

# ***OFFICE CONSOLIDATION***

***SECONDARY PLAN AREA 44***

***FLETCHERS MEADOW***

***SECONDARY PLAN***

***February 2013***

## EXPLANATORY NOTES

### Office Consolidation FLETCHERS MEADOW SECONDARY PLAN (Secondary Plan Area 44)

#### 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 44, Fletchers Meadow Secondary Plan)**

This office consolidation of the Fletchers Meadow Secondary Plan consists of Chapter 44 of the document known as the 1993 Official Plan.

Chapter 44 is based on Official Plan Amendment 93-78, which came into effect on October 13, 1998, to the document known as the 1993 Official Plan. This office consolidation includes all of the modifications that were approved by the Region of Peel.

The following Official Plan Amendments have also been incorporated:

OP93-115	OP93-164	OP93-216	
OP93-148	OP93-176	OP93-219	
OP93-160	OP93-205	OP93-175	OP93-211
OP2006-021	OP2006-79		

OMB Order: June 30, 2009

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.

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## **Chapter 44: The Fletchers Meadow Secondary Plan**

### **1.0 PURPOSE**

The purpose of this chapter, together with Schedule SP44(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with Section 5.4 of the Official Plan, detailed policy guidelines for the development of lands outlined on Schedule SP44(a) for predominately residential purposes, and to specify the desired pattern of land uses, transportation network and related policies to achieve high quality, efficient, orderly and ecologically responsible urban development. This chapter constitutes the Fletchers Meadow Secondary Plan.

### **2.0 LOCATION**

The subject lands comprise a total area of approximately 951 ha. (2,350 acres) and are generally situated between Wanless Drive to the north, the CNR mainline and Highway No. 7 to the south, McLaughlin Road to the east and Creditview Road and an expanded area surrounding the future planned Mount Pleasant GO Station to the west, comprising part of Lots 11, 12, 13, 14, 15 Concessions 2 and 3 W.H.S. and Part Lots 9 and 10, Concession 3 W.H.S, as shown on Schedule SP44(a).

## **DEVELOPMENT PRINCIPLES**

### **3.1 Residential**

**3.1.1** The various residential designations shown on Schedule SP44(a) are categories in which the predominant use of land is residential and they collectively include the full range of dwelling types from detached units to high rise apartments. Complementary uses as set out in Part I of the Official Plan are also permitted in the various residential designations or

may be specifically identified by other designations or policies in this Secondary Plan. Minor utility installations such as transformer substations and telephone switching centres are also permitted in the residential designations provided that they are integrated in an appropriate manner with adjacent residential uses.

**3.1.2** Notwithstanding the housing policies for the various residential designations on Schedule 'SP44(a)', consideration will be given for proposals that vary from these housing mix and density requirements without an official plan amendment if a satisfactory planning justification is provided to demonstrate that the City's underlying housing mix and related objectives are thereby equally well achieved in accordance with relevant City guidelines.

OP93-115

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

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

Medium/Cluster/High Density Residential

**3.1.5** In areas designated Medium/Cluster/High Density Residential on Schedule 'SP44(a)', residential uses within the High Density Residential category defined in Part I, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.6.

OP93-115

**3.1.6** The net density for Medium/Cluster/High Density Residential designations shall not exceed 124 units per hectare (50 units per acre). Notwithstanding the maximum permitted density, approvals for an increase in density to a maximum of 150 units per hectare (60 units per acres), may be granted on a site specific basis for nonprofit housing projects, without further amendment to this Plan. Proponents must demonstrate to the satisfaction of the City that the development will meet the Provincial Policy Statement, will have a reasonable floor space index relative to density yields, will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

**3.1.7** Any proposals for Medium/Cluster/High Density development shall have regard for the achievement of acceptable transition and physical integration with lower density forms of development and minimize shadowing and overlook of lower density residential forms.

#### Medium Density Residential

**3.1.8** In areas designated Medium Density Residential on Schedule 'SP44(a)', residential uses within the Medium Density Residential category defined in Part I, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.3.1.9.

OPA93-115

**3.1.9** Nonprofit housing projects within the Medium Density designations on Schedule 'SP44(a)' may be developed at a maximum density of 75 units per net residential hectare (30 units per net residential acre) without further amendment to this Plan. Such proposals will have regard to policy 3.1.10 and will have an acceptable level of impact on the local roads and services within the Secondary Plan Area.

OPA93-115

**3.1.10** Any proposals for Medium Density development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and effective separation and buffering from major roads, other noise sources or adjacent Commercial uses.

Low and Medium Density Residential

**3.1.11** To permit residential uses at a maximum density of 34.6 units per net hectare (13.98 units per net acres) in areas designated “Low/Medium Residential”.

OP93-115

OP93-219

**3.1.12** Notwithstanding the foregoing housing mix and density policies, proposals for development within the “Low and Medium Density Residential” designation shall provide a broad range and mix of lot sizes for single detached structural units in accordance with relevant City guidelines.

OP93-115

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

**3.1.14** Any proposal for Medium Density Residential development will have regard for the achievement of acceptable transition and physical integration with lower density forms of development, and separation and buffering from major roads, other noise sources or adjacent Commercial uses.

**3.1.15** Residential lots shall be oriented toward and have primary access to the minor collector and local road system, to the greatest extent practicable. Lots which must front onto and gain direct access to collector roads shall



generally maintain a minimum width of 12 metres where the density category permits. A greater lot width than 12 metres may be required in the vicinity of major intersections.

### Low Density Residential

**3.1.16** In areas designated Low Density Residential on Schedule 'SP44(a)', residential uses within the pertinent Low Density Residential category as defined in Part 1, Section 5.2 of the Official Plan are permitted, subject to policies 3.1.2 and 3.1.17.”;

OP93-115

**3.1.17** The density yield for the Low Density Residential designation on Schedule SP44(a) shall not exceed 12.4 units per hectare (5.0 units per acre) of net residential area.

- 1) The Low Density Residential designations abutting existing residential development shall be developed in a manner that is compatible with the scale and character of the existing development.
- 2) Residential lots shall be oriented toward and have primary access to the minor collector and local road system to the greatest extent practicable.

