identifies a Gateway at the intersection of Hurontario Street and Steeles Avenue. Development/redevelopment within this Gateway location shall incorporate superior façade treatments and site design and will implement street edge building design.
- ii) Design of the subject site will create landmarks, orient pedestrians and strengthen civic pride. In particular, public realm and built form design shall be coordinated at this Gateway location where a significant number of people enter and exit the Hurontario/Main Street Corridor.

- iii) The Gateway intersection shall be coordinated within the City's Gateway Beautification Program.
- iv) Depending on the availability of funding through City Development Charges, capital infrastructure funding and other sources, development proponents may be required to contribute financially towards gateway features that are to be provided within the Hurontario-Main Street Corridor. The design and financial obligations will be determined through the site plan approval process, as appropriate.

6.8.4. Streets and Streetscapes

- i) Streets and streetscapes are strongly encouraged to be designed and landscaped to function as a significant part of the public realm and be oriented to pedestrian use.
- ii) Sidewalks will be sized, where feasible, in relation to the amount of anticipated pedestrian traffic and shall provide barrier-free accessibility by being clear of obstructions such as street furniture, posts or street planting. In areas intended to accommodate retail spill-over (e.g. restaurant tables or grocery stalls), an area must be designed and allocated for this purpose.
- iii) Sidewalks located at the intersection of Hurontario Street and Steeles Avenue may be wider than standard to accommodate the higher pedestrian activity associated with major transit stops and intensified development.

- iv) Sidewalks are encouraged, where feasible:
 - to be wider than standard and hardscaped when fronting commercial uses;
 - to link and enhance existing pedestrian paths and trails, while creating new ones wherever possible; and,
 - additional Right-of-Way (ROW) may be required for dedication as part of interim and future planning and development application process to accommodate components of the Street and Streetscape in consideration of higher order transit along the corridor.

- v) Hurontario/Main Street shall be planned for an enhanced level of bicycle priority, as continuous as possible along the corridor.

6.8.5. Bonusing

Height and density bonusing in accordance with Section 37 of the *Planning Act* may be granted to developers for providing public benefits such as public space and art, structured and below grade parking, or transit facilities provided that the overall benefit exceeds the costs associated with permitting taller or larger buildings.

6.9. Phased Development

Where lands are proposed to be developed in multiple phases, the applicant shall be required to submit a Master Site Plan prior to the approval of the development application to demonstrate how the ultimate density and overall objectives for the site can be achieved in accordance with the recommendations of the Hurontario/Main

Street Corridor Master Plan (October 2010). The intent of this policy is to demonstrate how the lands can ultimately achieve the maximum density and built form requirements.

- i) For phased development, a Master Site Plan showing the proposed Phase 1 buildings and potential building envelopes for future phases shall be submitted with all new development proposals. The Master Site Plan shall show blocks and streets, building envelopes, vehicular and pedestrian access routes, parking locations, open spaces and landscaping features and how the development meets the built form requirements of this Secondary Plan. Development on the Hurontario/Main Street frontage is encouraged to be, where feasible and appropriate, the first phase of development in order to create a safe, pedestrian-friendly environment as soon as possible.
- ii) The Master Site Plan shall show the proposed Phase 1 and future phase pedestrian and vehicular network, indicating how this network creates a safe pedestrian-friendly streetscape along Hurontario/Main Street and other major cross streets.
- iii) All requirements of this amendment must be taken into consideration for both the initial phase of development and for all subsequent phases of development.
- iv) Notwithstanding the policies of this amendment and Section 6.0, the longer term development goals/ performance standards for the Hurontario Corridor and in recognition of the realities of the market place, interim/phased development that is not in

strict compliance with the policies of Section 6.0 is permitted on existing developed sites for the purpose of new buildings, additions and alterations.

- v) Given the above and in recognition of the long term development densities, uses and performance standards of the Hurontario Corridor, the implementing zoning by-law may provide for the implementation of a holding (H) zone provision, the removal of which may be based on the timing of committed funding of higher order transit service or other appropriate considerations, such as a traffic impact study.

- vi) Additional policies related to Growth Management may be adopted by Council including further amendments to this Chapter and proponents may be required to enter into phasing agreements satisfactory to the City and other agencies to achieve a cost effective and functional sequence of transit oriented development.

6.10. Sustainable Development

Consistent with sustainable development principles, the City may:

- request a sustainable design brief as part of a development application within the lands designated Mixed-Use in order to address Green Development Standards such as Leadership in Energy and Environmental Design (LEED);
- Encourage orientation of buildings to maximize energy efficiency through passive solar heating/cooling; and,
- Encourage Low Impact Development (LID).

7.0 **COMMERCIAL POLICIES**

7.1 District Commercial:

OPA 144A

The District Commercial category on Plate 43 of this chapter is defined as a group of commercial establishments planned and developed as a unit. District Shopping Centres generally range from 9,000 to 28,000 square metres (96,900 to 301,400 square feet) of Gross Leasable Area in size and the principal tenants are junior or discount department stores. The site area will be in the range of 4 to 12 hectares (10-30 acres). Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs. Complementary uses such as maintenance and repair facilities that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted. Uses such as community services, open space, recreational facilities, cultural facilities and other institutional uses may also be permitted.

7.1.1

OMB Order
1139

The development of the District Commercial designation on the south side of Steeles Avenue, west of Hurontario Street shall be subject to the following site-specific principles and policies:

OP93-244

(i) the total Gross Leasable Area for the retailing of goods and services shall not exceed 11,765 square metres (126,642 square feet);

OMB Order
1139

(ii) notwithstanding the policies of section 6.1, the principal use shall be a supermarket with a maximum of 5,850 square metres (63,000 square feet) of Gross Leasable Area devoted to the sale of food; and,

(iii) a high standard of urban design and site planning will be implemented on this site through the following measures:

OP93-244

OP93-244

OMB Order
1139

(a) the submission of comprehensive urban design guidelines to the satisfaction of City staff, to address streetscape treatment, landscape designs, architectural concepts and the identified urban design principles;

(b) sensitive site planning design which reflects the urban design guidelines and, among other features, incorporates the following:

- a suitable landscape buffer along the southerly edge of the subject property, to enhance compatibility with existing residential uses to the south;
- appropriate building design and landscape/buffer treatment along the east edge of the site, to minimize the visual impact of any loading/service areas at the rear of the proposed buildings; and,
- careful siting, façade and landscape treatment of the proposed supermarket in relation to the Steeles Avenue frontage, to establish an attractive street presence.

OP93-244

(c) that the lands designated for District Commercial uses located at the south side of Steeles Avenue West, west of Hurontario Street shall be developed in accordance with the following general design principles, and shall address the proximity of the site to two major streets (Steeles Avenue and Hurontario Street) and the intersection of those streets:

OP93-244

Steeles Avenue West Streetscape

Buildings in proximity to Steeles Avenue West shall create visual interest and be of high-quality in materials and architectural design, and shall be consistent with the "Steeles/Hurontario Gateway Design". Building siting, uses, architectural design and massing shall address the street and support a pedestrian environment along Steeles Avenue.