### Affordable Housing

**3.1.20** Opportunities will be created for a range and mix of housing types suitable for the spectrum of future Brampton residents and shall include a minimum of 25% of new residential units to be affordable in accordance with need, where practicable. Such opportunities shall be provided in accordance with the intent of the Provincial Policy Statement.

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

**3.1.22** Proponents may be required to enter into an appropriate agreement with respect to the implementation of housing policies in the Provincial Policy Statement.

## 3.2 Commercial

**3.2.1** The Local Retail Centres and other designated commercial sites in the Fletchers Meadow Secondary Plan area shall collectively be sized in conjunction with sites in adjacent areas to accommodate the demand forecasts set out in the Fletchers Meadow Commercial Opportunity Study by Coopers and Lybrand, or in any more recent comprehensive commercial studies prepared for and adopted by the City of Brampton.

### Local Retail

**3.2.2** Elements of the Local Retail hierarchy designated in this secondary plan in accordance with Part 1, section 4.2.8 of the Official Plan include District Retail, Neighbourhood Retail and Convenience Retail. These designations shall not permit motels, hotels or entertainment uses except in accordance with Official Plan policy 4.2.2.2.

**3.2.3** Development within these Local Retail designations shall also respect the following principles:

- i) no outdoor storage of goods or materials shall be permitted;
- ii) provision shall be made to minimize adverse impacts upon adjacent residential uses through landscaping and buffer treatments. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties; and,

- iii) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers, including safety considerations.

### District Retail

**3.2.4** The lands designated District Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part 1, section 4.2.8 and other relevant policies of the Official Plan, except that notwithstanding such policies:

- i) the District Retail designation abutting Chinguacousy Road and Sandalwood Parkway may, in accordance with policy 3.2.1, accommodate up to 30,000 square metres (323,000 square feet) of gross leasable area on a site up to 13 hectares (32.2 acres) in size; and
- ii) the District Retail designation in the northwest quadrant of McLaughlin Road and Highway 7 is regarded as a site that may be developed with a broad range of retail uses, complementary to the approved District Retail/Power Centre site located on the east side of McLaughlin Road, and the site shall be subject to the following development controls:
  - (a) may accommodate up to 11,000 square metres (118,400 square feet) of District Retail/Power Centre space on a site of approximately 4 hectares (10 acres);
  - (b) shall be developed with its major access driveway at the north end of the site in a location to be coordinated and aligned with an access driveway serving the District Retail/Power Centre site on the east side of McLaughlin Road; and,
  - (c) May accommodate a supermarket.

OP93-175

### District Retail Special Policy Area

**3.2.5** The lands designated District Retail Special Policy Area on Schedule SP44(a) constitutes a 4 ha. (10 ac.) portion of an overall 10 ha. (25 ac.) allocation of land for District Retail development in accordance with the Coopers and Lybrand Commercial Opportunity Study. This 4 ha. (10 ac) of land may be used for Medium Density Residential purposes without further amendment to this plan, if an appropriate market study demonstrates to the satisfaction of the City of Brampton that this 4 ha. 10 ac.) portion is not required as to sever the broad objectives addressed in the Coopers and Lybrand Study.

### Neighbourhood Retail

**3.2.6** The lands designated Neighbourhood Retail at the northwest corner of Williams Parkway and Chinguacousy Road on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan, except that a supermarket is not permitted, save and except for a grocery store/specialty food store having a maximum gross leaseable area of 1394 square metres (15,000 square feet).

### Convenience Retail

**3.2.7.1** Land designated Convenience Retail on Schedule SP44(a) shall permit the range of uses and be developed in accordance with the Local Retail policies of Part I, Section 4.2.8 and other relevant policies of the Official Plan.

OP93-205

**3.2.7.2** The development of the lands designated "Convenience Retail" located at the south-west corner of Chinguacousy Road and Fairhill Avenue shall be designed so as to minimize the impact upon adjacent residential uses through landscaping and residential design treatments of the buildings

including roof top treatments that are compatible with the adjacent residential properties. The building shall be located at the street edge to enhance the streetscape and acknowledge the residential lifestyle of the surrounding neighbourhood. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties and all garbage and refuse storage, inclusive of the storage containers for recyclable materials, shall be enclosed within a building. No drive through facilities shall be permitted.

OMB Order  
June 30,  
2009

**3.2.7.3** The lands designated Convenience Retail at the northeast corner of Sandalwood Parkway West and Creditview Road are intended to accommodate local servicing, convenience commercial uses, and will also allow a place of worship.

In order to minimize the impact on adjacent residential uses, only one convenience restaurant and one small scale supermarket should be permitted on the site. Limits on the floor area of the supermarket and convenience restaurant will maintain the intended small scale size of these uses.

OMB Order  
June 30,  
2009

The design of the site and buildings shall be such that there is a high quality of development maintained and the impact of the plaza on the abutting residential uses is minimized. The following design principles shall be present on the development of the site:

- Buildings shall have a residential character, and shall be located at the street edge to enhance and define the streetscape, screen the parking and service areas, and to minimize noise and lighting on the abutting residential uses.
- Generous landscaping that includes trees, raised planting beds and decorative fencing shall be used,
- Site design and building layout shall incorporate an integrated pedestrian network.
- Drive-throughs shall only be permitted in conjunction with a bank or a financial institution. The drive-through shall be located in such a way to lessen its view from off the site.

- Rooftop mechanical units shall be entirely screened from public view.

OMB Order  
June 30,  
2009

Access to the site shall be provided by full turn movements from Sandalwood Parkway West and from Creditview Road. Should it be warranted that the westbound left turn lane on Sandalwood at Creditview be extended, the eastbound left turn will be eliminated. As a result, the access onto Sandalwood Parkway West would function as a right-in/right-out and left out only. Vehicular access will not be permitted from Vauxhall Crescent.

### Highway and Service Commercial

**3.2.8** The lands designated Highway and Service Commercial on Schedule SP44(a) shall permit the range of uses and be developed in accordance with Part I, Section 4.2, subsection 4.2.9 and other relevant policies of the Official Plan. The smaller Highway and Service Commercial designations are primarily intended to accommodate a gas bar or service station and related uses. The larger Highway and Service Commercial designation on the north side of Highway 7, west of Chinguacousy Road is intended to accommodate a broad range of uses in accordance with subsection 4.2.9 of the Official Plan.

**3.2.9** Developers of Highway and Service Commercial designation lands shall be encouraged to develop in accordance with the following principles in order to contribute to an attractive development character:

- To generate an attractive and integrated urban environment, superior site, architectural, landscape and safety design elements shall be used;

- Service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping;
- Where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area while having regard for personal safety;
- To ensure comprehensive and integrated development along the principal arterial, the City may require the submission of a development concept to demonstrate how the designated area can be comprehensively developed; and,
- Common access arrangements and linked parking areas may be required to serve multiple land uses.

### Mixed Use Node

**3.2.10** The lands designated Mixed Use Node on Schedule SP44(a) shall permit office and convenience commercial uses. Cluster and high density residential uses may also be incorporated in the mixed use node subject to a site specific review at the development stage.

Permitted uses include: convenience retail, restaurants and services to serve the GO station traffic and local office workers; Residential based office uses, such as medical buildings, professional offices and banks; and selected recreation facilities. Entertainment Uses shall also be permitted in the Mixed Use Node designation in accordance with relevant policies of the Official Plan, and equivalent to District Retail permissions. The maximum commercial gross floor area allocated to this designation

OP2006-79
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is 17,187 square metres (185,000 square feet) in addition to the floor space to be occupied by residential uses.

In addition to the permitted uses and provisions of the “Mixed Use Node” designation, lands within the “Mixed Use Node” designation bounded by Bovaird Drive to the south, Lagerfeld Drive and GO Transit Lands to the north, Creditview Road to the west, and GO Transit lands to the east, shall be permitted to develop for District Retail purposes in accordance with the permitted uses and provisions of Section 4.2.10 of the Official Plan, including retail establishments, generally anchored by any one (1) of the following uses:

- Supermarket, major department store, discount department store, home improvement store, warehouse membership club and hardware and automotive store. In addition, pharmacies, restaurants and service establishments are also permitted uses.

A maximum gross leasable area of 13,935 square metres (150,000 square feet) shall be permitted for District Retail purposes.

Special Policy Area (Go Transit/Mixed Use Node)

**3.2.11** The area designated Residential: Special Policy Area at the Mount Pleasant junction (at the intersection of Highway 7 and Creditview Road with the CNR Line) on Schedule “A” of the Official Plan identifies a key transit node that has significant potential for higher density residential concentrations in association with some aggregation of retail and office uses.

The City shall further assess the potential of the proposed Mount Pleasant GO Station site as a potential location for higher density residential and aggregations of office and retail as set out the Fletchers



Meadow Secondary Plan in conjunction with an additional review to be undertaken in conjunction with the secondary plan studies for the Credit Valley Secondary Plan Area (Area 45).

OP93-164

**3.2.12** The lands designated “Convenience Retail” at the north-east corner of the east-west collector street on subdivision plan 21T-98040B and Chinguacousy Road shall permit the development of convenience commercial uses and the full range of restaurant uses. The maximum gross leasable floor area shall not exceed 1,400 square metres.

### 3.3 Open Space

#### Valleylands (Primary and Secondary)

**3.3.1** Lands designated Valleyland on Schedule SP44(a) have been identified by the Conservation Authority as having inherent environmental hazards including flood and erosion susceptibility, but which contribute to some degree to the ecological integrity of the Fletchers Creek Watershed. Designated Valleylands shall remain primarily in a natural state or be utilized for stormwater management purposes and complementary uses in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997).

**3.3.2** Schedule SP44(a) differentiates between “Primary” Valleylands and “Secondary” Valleylands on the basis of the constraint mapping and analysis in the Fletchers Meadow Environmental Implementation Report (MMM, 1997). The “Primary” Valleyland reaches are assessed as primary constraint areas where permitted modifications, complimentary uses and alterations are limited, largely due to ecological function and the presence of fish habitat and due to their hazardous nature. The

MOD 1

“Secondary” Valleyland reaches are more permissive in terms of realignment, modification and alteration of corridors, subject to more detailed analysis and the approval of the City and Conservation Authority. Reference should be made to the Fletchers Meadow Environmental Implementation Report for specific details.

- 3.3.3** Building setbacks shall be imposed from the margin of Hazard Lands or Valleylands so as to have regard for the extent and severity of existing and potential hazards. Setbacks, if required, shall be determined by the Conservation Authority and the City prior to draft approval of affected plans of subdivision and incorporated into the implementing zoning by-law. These considerations have the potential to reduce the total amount of tableland area available for urban development.
- 3.3.4** Valleyland designations are intended to conceptually reflect the extent of the existing top of bank, floodplain or watercourse/valley corridor. As a result of site specific determination of the limit of development, areas determined as unrelated or not required for valley corridor function, will revert to the relevant adjacent land use designation(s) without an amendment to this Plan. Additional lands may also be determined for valleyland designation.

#### Community Park

- 3.3.5** Lands designated Community Park shall be developed in the general locations identified on Schedule SP44(a) in accordance with the Community Park policies of Part I, Section 4.5 and other relevant policies of the Official Plan.
- 3.3.6** The specific location or configuration of the Community Park-Secondary School campus will be reviewed at the time of subdivision plan processing to confirm the need for the facilities and, if realized, to

attempt to arrange the facilities in a manner that would promote a reasonable land sharing arrangement.

### Neighbourhood Park

MOD 2

**3.3.7** Lands designated Neighbourhood Park shall be developed in the general location indicated on Schedule SP44(a) in accordance with the Neighbourhood Park policies of Part I, section 4.5 and other relevant policies of the Official Plan.

**3.3.8** Detailed subdivision designs shall encourage pedestrian and cyclist linkages between the various components of the park hierarchy, school sites and the more natural elements of the open space system such as valleylands.

**3.3.9** In further refining the open space system through the subdivision or zoning approval process, parks shall incorporate, to the extent practicable, localized portions of existing high quality hedgerows, tree stands and woodlots as appropriate.

### Woodlot

MOD 3

**3.3.10** Lands designated Woodlot on Schedule SP44(a) are tableland woodlots identified for their ecological significance relative to the natural heritage system and water management function. Development proposals within or abutting woodlots shall be subject to Part I, section 4.4.7 and other relevant policies of the Official Plan. The preservation or treatment of any woodlots as identified within the Environmental Implementation Report shall be in accordance with the Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and the City's Woodlot Development Guidelines. Any portions of the woodlot to be obtained by the City shall be purchased on

the basis of woodlot land value in the context of the Development Charges By-law.