Loading, refuse collection and service areas shall be completely screened from view from Steeles Avenue West.

OP93-244

Hurontario Street Streetscape

Elements of the building exposed to Hurontario Street shall be of high quality and create visual interest through careful attention to design and materials that is consistent with the “Steeles/Hurontario Gateway Design”.

Loading, refuse collection and service areas shall be completely screened from view from Hurontario Street.

OP93-244

Southerly Residential Interface

The site shall be designed to take into consideration the residential uses to the south. Landscaping shall be used to provide screening and reduce the visual impact of large expanses hard-surfaced areas. The façade shall be designed to provide visual interest and utilize elements that visually break down the overall mass of the building.

OP93-244

General Landscaping

Landscaping (including walls) shall be used to screen loading and service areas from views from public streets.

As a unifying element, landscaping along Steeles Avenue West should incorporate some of the details/design and use of materials from the Gateway Design for the intersection of Steeles Avenue West and Hurontario Street.

7.2

OPA 144A

Neighbourhood Commercial:

The Neighbourhood Commercial category on Plate 43 of this Chapter is defined as a group of commercial establishments planned and developed as a unit. Neighbourhood Commercial Areas are usually 2,000 to 9,000 square metres (21,500 to 96,900 square feet) of Gross Leasable Area in size and the principal tenants are major supermarkets greater than 1,400 square metres (15,100 square feet) in size. The site area will be in the range of 1.6 - 3.2 hectares (4-8 acres). Primary permitted uses include retail stores, service establishments catering to personal or household needs, and local offices. Complementary uses such as automobile service stations, and car washes, may be permitted.

7.2.1

OPA 144A

Shopping Centre Impact Studies:

Every application for the development of a District or Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact study must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. Such information will form a basis for the size and time of construction of a District or Neighbourhood Commercial area.

7.3

OPA 99A
OPA 144A

Convenience Commercial:

Convenience Commercial areas, shall consist of one or more retail or service establishments planned and developed as a unit to serve 5,000 to 20,000 people. Although Convenience Commercial areas may range in size from 500 to 2,000 square metres (5,400 to 21,500 square feet) in gross leasable area, such areas are generally less than 1,000 square metres (10,700 square feet) in size. The site area will be in the range of 0.4 - 1.6 hectares (1-4 acres). A Convenience Commercial area will generally be anchored by a jug milk or small grocery store. Five Convenience Commercial areas are designated in the Fletchers Creek South Area.

OP93-269

7.3.1

OPA 110A
OPA 144A
OPA 227A

The Convenience Commercial and Specialty Office - Service Commercial use designated at the southeast corner of Highway Number 10 and the south leg of the ring road shall also serve some highway commercial function. The development shall not exceed 5,686 square metres of retail commercial floor area and 11,620 square metres of office commercial floor area.

Section 6.3.2 implemented by OP93-69 is deleted by OP2006-065, section 6.0 through 12.0 is renumbered

7.3.2

OP93-191

The Convenience Commercial use designated west of the future McMurchy Avenue South Extension (Malta Avenue) and Steeles Avenue West, abutting the valley lands of the Fletchers Creek, enables retail, service commercial, office, restaurant uses, and a single family detached residential within an existing two storey building. Any uses within the existing building other than a day care or sales office will require the approval of a heritage impact assessment.

OP93-269

7.3.3

Design principles for the Convenience Commercial use designated on the south side of Steeles Avenue, located east of McLaughlin Road and abutting the valleyland of Fletchers Creek are as follows:

1. The use of architectural enhancements and building articulation such as active facades, roofline variation, and glazing.
2. A building design to have the appearance of an additional storey from Steeles Avenue.
3. Service/loading and outdoor storage areas screened from Steeles Avenue and pedestrian pathways.
4. Screened rooftop mechanical equipment.
5. Decorative paved pedestrian access from Steeles Avenue.
6. A highly visible building entrance from Steeles Avenue.
7. Pedestrian connection between the site and the neighbouring property to the south and west.

7.4

Mod 6
OPA 144A

Where a proposed commercial centre forms part of a residential development plan, Council shall approve the commercial centre by Restricted Area By-law or under Section 40 of the Planning Act concurrent with or as soon as possible after the residential development is approved.

OPA 144A

Each shopping centre shall be developed as a integrated unit with a consistent architectural theme.

OPA 144A

When Commercial uses are proposed to be developed adjacent to residential areas, consideration shall be given to the following:

- i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized, and
- ii) that traffic, parking and service areas do not adversely affect adjacent residential uses.

7.5

Mod 6
OPA 144A

In processing plans for commercial development under Section 40 of The Planning Act, control shall be enforced regarding the following elements to achieve high quality of design and visual harmony with adjacent areas:

- (i) siting and design of buildings;
- (ii) pedestrian areas;
- (iii) location, lighting and screening of parking areas;
- (iv) landscaping and fencing;
- (v) design and type of signs; and
- (vi) storage and garbage disposal facilities.

7.7

Specialty Office-Service Commercial

7.7.1

Definition

Mod 5
OPA 144A

The Specialty Office-Service Commercial designation on Plate 43 includes areas predominantly used for offices related to business services, financial institutions, insurance, real estate, professional and governmental functions, hotels and related facilities. Retail and personal service uses necessary to serve the employees of the Specialty Office-Service Commercial area may be permitted.

7.7.2

OPA 144A

Office development shall be concentrated in a park-like setting around the Court House Complex and at the intersection of the Ring Road and Highway Number 10.

OPA 144A
OPA 256

(DELETED BY O.P.A. 256) The Specialty Office-Service Commercial Area designated on the west side of Highway Number 10, between the McMurchy Street Extension and the District Commercial designation shall be developed primarily for office uses. Cultural, entertainment and indoor recreational types of development may also be established. Permitted uses may include offices, a library, theatres, museum, art gallery, church, private club and community service organizations, indoor sports facilities, convention centre and banquet hall, but are not restricted to the above. Only those developments which enhance the objective of a harmonious and

prestigious entrance to Brampton through a high standard of architectural design and landscaping will be approved.

7.7.3 (O.P.A. 144) **(Renumbered by O.P.A. 256)** The Specialty Office-Service Commercial Area designation on the west side of Highway Number 10 south of the Neighbourhood Commercial plaza shall be reserved for a hotel and office development.

7.7.4(A) The Specialty Office-Service Commercial designation on the west side of Highway Number 10 (Hurontario Street), just south of Steeles Avenue and located on the north side of the east/west collector road shall be developed primarily for office purposes, subject to the following development principles:

OPA 205A
OPA 265A

- (i) total office space will be permitted at a maximum floor space index of 1.0 times the lot area;
- (ii) ancillary (retail) commercial uses shall not exceed 10 percent of the total gross floor area;
- (iii) access to Hurontario Street and the east/west collector street shall be permitted only as determined by the City of Brampton;
- (iv) development of the office commercial blocks shall be phased relative to the completion of the internal road network, particularly the road sections comprised of the north/south internal gate off Steeles Avenue opposite the entrance to Shoppers World and the east/west collector road that terminates in an intersection with Hurontario Street. The intersection of the east/west collector with Hurontario Street shall be designed, with necessary turning restrictions, if any, to allow for the satisfactory movement of traffic, including full turns access if approved by the Commissioner of Planning, Design and Development in consultation with the Region of Peel; and,
- (v) the City has the option to review, approve and refuse development applications or phase the construction of office commercial blocks relative to the extent of land assembly, parcel size and relationship to abutting properties in the interests of comprehensive development.