MOD 4

**3.3.11** Lands designated as Woodlot on Schedule SP44(a) are encouraged for retention in acknowledgement of the value of their features and functions to the watershed as outlined in the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997). The City, in processing a development proposal that would privately retain all or part of any woodlot as identified within the Environmental Implementation Report, may enact a zoning by-law authorizing increases in height and density of proposed development in accordance with Part I, Section 5.12 and other relevant policies of the Official Plan, or implement other suitable mechanisms to retain the woodlot and/or its function.

**3.3.12** Should it be demonstrated that an identified woodlot cannot practicably be retained through the development process, such lands shall be considered to have an alternate land use designation consistent with that of the surrounding designations without the necessity of further amendment of this Plan. A proponent of development on a woodlot shall be required to demonstrate how the woodlot site can be developed for suitable alternate land uses, and meet the objectives of Section 4.4.7 of the Official Plan.

#### Storm Water Management Facility

**3.3.13** Storm Water Management Facilities are permitted in all land use designations on Schedule SP44(a) provided that such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City. However, notwithstanding this

policy that Stormwater Management Facilities such as ponds, channels or valleylands on Open Space (park) and Institutional (school site) designations may be located without an Official Plan Amendment, such locations will not be accepted by the City or the school boards unless it can be demonstrated that the long term functionality of the park and school site is not impaired or the effective usable area of the sites is not reduced.

MOD 5
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**3.3.14** Storm Water Management practices within the Secondary Plan Area shall address such concerns as flow attenuation (quantity), water detention (quality) and erosion control, as appropriate. General principles for storm water management within Fletchers Meadow shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997) and the Ministry of environment and Energy June 1994 Stormwater Management practices Planning and Design Manual.

**3.3.15** A Storm Water Management Plan will be undertaken for development in the Secondary Plan Area, in accordance with the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

#### Special Policy Area (Spill Zone)

**3.3.16** Special Policy Area (Spill Zone) indicated on Schedule SP44(a) indicates a spill zone area on Fletchers Creek where a broad but shallow floodplain exists. With site specific study, the potential exists to reduce the extent of the broad floodplain through culvert and/or channel modifications to improve local drainage conditions.

### Cemetery

**3.3.17** Lands designated Cemetery on Schedule SP44(a) recognizes existing known cemeteries within the Secondary Plan Area. The Cemetery policies of Part I, section 4.5 and other relevant policies of the Official Plan shall apply.

**3.3.18** Minor adjustments to the Memorial Garden Cemetery designation may be permitted without further amendment to this document where the adjustment is related to the placement of new roads resulting in small fragmented parcels being created, which directly abut the cemetery.

**3.3.19** The regulations set out in the Cemeteries Act shall apply when development may impact burial sites, which are not registered cemeteries.

### 3.4 Institutional

#### School Sites

**3.4.1** Lands designated Senior Public School, Elementary School or Secondary School are required in the general locations indicated on Schedule SP44(a), in accordance with the Community Services and Education Facilities policies of Part I, section 4.8 and other relevant policies of the Official Plan. If any school site or part thereof is not required by either the Peel Board of Education or the Dufferin Peel Roman Catholic Separate School Board, then it may be released for public open space or Low/Medium Density Residential, without further amendment to this plan.

- 3.4.2** Designated school sites are assigned to satisfy anticipated requirements of the two School Boards. Appropriate locational variations to school sites are permitted without an amendment to this plan at the draft plan of subdivision or zoning approval stage in order to improve development design, the centrality of the site to its service area or its functionality.
- 3.4.3** School sites are designated on Schedule SP44(a) for a specific educational level, however school sites may be used for a different educational level, and should any particular site not be required by one School Board, the other Board may utilize the site regardless of whether it is for the educational level implied by the designation.
- 3.4.4** Relevant draft plans of subdivisions shall include designated school sites as appropriate with a shape, size and frontage satisfactory to the relevant School Board. In particular, the shape, size and frontage of abutting and associated Open Space and Institutional (school site) designations shall be arranged to the satisfaction of the school boards and the City to facilitate the development of school/park campuses involving shared buildings or shared outdoor areas. Landowners will also be required to demonstrate at the draft plan of subdivisions stage how school sites can be redeveloped for suitable alternate use should any particular school site be released or not required for school or park purposes.
- 3.4.5** Prior to approval of plans of subdivision, the City shall require landowners within the Secondary Plan Area to enter into agreements with each other for the purpose of providing for the equalization of the costs associated with establishing school sites designated on Schedule SP44(a), unless this purpose is satisfied by another effective mechanism.

**3.4.6** Where considered acceptable by the City, school sites may be pre-zoned for alternative land use purposes compatible with and capable of integration with adjacent land use designations.

#### Places of Worship

**3.4.7** Lands designated Place of Worship indicate sites to be reserved for such purposes subject to the following principles:

OP93-148

- To be included in the appropriate subdivision plan as a condition of draft approval and shall be held for use or acquisition for worship purposes for a period of 3 years from the date of registration of the subject subdivision plan;

- Each to be approximately 0.8-1.2 hectares (2-3 acres) in sizes;

- Restricted arterial road access subject to approval by the City; and,

OP93-148

- To be zoned for worship purposes at the time of subdivision registration, but may be dual zoned to also permit suitable alternate development without further amendment to this Plan, in the event that it is not acquired or used for such purpose within the 3 year reserve period.

#### Libraries

**3.4.8** Libraries are not designated on Schedule SP44(a), however they are permitted in all land use designations, except for the Open Space Valleyland designation, as a free standing facility, an integrated institutional or commercial development component, or within a recreation centre facility.



**3.4.9** Retail centres may be oversized at the draft plan of subdivision stage in order to account for a future library use and to compensate for the land and building area to be occupied by the library. In that context, library sites are acknowledged as having an alternative use of low density residential for the purpose of land valuation.

#### 4.0 Transportation Policies

##### 4.1 Roads

**4.1.1** Road facilities in the Secondary Plan Area are intended to develop and function in accordance with Part I, section 4.3 and other relevant policies of the Official Plan. The transportation network will generally be sited, designed and constructed in an ecologically responsible manner with regard for the recommendations of the Fletchers Creek Subwatershed Plan (Paragon 1996) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997).

**4.1.2** The right-of-way required for Highway 7 shall be sufficient to accommodate an ultimate 6 lane arterial road with centre median including provision for four general purpose lanes and two high occupancy vehicle or reserved bus lanes. Appropriate road widening necessary to achieve the right-of-way requirement shall be conveyed as a prerequisite to development within the Secondary Plan Number 44 Area. Additional right-of-way dedications may be required at intersections for the construction of turning lanes and/or utilities. Preliminary traffic impact studies, addressing impacts of development on Highway No.7, for review and approval by the Ministry of Transportation may be required as a prerequisite to development approval.

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**4.1.3** Accesses to Highway 7 shall require the approval of the Ministry of Transportation of Ontario (MTO). The Ministry and the City will encourage

the elimination or consolidation of existing accesses to Highway 7 to the extent practicable. New direct accesses for individual properties to Highway 7 will generally not be permitted particularly in close proximity to key intersections, although right-in, right-out accesses may be considered at appropriate locations where primary access can be provided from the internal road system.

- 4.1.4** The right-of-way required for Creditview Road shall be sufficient to accommodate a 2 lane arterial road from Wanless Drive to Sandalwood Parkway and 4 lanes from Sandalwood Parkway to Williams Parkway. For long term flexibility, the designated right-of-way width for Creditview Road shall be 36 metres throughout the Fletchers Meadow Secondary Plan area.
- 4.1.5** The right-of-way requirement for Chinguacousy Road shall be sufficient to accommodate a 2 lane arterial road from Wanless Drive to Sandalwood Parkway, 4 lanes from Sandalwood Parkway to Highway 7 and 6 lanes from Highway 7 to Williams Parkway. For long term flexibility, the designated right-of-way widths for Chinguacousy Road from Wanless Drive to Highway 7 shall be 36 metres and 40 to 45 metres from Highway 7 to Williams Parkway.
- 4.1.6** The right-of-way requirement for McLaughlin Road shall be sufficient to accommodate 4 lanes of traffic. For long term flexibility, the designated right-of-way width for McLaughlin Road shall be 36 metres.
- 4.1.7** The right-of-way requirement for Wanless Drive shall be 36 metres to accommodate a 2 lane arterial road and provide additional long term flexibility.
- 4.1.8** The right-of-way requirement for Sandalwood Parkway shall be 36 metres to accommodate a 4 lane arterial road.

- 4.1.9** The right-of-way requirement for Williams Parkway shall be sufficient to accommodate a 4 lane arterial from McLaughlin Road to the mid-concession collector road between McLaughlin Road and Chinguacousy Road and 2 lanes from the above-noted collector road to Creditview Road. The designated right-of-way width for Williams Parkway to maintain long-term flexibility shall be 36 metres.
- 4.1.10** To protect the function of Arterial Roads, it is the policy of the City to restrict access from individual properties. To that end, 0.3 metre reserves or other measures as appropriate shall be required as a condition of development approval for lands abutting Arterial Roads, except at approved access locations.
- 4.1.11** Other than those indicated on Schedule SP44(a) to this Plan, intersections of Collector Roads with Major and Minor Arterial Roads are generally not permitted.
- 4.1.12** The right-of-way required for Collector Roads designated on Schedule SP44(a) shall be between 23.0 metres and 26.0 metres.
- 4.1.13** The short Collector Road designation connecting McLaughlin Road to the continuous north-south Collector Road in the area halfway between Highway 7 and Sandalwood Parkway is not an absolute transportation necessity, but it would significantly enhance the overall accessibility and convenience for residents of the southwesterly quadrant of the Plan. It is also recognized that the abutting Convenience Retail designation would not be viable without that Collector Road. If provided, this Collector Road shall be aligned with Lowry Drive on the east side of McLaughlin Road.

- 4.1.14** The fact that Local Roads are not designated on Schedule SP44(a), does not preclude Local Road crossings of valleylands provided that the environmental impacts of any such crossing are acceptable in relation to the necessity/convenience of the crossing.
- 4.1.15** The “Collector Road” designation at the north-east corner of Creditview Road and Bovaird Drive West on Schedule SP 44 (a) accommodates a collector road function in this Secondary Plan. The “Collector Road” and its potential future westerly extension, as protected through policy 5.3.2.5 in the Mount Pleasant Secondary Plan, is subject to policy 6.2.6 of this Secondary Plan.

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## 4.2 Public Transit

- 4.2.1** The major road system consisting of Highways, Major and Minor Arterial Roads and Collector Roads provides sufficient flexibility to provide bus routes within 400 metres of all residents and to conveniently serve major employment and other uses.
- 4.2.2** Subdivisions shall be designed to minimize walking distances to transit routes and shall incorporate through block walkways as required to achieve that objective, particularly to accommodate those who would otherwise be more than 300 metres (1,000 feet) walking distance from an existing or planned transit stop.
- 4.2.3** Sidewalks along Arterial and Collector Roads that are expected to accommodate transit routes shall incorporate bus pad widenings in appropriate locations in accordance with City standards.
- 4.2.4** In response to the City's anticipated need for a transit facility in the general vicinity of the GO Station, the Fletchers Meadow Transportation and Mixed

Use/GO Station Node Study (Marshall Macklin Monaghan) has identified locational and operational options for the development of either an on-street or off-street transit terminal in conjunction with the GO Station terminal.

In the context of the above a transit terminal facility is permitted in the Mixed Use Node designation of this plan.

#### 4.3 Pedestrian/Cyclist Links

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

**4.3.2** Appropriate pedestrian/cyclist links between open space elements shall be provided along suitably located roads, block walkways or in other specific locations as determined by the City. Any proposed pedestrian/cyclist links crossing Highway No. 7 require approval by the Ministry of Transportation.

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**4.3.3** To encourage an uninterrupted open space valley system, pedestrian/cyclist crossings of major roads shall be by underpass or other suitable arrangements where the City does not consider an at-grade pedestrian crossing appropriate or practical. From a safety perspective, simultaneous compound changes in the grade and direction of underpass designs are not recommended.

#### 5.0 Environmental, Servicing and Design Considerations

The Fletchers Creek Subwatershed Study (Paragon Ltd.) shall be implemented within the Secondary Plan Area through the Fletchers Meadow Environmental Implementation Report (Marshall Macklin

Monaghan, 1997) and the completion of more detailed analysis where required and appropriate.