OP93-244

7.7.4 (B) Deleted by OP93-275

7.7.5 The development of the Specialty Office-Service Commercial designations in the Fletchers Creek South Area, east of McLaughlin Road, shall be limited to the construction of a maximum 83,610 square metres (900,000 square feet) of new additional office space (after January 1 of 1991) until the McMurchy Street Extension (Malta Avenue) is completed north to Steeles Avenue. Once the McMurchy Street Extension (Malta Avenue) is completed through to Steeles Avenue, new office construction in the Fletchers Creek South Secondary Plan Area east of McLaughlin Road may exceed the maximum 83,610 square metres of office space. This limitation of office space shall be recognized in further development agreements involving developments with an office component in the Fletchers Creek South Secondary Plan Area, east of McLaughlin Road.

OPA
205A

7.7.6 Specialty Office-Service Commercial: Special Policy Area 1

OP93-275/
OP2006-001

The lands designated Specialty Office-Service Commercial Special Policy Area 1 shall be used for a mix of office and service commercial uses and shall be subject to the following principles:

- a) The site shall provide a significant office component. In this regard, the zoning by-law shall establish a standard for the minimum amount of office to be developed in relation to other permitted uses.
- b) Development shall be of high quality and shall be oriented to the street.
- c) The site and building design shall create a comfortable pedestrian environment along Hurontario Street and Guelph Road. The Hurontario Street streetscape shall exhibit an urban treatment with a building setback that allows for a broad pedestrian area and potential for amenities such as outdoor patios.
- d) Appropriate building height and setbacks shall be established to create an appropriate interface between the commercial site and the residential uses to the west.
- e) Provide for future access across the lands to Guelph Road for the lands to the south, should such access be required to facilitate the redevelopment of those southerly lands.

7.8 Highway Commercial

7.8.1 Definition

OPA 144A

Highway commercial uses include those commercial uses and industrial uses that have the following characteristics:

- (i) cater primarily to persons coming to the premises to do business by automobile, rather than to pedestrian shopping trade, and therefore do not require a shopping centre location;
- (ii) rely on business from the travelling public or on considerable public exposure, thereby requiring a location in proximity to a highway or arterial road; and
- (iii) have physical requirements in terms of size and shape of site or buildings or the requirement of outside storage such that incorporation into a shopping centre is not suitable. The main permitted uses include motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automobile sales and service establishments, building supplies outlets, produce outlets, and industrial uses that have ancillary retail or service functions. Crisis Care facilities are also permitted according to criteria in the City of Brampton Group Home and other Residential Care Facilities policy.

7.8.2

OPA 144A

Where commercial uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, Council may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.

7.8.3

OPA 69A
OPA 144A

The Highway Commercial designation at the northwest corner of the intersection of the westerly extension of County Court Boulevard and Highway Number 10 shall permit only a gas bar and the retail sales of convenience goods from the gas bar kiosk. Access from Highway Number 10 shall be restricted to a right-turn in and right-turn out only driveway.

7.8.4

OPA 176A

The Highway Commercial designation on the west side of Highway Number 10 approximately 310 metres south of Steeles Avenue, includes an individual parcel with a narrow frontage and a principal development area located to the rear of parcels abutting Highway Number 10, intended to be occupied for purposes of a motor vehicle washing and motor vehicle repair establishment, and shall be subject to the following development requirements:

- (i) a road widening of 5.18 metres shall be provided.
- (ii) a second access driveway shall be provided where feasible to enhance accessibility.
- (iii) appropriate measures shall be taken to protect the amenity of the abutting residential area.

8.0

HIGHWAY NUMBER 10 POLICIES

8.1

Lands abutting the Highway shall be developed in such a manner as to create a high quality, harmonious and attractive "Gateway to Brampton."

8.2

Special setbacks and a comprehensive landscaping plan will be required on private lands to achieve a uniform theme and visual continuity along the full length of Highway Number 10 between the Highway Number 407 exit ramps and Steeles Avenue.

8.3

Whenever possible, existing accesses onto the Highway will be replaced by alternate accesses from internal roads in the process of development or redevelopment.

8.4

New development areas on either side of Highway Number 10 will be served primarily by a Collector Ring Road system with two intersections at Highway Number 10.

8.5

OPA 144A

The District Commercial centre on the west side of Highway Number 10 may be served by a full movement access intersecting with Highway Number 10.

OPA 265A deletes section 7.6

8.6

OPA 205A
Renumbered
by
265A

All properties within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and Fletchers Creek Valley shall, as a condition of development approval, contribute on a fair share, equitable basis to the total costs for streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue.

9.0

INSTITUTIONAL POLICIES

9.1

Definition

The Institutional designation on Plate 43 includes lands which are predominantly used for hospitals, clinics, homes for the aged, nursing homes, correctional institutions, colleges, universities and major public religious, military and cultural buildings and may include service clubs. The Institutional designation in Secondary Plan also includes public buildings such as fire halls, police stations, libraries, community centres and day care centres.

9.2

OPA 69A
OPA 74A
OPA 205A

The Institutional designation on the west side of Highway Number 10 (Hurontario Street) is intended primarily for community service facilities, but may also include an office building near the intersection of the collector ring road with the highway. An integrated development with a single access onto the ring road will be a condition for development approval. In addition, ancillary commercial and personal service shops may also be permitted, provided that:

- i) they occupy only the ground floor of the permitted office building;
- ii) they serve only the daily business needs of the office uses in the immediate area;
- iii) adequate parking is available on-site; and
- iv) the proposed uses would not create any adverse impact on the proper functioning of the local street system.

Development access to the collector ring road will be strictly controlled by the site plan approval process.

9.3

The Institutional designation on the west side of McLaughlin Road north of the Minor Collector Road is intended primarily for senior citizen uses, including a nursing home.

9.4

Secondary uses may be permitted in large Institutional areas so long as they do not detract from development of the area for the main permitted use. These may include residential buildings, convenience commercial

facilities and community service facilities which directly serve or are complementary to the primary use.

9.5 OPA 130A
OPA 168A
OPA 257A The Special Policy Area Number 1 designation on the north side of Ray Lawson Boulevard, approximately 350 metres east of McLaughlin Road South, is intended to permit a retirement and nursing home facilities with indoor and outdoor amenities and shall also permit a residential apartment building, and shall be subject to the following principles:

9.5.1 OPA 130A
OPA 168A
OPA 257 A Provision shall be made for adequate landscaping, fencing and buffering to minimize the adverse influence of development upon the abutting District Park and Open Space uses, and to enhance the appearance of the subject lands.