## 5.1 Woodlots and Valleylands

**5.1.1** The woodlots identified on Schedule SP44(a) are to be preserved to the greatest extent practicable, and considered as areas for rehabilitation and enhancement of ecological functions through the development of surrounding lands. In this regard, development proposals within or abutting woodlots shall be subject to Part I, Section 4.4 and other relevant policies of the Official Plan. Any portions of a woodlot to be obtained by the City shall be purchased on the basis of woodlot land value in the context of the Development Charges By-law.

**5.1.2** Many natural features such as natural hazards, tributaries and woodlots, exist within the Fletchers Meadow Secondary Plan Area. Development adjacent to such features shall be shaped, oriented and developed in a manner that is compatible and complementary to these natural features to the extent practicable.

## 5.2 Tree Preservation

**5.2.1** It is intended that significant, high quality tree specimens be retained to the greatest extent practicable in conjunction with all land uses to enhance the environment and aesthetics of the Secondary Plan Area.

**5.2.2** The City may require a proponent of development to submit a Vegetation Analysis and/or a Tree Protection Plan to be approved by the City prior to draft approval or registration of a subdivision plan or any other development related approvals, in accordance with Part I, section 4.4 and other relevant policies of the Official Plan and of the City's Woodlot

## Development Guidelines.

### 5.3 Heritage Resources Preservation

**5.3.1** Heritage resource management activities within the Fletchers Meadow Secondary Plan Area shall be undertaken in accordance with Part I, Section 4.9 and other relevant policies of the Official Plan. For the purposes of this Plan, heritage resources shall include structures, sites, environments and artifacts that are of historical, architectural or archaeological value, significance or interest.

**5.3.2** Proponents of development are encouraged to retain and conserve buildings of architectural or historic merit on their original sites, where possible, and to promote the integration of these resources into any plans, which may be prepared for such development.

**5.3.3** Where a development proposal may impact a heritage resource, the City may require the preparation of a cultural heritage resource assessment prior to development approval, to the satisfaction of the City, for the purpose of providing information and presenting recommendations about how to mitigate the development impacts on identified heritage resources.

### 5.4 Noise Attenuation

**5.4.1** In the case of Low and Medium Density residential uses adjacent to Provincial Highways and Arterial Roads, the primary methods to achieve road noise levels consistent with Provincial guidelines is the use of reversed frontages and residential flankages with noise barrier walls. The unbroken length of reversed frontages with noise barrier walls shall not exceed 300 metres (1,000 feet), unless otherwise authorized by the City.

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

- 5.4.2** In the case of either road noise attenuation treatment, adequate size buffer strips shall be provided where required in accordance with City standards in order to accommodate sufficient plantings, and in the case of parallel service roads, to accommodate a satisfactory safety fence between the arterial road and the local service road.
- 5.4.3** A satisfactory comprehensive road noise attenuation design study or individual subdivision based noise analysis reports in accordance with Part I, section 4.4 and other relevant policies of the Official Plan shall be submitted as necessary at the time of draft plan of subdivision applications so that adequate noise attenuation measures can be specified and guaranteed at the time of draft plan of subdivision approval.
- 5.4.4** Where development, for which noise control measures will be required, precedes the presence of the noise source, the City will require, as a condition of development approval, that sufficient lands and facilities be provided for noise attenuation in accordance with the requirements of the relevant authority.
- 5.4.5** Residential development adjacent to the Canadian National Railway will be subject to the Rail Noise policies of Part I, subsection 4.4.11 and other relevant policies of the Official Plan. Prior to subdivision approval for lands situated adjacent to the Canadian National Railway right-of-way, noise and vibration impact studies shall be undertaken by the landowner, to identify potential adverse impacts, and to recommend appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the City, in consultation with Canadian National Railway, are undertaken to prevent or mitigate such adverse impacts. Such measures



may include, but are not limited to retaining walls, berming, fencing and the imposition of building setbacks.

- 5.4.6** In design situations adjacent to a railway line, the City will not assume responsibility or the ownership or maintenance of a buffer block required through the approval of residential development. Therefore, non-residential uses are a preferred land use solution adjacent to railway rights-of-way.

Secondly, a high or medium density condominium form of residential development may be appropriate in such locations since the condominium corporation could assume ownership and maintenance responsibilities for required buffer blocks.

Failing the above alternatives in the treatment of railway buffer blocks, a proponent may opt for a financial solution, through the establishment of a perpetual maintenance fund, or a design solution such as the construction of a retaining wall, to the satisfaction of the City.

- 5.4.7** Where a stormwater management facility is adjacent to the railway line, a Stormwater Management Report must be prepared to the satisfaction of Canadian National Railways.

## 5.5 Potentially Contaminated Sites

- 5.5.1** Where there is the potential that a site may be contaminated due to the previous use of the property, a site assessment shall be prepared in accordance with provincial guidelines for the assessment and clean up of contaminated sites and submitted along with any application for development. Development of any contaminated site shall not be permitted until the site is assessed and where necessary cleaned up in accordance with provincial specifications or guidelines.

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## 5.6 Trans Canada Gas Pipeline Safety Features

**5.6.1** In addition to any safety regulations or guidelines that may be applied to the Trans Canada Pipeline by the National Energy Board, the following supplementary measures shall be applied by Council to all developments that abut the pipeline right-of-way or easements within the Secondary Plan Area:

- A minimum setback of 10 metres (32.8 feet) from the pipeline right-of-way limits for any permanent structure or excavation will be maintained;
- Prospective purchasers of homes or buildings within 200 metres (656 feet) of the pipeline right-of-way or easement shall be notified of its presence in agreements of purchase and sale; and
- No separate City owned buffer strips shall be required in addition to or as part of the 10 metres (32.8 feet) setback referred to above, but in all other respects that do not conflict with the preceding measures, the provisions of the 1979/11/26 Council Policy respecting Trans Canada Pipeline Safety Measures shall apply subject to any subsequent amendments thereto.

**5.6.2** The zoning of the pipeline right-of-way for open space purposes including pedestrian and bicycle pathways, subject to Trans Canada Pipeline easement rights and conditions, is encouraged.