9.5.2 OPA 130A
OPA 168A
OPA 257A Adequate off-street parking spaces shall be provided in accordance with acceptable standards acceptable to the City of Brampton, to satisfy the requirements of the employees, residents and visitors. The design of parking facilities shall have regard to the convenience and safety of residents, visitors and employees.

9.5.3 OPA 130A
OPA 168A
OPA 257A Adequate loading spaces shall be provided to the satisfaction of the City.

9.5.4 OPA 130A
OPA 168A
OPA 257A The applicant shall include a warning clause in all offers to lease and leases, that activity from nearby, floodlit sport facilities may generate noise and disrupt residential activities.

9.5.5 OPA 130A
OPA 168A
OPA 257A A residential apartment building shall be subject to the development principles as outlined in Sections 5.4 and 5.5 as amended.

9.6 OPA 93-170 The Institutional designation at the south-west corner of McLaughlin Road and Kingknoll Drive is intended to permit nursing home facilities and high-density residential apartment dwellings for senior's housing, with indoor and outdoor amenities and limited service commercial retail/office uses, and shall be subject to the following principles:

9.6.1 The lands may be developed at a maximum net residential density of 105 apartment units per hectare (42.5 units per acre) A maximum of 15% of the total gross floor area used for high density residential apartment uses may also be used for limited service commercial retail/office uses,

provided these uses are constructed only in conjunction with the construction of the high density residential apartment uses.

- 9.6.2 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees, residents and visitors. The design of parking facilities shall have regard to the convenience and safety of residents, visitors and employees.

10.0 OPEN SPACE

10.1 Public Open Space Policies

10.1.1 Definition

Lands designated Public Open Space on Plate 43 will eventually be used for public outdoor and indoor recreation areas and facilities of neighbourhood, community and district significance.

10.1.2

Mod 2

Where land designated Public Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency. In the event the City decides not to acquire any of the lands designated "Public Open Space" such lands may be developed for an alternative use compatible with the designation of adjacent lands, subject to an appropriate amendment to this plan being approved.

10.1.3

Where appropriate, the City may employ such methods as a special zoning category and purchase of easement to preserve the environmental qualities of a privately owned area designated Public Open Space.

10.1.4

Only the tableland component of the Neighbourhood and District parks are designated on Plate 43. However, where these designations abut other open space designations such as Hazard Lands it is understood that the public park will include some portion of these Hazard Lands and the design of both areas will be integrated. The use of Hazard Lands in conjunction with public parks shall be limited to predominantly passive recreation.

10.1.5

The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways, and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas

between conflicting land use will not be credited as part of this public open space tableland requirement or as part of the dedication of land required under The Planning Act.

- 10.1.6 Notwithstanding policy 9.1.5, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant Conservation Authority in connection with all forms of development.
- 10.1.7 The City may accept cash in lieu of the land conveyance requirement, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.
- 10.1.8 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.
- 10.1.9 In recognition of the importance of valleyland and other Hazard Lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such Hazard Lands.
- 10.1.10 It is the intent of the City to co-operate with the Region of Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board in coordinating the planning, acquisition, development, maintenance and activity programming of school and recreation sites and facilities.
- 10.1.11 Council will continue to satisfy part of the demand for neighbourhood and community recreation facilities by:
- (i) arranging with school authorities for the joint use of school grounds and buildings;
 - (ii) requesting that developers of medium to high density residential development to provide on-site recreational facilities.
- 10.1.12 Since planned school sites are an integral component of the overall open space and recreation system and they have been accounted for in the determination of City public open space requirements, the City will require options to purchase reasonable portion of any such sites which

are subsequently released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school lands.

10.1.13

Park Hierarchy:

The requirements and development of public parks and recreation facilities shall be based where feasible on the parkette, neighbourhood, community and district service level policies and standards contained hereunder and also on policies 2.5.1.3.20 and 2.5.1.3.21 respecting Specialized Parks in the document known as the Official Plan of the City of Brampton Planning Area.

10.1.14

Parkettes:

Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Spaces and Facilities

Parkettes should contain sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes. Active parkettes catering primarily to the play needs of the young should be approximately 0.5 acres in size.

(c) Service Radius and Population

Active Parkettes will generally be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a Neighbourhood park or elementary school playground.

10.1.15

Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

(a) Activity Spaces and Facilities

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

10.1.16

Community Parks

Community parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided where appropriate, in Community Parks:

- (i) regulation fields for baseball, soccer and softball;
- (ii) courts for tennis, basketball, bocce, volleyball, racquetball, and squash;
- (iii) an arena or indoor pool;

- (iv) recreation centre containing an auditorium, fitness rooms, multi-purpose rooms for meeting and craft programmes;
- (v) bermed areas for tobogganing and skiing;
- (vi) landscaped and natural areas for picnicking and other passive activities;
- (vii) hard-surface multi-sport box;
- (viii) outdoor wading pool;
- (ix) park landscaping, furniture and equipment including benches, walkways, trees and shrub planting, fencing, trash containers.

(b) Size of Parks

In order to accommodate the space and facilities noted above, community parks shall contain a minimum of 6 hectares (15 acres) of tableland and will preferably be located to include woodlots or valleyland so that the total park area ranges from 12 to 18 hectares (30 to 45 acres). the size of a community park in a specific location will depend on its relationship to valleys and other natural areas, and on the facilities required to serve recreation needs of the specific community.

(c) Service Radius and Population

Community Parks will generally be located to serve approximately 15,000 people within a 2.4 kilometre (1/2 mile) radius.

10.1.17

District Parks

District parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in District Parks:

- (i) picnic areas and nature areas;
- (ii) animal farm;
- (iii) horseshoe pitch;

- (iv) mini-golf facilities;
- (v) senior baseball diamond and perhaps other specialized limited-interest sports fields (e.g. cricket pitches);
- (vi) multi-use recreation building containing curling rinks, a cultural centre, etc;
- (vii) outdoor artificial rink;
- (viii) bandshell or outdoor theatre;
- (ix) tennis club (6 courts); and
- (x) ski and toboggan slopes.

(b) Size of Parks

In order to accommodate the space and facilities appropriate to a particular service area and location, district parks should generally contain minimum of 11 hectares (27.5 acres) of tableland and will be located to include woodlots or valleyland so that the total park area ranges from 20 to 30 hectares (50 to 75 acres).

The specific design of a district park depends on the nature of the site and the type of facilities contained in community and specialized parks and areas in the particular service area. In most cases, some facilities primarily associated with another park in the hierarchy will be included in a District Park.

(c) Service Radius and Population

District Parks will generally be located to serve approximately 85,000 people within a 6.4 kilometres (4 mile) radius.

10.1.18 Lands required for park purposes in the Fletchers Creek South Area shall be dedicated in the amount required for the specific category of park (as per policies 9.1.13 to 9.1.17) and in the general location indicated on Plate 43 as a condition of development approval.

10.1.19 A coordinated recreational development which may include a specialized facility of City wide significance, shall be undertaken on lands to be acquired by the City for a District Park and a portion of the Sheridan College lands abutting the District Park.

- 10.1.20 Although public parks are to be planned on the basis of the park hierarchy, it is recognized that it may be desirable in specific circumstances to combine two or more levels of the hierarchy into one park or to split one level of the hierarchy into separate parks.
- 10.1.21 Parks shall be developed adjacent to valleys, swales and other open space links, where practicable.
- 10.1.22 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 10.1.23 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and open space links.
- 10.1.24 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of open space links.
- 10.1.25 The City may acquire land above the top of valley bank by dedication or purchase where necessary to provide safe and convenient pedestrian or bicycle movement along a valley, provide proper access to a valley or to protect the visual amenities of a valley.
- 10.1.26 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.
- 10.1.27 A wide, landscaped open space link as shown on Plate 43 shall be provided for pedestrian and cyclists between the Fletchers Creek and the Etobicoke Creek utilizing the signalized intersection at the northern ring road and Highway Number 10 to achieve the necessary continuity. The open space link shall continue along the top of bank of the Etobicoke Creek to Steeles Avenue.
- 10.1.28 Pedestrian bridges shall be provided over the Fletchers Creek and the Etobicoke Creek according to identified need and in appropriate locations.
- 10.1.29 Provision shall be made for a pedestrian and cycling link abutting or in proximity to the north side of the Etobicoke Creek valley from its intersection with Steeles Avenue to its intersection with Kennedy Road as specified in policies 9.3.2, 9.3.5 and 9.3.7.

OPA 36
OPA 205A

10.1.30

OPA 205A

As a condition of development approval for the lands situated east of the Fletchers Creek Valley in Part of the West Half of Lot 15, Concession 1, W.H.S. (Sheridan College) in the geographic Township of Toronto, the valleylands associated with Fletchers Creek shall either be conveyed to the City in accordance with City policy or made available for public access through a long term lease agreement between the City and Sheridan College, in a form satisfactory to the City. The acquisition of these lands will substantially complete the City's linear park system associated with the Fletchers Creek Valley. The limit of the valley lands will be determined in the field to the satisfaction of the Credit Valley Conservation Authority and the City of Brampton.

10.1.31

OPA 205A

As a condition of development approval for lands situated within the area bounded by Steeles Avenue, Highway Number 10 (Huronario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, land owners shall contribute to the total costs for the construction of a future grade separated pedestrian walkway at Steeles Avenue and the Fletchers Creek Valley.

10.1.32

OPA 205A

The neighbourhood park designated in the area bounded by Steeles Avenue, Highway Number 10 (Huronario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley will be approximately 2.0 hectares (5.0 acres) in size and the designated parkette within the same area will be approximately 0.8 hectares (2.0 acres) in size.

10.1.33

OPA 205A

The City shall consider the necessity of providing on-site recreational and/or day care facilities in medium and high density residential developments and may require proponents of development projects to provide such facilities to ensure that community needs are fulfilled.

10.2

Open Space - Cemeteries

10.2.1

Definition

Lands designated Open Space - Cemeteries on Plate 43 are lands set apart or used as a place for the interment of the dead.

10.2.2

Council shall discourage enlargement of existing cemeteries within the urban boundaries and only permit them when such enlargement would not have any substantial deleterious impact on the surrounding area.

10.3

PARKWAY BELT WEST POLICIES

10.3.1

OPA 36A

The development of those lands designated "Parkway Belt West" on Plate Number 43 shall be governed by the provisions of The Parkway

Belt West Plan (July, 1978), and Amendment Number 2 to it, and in case of any discrepancy between The Parkway Belt West Plan, as amended by Amendment Number 2, and the policies of this section, the provisions of The Parkway Belt West Plan and Amendment Number 2 to it, shall prevail.

10.3.2

OPA 36A

The strip of land designated "Public Open Space and Buffer Area" in the Parkway Belt West Plan which extends westward from Kennedy Road to a larger area with the same designation in the Etobicoke Creek valley shall only be used for a 15 metres wide landscaped open space buffer and link for pedestrians and cyclists.

10.3.3

OPA 36A

The location of the strip of land referred to in policy 9.3.2 may be changed to any location proximate to the top-of-bank of the Etobicoke Creek, and the location of the boundary between the "Residential Low Density" and "Parkway Belt West" designations on Plate 43 may be adjusted accordingly, without the necessity of amending this plan, provided that a connection for this 15 metre wide open space link to Kennedy Road is provided through or around the approximately 0.8 hectares existing residential lot abutting the southeast boundary of Lot 15, Concession 1, E.H.S. at Kennedy Road. Such adjustments can only be made if the appropriate corresponding adjustments to the Parkway Belt West Plan have already been made.

10.3.4

OPA36A

No buildings or structures, except appropriately screened accessory ones such as garden sheds, decks, and swimming pools and except a golf clubhouse and related buildings on or adjacent to the "Specialized Park" designation on Plate 43, may be erected or expanded on those lands which are designated "Special Complementary Use Area" in the Parkway Belt West Plan, are within the "Parkway Belt West" designation on Plate 43, and are above and within 30 metres of the top-of-bank of the Etobicoke Creek valley.

10.3.5

OPA 36A

A 15 metre wide strip of land abutting the top-of-bank of the Etobicoke Creek within the 30 metre wide strips of land referred to in policy 9.3.4, extending from the "Specialized Park" designation on Plate 43 to the strip of land referred to in policy 9.3.2 shall only be used for a landscaped open space buffer and as a link for pedestrians and cyclists.

10.3.6

OPA 36A

The location of the top-of-bank of the Etobicoke Creek valley for the purposes of policies 9.3.3 to 9.3.5 shall be established in consultation with the Metropolitan Toronto and Region Conservation Authority.

10.3.7

OPA 36A

The link for pedestrians and cyclists abutting the north side of the Etobicoke Creek valley, from the "Specialized Park" designation to

Kennedy Road, as required by policies 9.3.2 and 9.3.5, shall also be extended westward to the intersection of Etobicoke Creek and Steeles Avenue, without impairing the functioning of the public golf course to be located within the Etobicoke Creek valley, by means of appropriate provisions in subdivision plans and agreements for lands on the north side of the valley.

11.0 TRANSPORTATION POLICIES

11.1 Roads

11.1.1 Road facilities in the Fletchers Creek South Area are intended to function in accordance with the following general guidelines and classifications.

- (a) Provincial Freeways (future Highway 407) are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated. Direct access from the freeway to the abutting properties will not be permitted.
- (b) Provincial Highways (Highway Number 10) are to be planned, designed, constructed and designated to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.
- (c) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation as well as traffic en route to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.

- (d) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.
- (e) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.
- (f) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.