## 5.7 Ontario Hydro Transformer Station

**5.7.1** Where development is adjacent to the Ontario Hydro Transformer Station, a Noise Impact Study must be completed to the satisfaction of Ontario Hydro prior to draft plan of subdivision approval. Development shall only

be permitted if attenuation measures satisfactory to the City, in consultation with Ontario Hydro, are undertaken to prevent or mitigate such adverse impacts. Such measures may include, but are not limited to retaining walls, berming, fencing and the imposition of building setbacks.

- 5.7.2** To attenuate impacts in design situations adjacent to a transformer station, the City will not assume responsibility for the ownership or maintenance of buffer blocks proposed as a component of residential development. In the event that the proponent is unwilling or unable to pursue an alternative design solution to the use of buffer blocks, a proponent may opt for a financial solution, through the establishment of a perpetual maintenance fund for such buffer blocks.

## 5.8 Storm Water Management

- 5.8.1** In addition to the Valleyland designation, Storm Water Management Facilities are permitted in all land use designations on Schedule SP44(a) provided such facilities are integrated with adjacent uses in a manner acceptable to the Conservation Authority and the City.

- 5.8.2** Storm water management practices within the Secondary Plan Area shall address such concerns as flow (quantity) attenuation, water (quality) detention, erosion/siltation control, and related design requirements, as appropriate. General principles for storm water management within Fletchers Meadow shall be determined by the Conservation Authority and the City in accordance with the Fletchers Creek Subwatershed Study (Paragon) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan, 1997) and the Ministry of Environment and Energy June 1994, Stormwater Management Practices Planning and Design Manual.

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**5.8.3** A Storm Water Management Plan will be undertaken for any development in the Secondary Plan Area, in accordance with the Fletchers Creek Subwatershed Study (Paragon) and the Fletchers Meadow Environmental Implementation Report (Marshall Macklin Monaghan Ltd, 1997) and will be subject to approval by the Conservation Authority and the City prior to the draft approval of any individual plans of subdivision. The approval of the Ministry of Transportation is also required if such a report relates to drainage elements impacting provincial roads.

The Storm Water Management Plan will describe existing and proposed drainage conditions, the storm water management techniques and best management practices which may be required to control the quantity and quality of storm water drainage, to mitigate environmental impacts, and to minimize erosion and siltation in the Fletchers Creek and associated tributaries during and after the construction period. The Storm Water Management Plan will be consistent with and implement the recommendations of the Fletchers Creek Subwatershed Study (Paragon).

Detailed design submissions shall be consistent with the Fletchers Meadow Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan, 1997) and will be subject to approval by the Conservation Authority and the City prior to the registration of any individual plans of subdivision.

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

#### Subwatershed 8a

**5.8.5** A subwatershed plan will be required to be completed prior to development for lands located west of Creditview Road in the Fletchers Meadow Secondary Plan (which falls within Subwatershed Area 8a). If a portion of these lands are to be developed separately, on the basis of a plan of subdivision or site plan, then the proponent will be required to complete work as specified in the Credit Valley Conservation's Stormwater Management Guidelines (May 1996) and to evaluate potential impacts on downstream fish habitat and natural areas prior to approvals.

**5.9** Sanitary Sewage and Water Supply

**5.9.1** Development within the Secondary Plan Area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

**5.9.2** Proponents of development shall be required to enter into appropriate agreements to the satisfaction of the Region of Peel and the City to provide protection for existing wells in the area that are to continue in use, should their operation be detrimentally impacted through the process of development in the Secondary Plan Area.

**5.9.3** The detailed design and installation of services within the Secondary Plan Area shall be undertaken in an ecologically responsible manner with regard for the recommendations of the Fletchers Creek Subwatershed Study (Paragon) and the Fletchers Meadow Environmental Implementation Report and Sanitary Sewer and Water Servicing Study (Marshall Macklin Monaghan). Opportunities to locate services outside of the valley system will be explored.

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**5.9.4** In accordance with Part I, Section 4.11 and other relevant policies in the Official Plan, the City and the Region may require servicing or phasing agreements with developers as conditions of approval to ensure that development only proceeds in a manner that optimizes the utilization of

sewer and water services and does not outpace the Region's ability to finance and construct new services.

#### 5.10 Urban Design Guidelines

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

**5.10.2** All development within the Secondary Plan Area shall be based on due consideration of the Crime Prevention Through Environmental Design (C.P.T.E.D) principles and incorporate physical design features that promote proper design and the effective use of the built environment, as considered appropriate by the City.

**5.10.3** Where Residential land use designations interface with Commercial land use designations on Schedule SP44(a), the City will require buffering and mitigation measures to be implemented in accordance with Part I, section 4.4 and other relevant policies of the Official Plan. Such measures may necessitate the provision of a 6.0 metre wide landscaped buffer and/or other appropriate methods.

**5.10.4** Designated retail centres (i.e. District Retail, Neighbourhood Retail and Convenience Retail) shall be planned as one integrated entity, regardless of whether such centres are in more than one ownership or, in the case of the larger such centres, are to be developed in phases. All portions of such retail centres shall be developed in accordance with an integrated

plan for the whole centre and no such portion shall be developed until the integrated plan for the whole retail centre has been approved by the City.

**5.10.5** In order to maintain and enhance the visual opportunities and importance of certain features and attributes of the secondary plan area, lands identified in the Open Space Master Plan, Heritage/Visual Resources Study (Hough Woodland Naylor Dance Ltd.) as having visual significance shall be developed with consideration for the recommendations for that document.

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**5.10.6** To facilitate the function of the intersection of Sandalwood Parkway West and Chinguacousy Road as a Community Square and to complement the designated Community Park located at the northwest corner of this intersection, an enhanced design treatment consisting of pedestrian-oriented architectural and landscape elements shall be implemented to create a high quality “gateway” feature at the southwest corner of the intersection.

#### 5.11 Public Utilities and Facilities

**5.11.1** Public utility and other facilities such as City work yards, Trans Canada Pipeline, telephone switching facilities, hydro transformer stations, water and sanitary pumping stations are permitted in any land use designation provided that they are appropriately integrated and all other necessary approvals are obtained. Essential services which would be impaired during a flood emergency will not be permitted within the valleylands.