11.1.2

The right-of-way requirement for Highway Number 10 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for Steeles Avenue, McLaughlin Road and the Mavis Road Extension within the Fletchers Creek South Area shall be 37 metres (120 feet). The minimum right-of-way requirement for new Collector Roads shall be 26 metres (86 feet). Right-of-way width requirements for the minor road network will typically be 23 metres (76 feet), 20 metres (66 feet) and 17 metres (56 feet) for Minor Collectors, Local Roads and Minor Local Roads respectively. Only the Minor Collectors in the minor road network are shown on Plate 43. Local Roads will be subject to approval as part of the subdivision approval process.

- 11.1.3 The required right-of-way widths specified in policy 10.1.2 denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.
- 11.1.4 The traffic carrying function of the provincial highway, arterial and major collector systems will be protected and improved by:
- (i) discouraging intersections of local streets with arterial and provincial highways in the design of new subdivision;
 - (ii) controlling the number of collector street intersections with arterial streets and provincial highways through the regulation of subdivision design; and
 - (iii) limiting the number and controlling the design of accessways to multi-family residential sites from arterial roads and provincial highways.
- 11.1.5 It is the intent of this plan that the Mavis Road extension should be a major transportation link between Brampton and the east-west Ontario Highway system. Therefore the City supports in principle an interchange between the Mavis Road extension and Highway Number 407. The final location of the interchange will be determined by the Ministry of Transportation and Communications.
- 11.1.6 The alignment of the Mavis Road extension will be based on special functional and feasibility studies. Minor adjustments to the alignment as shown on Plate 43 will be permitted without an amendment to this Plan.
- 11.1.7 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincident when the location of a major feature is adjusted slightly, so long as the additional lands are economically serviceable by means of gravity sewer systems.
- 11.1.8 Lands adjacent to the Highway Number 407 right-of-way which require a noise analysis according to distance criteria in Appendix B and illustrated on Schedule 'B' to this Amendment, shall only be considered for development upon approval by the Ministry of Transportation and Communications of preliminary designs for the highway indicating the

number, location, configuration and elevations of all paved lanes within the designated right-of-way.

11.1.9 Council will endeavor to achieve a safe and quiet atmosphere in residential areas by:

- (i) encouraging the use of minor crescent streets and the selective use of short cul-de-sac in subdivision design where feasible;
- (ii) using street designs which discourage excessive speeds;
- (iii) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
- (iv) locating higher density development where access can be gained directly from collector or minor collector streets whenever practicable.

11.1.10 The design of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

11.1.11 The pattern and design of local and collector streets shall discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic.

11.1.12 The Minor Collector Road serving the residential development area bounded by the Etobicoke Creek, Steeles Avenue and Kennedy Road, as shown on Plate 43, shall intersect Steeles Avenue and Kennedy Road directly opposite Orchard Drive and the proposed Rutherford Road extension, respectively.

OPA 36A

11.1.13 No road other than emergency access roads and the Minor Collector Road referred to in policy 10.1.12 shall intersect with or provide access to Steeles Avenue or Kennedy Road in the residential development area referred to in policy 10.1.12.

OPA 36A

11.2 Bridges

11.2.1 The City will strive to minimize disturbance to Fletchers Creek by permitting only one crossing at a location that is consistent with appropriate traffic engineering design principles.

OPA 54A

11.2.2 It is the intent of Council to protect the open character of the valley for future development of walking and cycling trails by requiring an elevated roadway over the Fletchers Creek. The width and design of the structure will necessitate a reasonable compromise between economic, aesthetic and environmental factors.

11.3 Pedestrians

11.3.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, elementary school and convenience commercial facilities, and between residential neighbourhoods.

11.4 Public Transit

11.4.1 Council will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.

11.4.2 Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes.

11.4.3 A transit system in the Fletchers Creek South area will primarily use the Arterial and Collector road systems with transfer points at clearly defined focal points. Transfer locations will be designed to minimize walking distances and should offer amenities such as sitting areas and climate protection.

11.4.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.

11.5 Transportation Facility Impacts

11.5.1 Provisions shall be made in all site plans and plan of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

11.6 Conditions of Development Approval Pertaining to Transportation Matters

11.6.1 As conditions of development approval for lands situated within the areas bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway

OPA 205A

Number 10 and the Fletchers Creek Valley, land owners shall construct or financially contribute to the following transportation related matters:

- (i) road improvements necessary as a result of development including the installation of traffic signals at the intersections of Steeles Avenue/McMurphy Street Extension (Malta Avenue) and Steeles Avenue/north-south internal gate (opposite south entrance to Shoppers World);
- (ii) a raised centre median on Hurontario Street to enforce the traffic turning movements for the intersection of the proposed east/west collector road and Hurontario Street, south of Steeles Avenue West, as approved by the Commissioner of Planning, Design and Development;
- (iii) future pedestrian grade separation at Steeles Avenue and the Fletchers Creek Valley;
- (iv) streetscape improvements and landscaping undertaken through the City's gateway improvement program for Hurontario Street south of Steeles Avenue; and
- (v) the cost of a traffic study entitled Traffic Impact Analysis of Secondary Plan Area 24, Southwest Quadrant Steeles and Hurontario conducted by BA Consulting Group in Fall 1989 - Spring 1990 for the City of Brampton. The appropriate land owners within the subject area will reimburse the City at the rate of \$310.00 per acre, excluding any low density residential, parkette and neighbourhood park designations. The funds collected by the City will be returned to the land owners (Tupperville Holdings Inc., Tri-Green Developments and Steeles and Highway 10 Associates) that assumed the initial cost of the relevant traffic study in the appropriate proportional allocations.

OP93-244

11.6.2

OPA 205A
OPA 265A

For the lands situated within the area bounded by Steeles Avenue, Highway Number 10 (Hurontario Street), the north leg of the collector ring road (Sir Lou Drive) west of Highway Number 10 and the Fletchers Creek Valley, the following transportation related conditions of development approval will be imposed and implemented by the means of development agreements and site plan approvals:

- (i) that any development project may be phased relative to the completion of the internal road network and the ability of both Steeles Avenue and Highway Number 10 (Hurontario Street) to

adequately accommodate the traffic generated by any development.

- (ii) that access to Highway Number 10 (Hurontario) Street to the office commercial blocks on the west side of Hurontario Street, south of Steeles Avenue shall be limited to those locations and turning movements approved by the City of Brampton. It is intended that primary access to these office blocks shall be from the internal east/west collector road. The developers of the office blocks will be required to financially contribute, or construct a raised centre median on Hurontario Street to enforce the approval access restrictions.

12.0 MAJOR PUBLIC UTILITIES POLICIES

12.1 Storm Water Management

12.1.1 Introduction:

Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourse due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic, increased stream management costs, and impairment of natural beauty.

- 12.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourse where available.

- 12.1.3 Council shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourse in a more healthy, natural condition.

- 12.1.4 Council shall ensure that all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

- 12.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.

12.1.6 A comprehensive storm water management study will be undertaken for each of the watersheds in or bordering the Fletchers Creek South Area and be subject to the approval of the responsible Conservation Authority prior to the draft approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the Etobicoke Creek and Fletchers Creek drainage areas.

12.1.7 To further ensure that best management practices are implemented in conjunction with any stormwater management plan, City may require an individual proponent or group of development proponents to submit for the approval of the City, in consultation with the appropriate Conservation Authority, a site and/or area specific stormwater management report detailing existing and future drainage conditions and management practices. Such site or area specific stormwater management reports may be required as a condition of development approval.

OPA 205A

12.2 Sanitary Sewerage

12.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following design and development objectives:

- (i) Due regard shall be used for the protection of the natural landscapes in which sewers are installed.
- (ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

12.3 Cabled Services

12.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

12.3.2 Council shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

13.0 IMPLEMENTATION POLICIES

13.1 Interpretation

13.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.

13.1.2 Although the Plan for the Fletchers Creek South Area establishes boundaries of land use designations, road alignments and service corridors as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and the Official Plan is clearly respected.

13.1.3 All relevant policies contained in the document known as the Official Plan of the City of Brampton Planning Area shall continue to apply to the lands shown on Plate 43.

OPA 36A

13.2 Restricted Area By-law

13.2.1 Restricted Areas By-laws pursuant to Section 39 to The Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

MOD 7

13.2.2 Although it is intended that all lands in the Fletchers Creek South Area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, Council may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

13.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium and high density residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this Plan.

13.3 Subdivision Control

13.3.1 The Subdivision Plan Approval process and Subdivision Agreements pursuant to Section 36 of The Planning Act will be used by Council to

MOD 8

ensure that the policies and land uses of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.

13.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this Chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

13.3.3 The storm water management studies referred to in policy 11.1.6 shall be completed to the satisfaction of Council prior to the draft approval of any plan of subdivision in the Fletchers Creek South Area.

13.4 Site Plan Control

13.4.1 Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to Section 40 of The Planning Act.

MOD 6

13.4.2 Approval of site plan and execution of site plan agreements will be required prior to the issuance of building permits for development or redevelopment.

13.5 Parkland Dedication

13.5.1 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivision as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purposes in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporation to the City for this purposes. The acquisition of such lands shall be at a price determined by Council Policy that is consistent with the market value of the lands at the time of acquisition.

MOD 3

13.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in term of either parkland or recreation facilities.

13.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for

development will not necessarily be accepted as part of the parkland dedications referred to in policy 9.1.18 and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

13.6 Financial and Phasing

13.6.1 The City supports the early development of those lands east of Highway Number 10 and that portion of lands fronting onto the west side of Highway Number 10 which can be serviced to the Etobicoke Creek sanitary sewer system. These lands will be released as the first phase of development and will receive priority in terms of processing of subdivision plans and preparation of zoning by-law amendments.

13.6.2 Notwithstanding the generality of policy 12.6.1, development on those lands adjacent to proposed Highway Number 407 which require a noise analysis (Schedule 'B') will only be considered when preliminary designs for the highway have been approved by the Ministry of Transportation and Communications.

13.6.3 Lands adjacent to the Mavis Road Extension will only be considered for development when the alignment of Mavis Road through Brampton has been approved by the City and the location of an interchange between Highway Number 407 and the Brampton road system, west of Highway Number 10 has been approved by the Ministry of Transportation and Communications.

13.6.4 The selection of residential developments or portions thereof for subsequent phases shall be based on the following criteria:

- (i) Financial:
Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (ii) Support to Existing Infrastructure:
Favors those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iii) Piped Services (Sewer and Water):

Favors those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.

- (iv) Transportation Services (Road and Transit):
Favors those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (v) Parkland and Community Services:
Favors those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs:
Favors those developments and areas which best support the provisions of a housing supply consistent with market demand and with the needs of those who work in Brampton.
- (vii) Environmental Concerns (Noise, etc.):
Favors those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns:
Favors those developments and areas which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
- (ix) Consistency with other Official Plan Policies:
Favors those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date:
Among developments and areas which are rated relatively equally on all of the other criteria, favors the earliest development application in official circulation by the Region or the Province.

13.7 Fletchers Creek South Concept Plan

The Fletchers Creek South Concept Plan which provided the conceptual basis for this Chapter and a more detailed elaboration of the policies and designations contained therein will be adopted by Council concurrently with this Chapter of the Consolidated Official Plan but does not constitute part of the Consolidated Official Plan.

APPENDIX A

I HIGHWAY AND RAILWAY NOISE
INDOOR SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

<u>Type of Space</u>	Equivalent Sound Level Limit <u>L_{eq} (dBA)</u>
Bedrooms, sleeping quarters, hospitals, etc (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 0:700 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classroom, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops, and stores, etc. (Time period: 0:700 - 23:00 hours)	50

APPENDIX A

II HIGHWAY AND RAILWAY NOISE SOUND LEVEL LIMITS FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

<u>Period of Day</u>	<u>dB A Limits</u>		
	<u>Traffic Noise</u>		<u>Rail</u>
	<u>Noise</u>		
	<u>L_{eq}</u>	<u>L₅₀</u>	<u>L_{eq}</u>
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 0:700 hours	50*	47	50*

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L₅₀ - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dB A - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dB A and below 60 dB A, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dB A exists and it is not practical to implement noise measures to deal with this slight excess.

APPENDIX B

AREAS REQUIRING NOISE ANALYSIS

Areas requiring noise analysis are considered to be those lying within 300m (985 feet) of railway main lines and also those lying within the following distances of the various roadway types having the following number of lanes:

<u>TYPE OF ROADWAY</u>	<u>NUMBER OF LANES</u>	<u>DISTANCE FROM CENTRE LINE OF ROADWAY (1)</u>	
		M	(ft.)
Freeway	14	1650	(5415)
	12	1370	(4495)
	10	1230	(4035)
	8	820	(2690)
	6	565	(1855)
	4	260	(855)
Arterial	6	90	(295)
	4	50	(165)
	2	15	(50)
Collector	4	50	(165)
	2	15	(50)

- (1) The distance considered as being noise sensitive is calculated on the assumption that objects or structures would be situated between the roadway and the site which would result in a 5 dBA reduction in sound levels.

Chapter 24(a)
to the document known as
the 1984 Official Plan

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP24(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 Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP24(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area Number 13a" on Schedule "D" to this Plan. This chapter will form part of the Fletchers Creek South Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 61.5 hectares (152 acres) and are situated south of Steeles Avenue, east of Mavis Road (Second Line West). The lands comprise part of the west half of Lots 13, 14 and 15, Concession 2, W.H.S., in the geographic Township of Toronto, now in the City of Brampton, as shown outlined on Schedule SP24(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential Policies

3.1.1 The density range for New Development Area Number 13(a) shall be 28.4 units per hectare (11.5 units per acre) of gross residential area.

OP93-240

3.1.2 In areas designated "Low Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policy 3.1.1.

OP93-240

3.1.3 In areas designated "Low and Medium Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Part II of this Plan, subject to policy 3.1.1.

3.1.4 In areas designated "Medium - High Density Residential" on Schedule SP24(a), permitted uses include those residential uses within the Cluster Housing Density ranges defined in Part II of this Plan, subject to policy 3.1.1.

3.1.5 Residential lots shall be oriented toward and have primary access to the local minor collector road system, to the greatest extent practicable.

- 3.1.6 The portions of the Class III Woodlot, identified on Schedule C to this Plan, which are located within the Low and Medium Density Residential and Neighbourhood Park designations on Schedule SP24(a), shall be preserved to the greatest extent practicable. In this regard, development proposals within or abutting these lands shall be subject to the policies of CHAPTER 1, Subsection 1.3 of this Plan.
- 3.1.7 Residential development subject to aircraft noise or situated adjacent to arterial roads and highways, will be subject to the Aircraft Noise Policies and Road Noise Policies of CHAPTER 1, subsections 1.8.1 and 1.8.3 of this Plan.
- 3.1.8 Where residential development for which noise control measures will be required, precedes the construction of Mavis Road, the City will require as a condition of subdivision approval the sufficient lands and facilities be provided for noise attenuation measures in accordance with the requirements of the appropriate authorities.
- 3.1.9 A church site will be reserved for a period of 5 years, from the date of the relevant subdivision agreement, in the Low Density Residential designation situated in the West Half of Lot 15, Concession 2, W.H.S. The church site shall be approximately 0.6 hectares in size and front onto or be easily accessible to the minor collector road (Kingknoll Drive). If the reserved church site is not purchased for that purpose within the 5 year period, the church site shall be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.

3.2 Commercial Policies

- 3.2.1 The lands designated "Convenience Commercial" on Schedule SP24(a), situated at the northeast corner of the intersection of Mavis Road and the Collector Road (Ray Lawson Boulevard), shall be developed in accordance with the following principles:
- (i) the area of the commercial site shall not exceed 0.8 hectares;
 - (ii) vehicular access shall only be from a collector road or another internal street and not from Mavis Road. In establishing access ramps for the commercial block, due consideration shall be given to traffic concerns such as intersection operation, safety, opposing driveways and adjacent residential development;
 - (iii) no outside storage of goods, materials, garbage or refuse shall be permitted;

- (iv) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses through landscaping and the construction of fences and walls. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and
- (v) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers.

3.3 Institutional Policies

- 3.3.1 One junior public school site will be provided in New Development Area Number 13(a) in the general location indicated on Schedule SP24(a). If this school site is not required by either School Board, then it may be released for residential development compatible with abutting development, without the necessity of further amendment to this Plan.
- 3.3.2 Prior to approval of plans of subdivision, the City shall encourage landowners with New Development Area Number 13(a) to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the junior public school designated on Schedule SP24(a), as required by the Peel Board of Education.
- 3.3.3 Prior to approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 13(a) to enter into a agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school designated on Schedule SP15(b) and located within New Development Area Number 11, as required by The Dufferin-Peel Roman Catholic Separate School Board.

3.4 Open Space Policies

- 3.4.1 Lands designated Open Space on Schedule SP24(a) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply.
- 3.4.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be acquired by the municipality or any other public agency.
- 3.4.3 The City shall endeavour to ensure that portions of the Class III Woodlot identified on Schedule C to this Plan, located within the Open Space

designation on Schedule SP24(a), are retained to the greatest extent possible for aesthetic and recreational purposes.

3.4.4 A "Neighbourhood Park" shall be located in the general locations indicated on Schedule SP24(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.17, of this Plan.

3.4.5 Two "Parkettes" shall be located in the general locations indicated on Schedule SP24(a), and shall be developed in accordance with the provision of CHAPTER 2, subsection 2.5.1.3.16, of this Plan.

3.5 Special Policy Areas

3.5.1 The lands designated on Schedule SP24(a) as "Special Policy Area Number 1" and situated between Second Line West and Mavis Road at the northwest corner of the intersection of Mavis Road and the Collector Road (Ray Lawson Boulevard), although situated outside of the urban boundary, shall be incorporated as part of the relevant draft plans of subdivision to the east. As a condition of draft approval, these lands identified as Special Policy Area Number 1 shall be conveyed to the Trustees of the Toronto General Burying Grounds to provide the Meadowvale Cemetery with direct frontage exposure to Mavis Road.

4.0 TRANSPORTATION POLICIES

4.1 Roads

4.1.1 Road facilities in New Development Area Number 13(a) are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2 of this Plan.

4.1.2 The right-of-way width requirement for Collector Roads and Minor Collector Roads designated on Schedule SP24(a) shall be 26.0 and 23.0 metres, respectively.

4.1.3 This plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2 and Schedule "I" and "H" of this Plan.

4.1.4 Lands shall be conveyed to The Regional Municipality of Peel in conjunction with the development of abutting lands to achieve a 45 metre wide right-of-way for Mavis Road.

- 4.1.5 Mavis Road will be a major transportation link within the Region of Peel, intersecting with the provincial, regional and local road network. The final location of any interchange between Highway Number 407 and Mavis Road will be determined by the appropriate road authorities.
- 4.1.6 Minor changes to the Mavis Road alignment may be required due to the final location of a Highway Number 407/Mavis Road interchange and other design considerations.
- 4.1.7 To ensure the long term utility of Major Arterial Roads, it is the policy of the City to restrict direct access from individual properties. To this end, the conveyance of 0.3 metre reserve shall be a condition of development approval for lands abutting Mavis Road and Steeles Avenue. Daylighting triangles at road intersections will also be conveyed are required.
- 4.1.8 The local road system will be established as part of the subdivision approval process.

5.0 PUBLIC UTILITIES

5.1 Storm Water Management

- 5.1.1 Prior to draft approval of any individual subdivision plan, a comprehensive storm water management study will be undertaken for New Development Area Number 13(a) and be subject to the approval of the Credit Valley Conservation Authority and the City of Brampton, in consultation with the Trustees of the Toronto General Burying Grounds.
- 5.1.2 Prior to the alteration of any watercourse or the construction of any storm water facility, the necessary approvals shall be received from the Credit Valley Conservation Authority and the City of Brampton.
- 5.1.3 Prior to the registration of any individual subdivision plan, the lands and easements necessary to implement the storm water management plan and any related works, including drainage channels, shall be obtained or secured by agreement.

5.2 Sanitary Sewage and Water Supply

- 5.2.1 Development within New Development Area Number 13(a) shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers. To this end, a sanitary sewer pumping station will be required to service the new development area and protection will be provided for existing

wells in the area from construction activity, prior to the registration of any individual subdivision plan.

5.3 Hydro Transmission Line

5.3.1 All development, including road crossings, within or adjacent to the Hydro Transmission Corridor which traverses New Development Area Number 13(a), shall be subject to the approval and requirements of Ontario Hydro and the City of Brampton.

5.3.2 The City of Brampton shall encourage the use of the Hydro Transmission Corridor as an open space, pedestrian and bicycle link within New Development Area Number 13(a).

6.0 **IMPLEMENTATION:**

The provisions of Chapter 7: IMPLEMENTATION of this Plan shall apply to the implementation and interpretation of this chapter.