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## 6.0 Implementation and Interpretation

### Development Phasing

- 6.1.1** The phasing policies of Part I, section 4.11 of the Official Plan shall apply to the development of the Secondary Plan Area. Additional policies may be adopted by Council and proponents may be required to enter into phasing agreements satisfactory to the City to achieve a cost effective and functional sequence of development.
- 6.1.2** The intent of the City is that essential services will be provided in conjunction with development in the Secondary Plan Area. In accordance with Part I, section 4.11 and other relevant policies of the Official Plan, the City may impose timing conditions for any development for which sewer and water services, storm water management facilities, schools, roads and any other essential service are not available or committed.
- 6.1.3** In accordance with relevant Official Plan policies, various indicators of the financial integrity of the City such as tax rates, capital contribution levels, ratio of residential to non-residential assessment, reserve fund levels, user charges, service levels, debt ratios, and overall growth rates will be monitored so that measures can be taken to phase or direct growth in the Secondary Plan Area and other areas of the City should this become necessary to maintain an appropriate degree of financial integrity.
- 6.1.4** The City will discourage and resist the conversion of any employment land for residential purposes until such time as an appropriate long term commercial and industrial assessment ratio has been assured.



## Agricultural Uses

**6.1.5** The City shall through the orderly phasing of development in accordance with the policies of this document and the Official Plan, endeavor to ensure that lands with high agricultural capability which are designated for urban uses remain available for agricultural purposes for as long as is practicable. Until lands are developed in accordance with the land use designations assigned on Schedule SP44(a), agricultural uses are permitted on such lands.

## 6.2 Implementation Measures

### Plan Integration

**6.2.1** Landowners of small holdings of less than 8.0 hectares (20 acres) shall be encouraged to submit joint subdivision plans with adjacent owners in the interest of comprehensive planning and to expedite their development proposals. In any case, all developers may be requested to submit outline plans for adjacent lands to show how roads, schools, parks and other community facilities may be arranged within arterial or collector road boundaries or other logical planning boundaries, in accordance with this Plan.

**6.2.2** Development proposals for very small holdings of less than 1.6 hectares (4.0 acres) will be evaluated with reference to their land use designations on Schedule SP44(a), but in most cases, not until subdivision plans for larger, adjacent landholdings are submitted for approval.

**6.2.3** Provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings and to provide for their redevelopment in accordance with this Chapter.

### Cost Sharing

**6.2.4** The City shall require the use of a Developer Cost Sharing Agreement or other suitable arrangements amongst landowners in order to equalize the proportional costs of development, including the costs of front-ended secondary plan component studies, other common studies, infrastructure, facilities and works, including the establishment of school and park sites, to thereby ensure the orderly implementation of the secondary plan. However, the City will not be a party to this agreement nor will it be involved in its negotiation or administration.

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

### Environmental Assessment Act

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

### Interpretation

**6.2.7** Although the specific shapes, sizes, locations and relative positions of land use, road and other designations on Schedule SP44(a) are intended to indicate a desirable arrangement of these elements, they should be

interpreted as being flexible provided that the intent of the Fletchers Meadow Secondary Plan is respected. This flexibility may be invoked by developers to achieve functional and design efficiency and by the City or other public agency to ensure implementation of the Plan in an equitable manner relative to property lines and parcel sizes, provided that the basic integrity of the Plan is respected. Specifically, this flexibility may include an adjustment to the shape of a designation, or an adjustment to its size, or to its absolute or relative location without further amendment to this plan, provided the City is satisfied:

- That the fundamental effectiveness of the intended uses would not be reduced;
- That the intent and integrity of the overall plan is respected;
- That shortfalls or excesses are to be made up elsewhere in the plan;
- That the function and centrality of services is maintained; and,
- That the fundamental aspects of land use interrelationships are maintained.

**6.2.8** The provisions of Part I, section 5 and other relevant policies of the Official Plan shall also apply to the implementation and interpretation of this chapter.

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#### Transit and Pedestrian Oriented Development

6.3 The City of Brampton may enact a Zoning By-law authorizing increases in height and density and/or a broader range of uses for a development proposal that implements transit oriented and pedestrian friendly development principles. Such principles include but are not limited to the

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following: providing a mix of land uses and a variety of housing forms that satisfies the City's urban design objectives for energy-efficient buildings, transit supportive densities, walkable, safe and accessible communities that facilitate social interaction, and enhanced protection of the natural and cultural heritage features, such a Zoning By-law shall be permitted without the need for an Official Plan Amendment.

# **BLOCK PLANS**

## **PART III**

***Sub-Area 44-1: Block Plan Area of Fletchers Meadow  
Secondary Plan***

OP2006-021 IMPLEMENTS SUB-AREA 44-1 BLOCK PLAN AND ALL POLICIES  
CONTAINED WITHIN

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## 1.0 PURPOSE

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The purpose of amendment together with Schedule A, Schedule B, Schedule C, Appendix A and Appendix B, is to implement the policies of the Official Plan and Chapter 44 of the Fletchers Meadow Secondary Plan through the approval of a Block Plan for Sub-Area 44-1 (Mount Pleasant Village Mobility Hub).

The Mount Pleasant Village Mobility Hub Block Plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit orientated, pedestrian friendly, sustainable communities.

The Mount Pleasant Village Mobility Hub Block Plan, recognizes the strategic importance of the Mount Pleasant GO Train Station as a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking. The mobility hub concepts implements Provincial Growth Plan and Metrolinx objectives, that encourage land use intensification, mixed uses, increased densities and multi-modal transportation around key transportation nodes.

This amendment to Chapter 44 of the Fletchers Meadow Secondary Plan is based on a Block Plan that implements a number of background studies to address environmental, servicing transportation, transit, urban design, open space and growth management considerations. The final product is a Block Plan and implementing policies that ensure the development of a new transit-oriented and pedestrian-friendly community that incorporates City of Brampton's Development Design Guidelines.

This Chapter will constitute the Block Plan for Sub-Area 44-1 of the Fletchers Meadow Secondary Plan.



## 2.0 Location

The Mount Pleasant Village Block Plan Area comprises an area of about 60 hectares (148 acres) within the Fletchers Meadow Secondary Plan Area. More specifically, it is bounded to the north and west by propose James Potter Road, to the south by Bovaird Drive West and to the east by existing Creditview Road.

The lands are legally described as Part of Lots 10, 11 and 12, Concession 4, W.H.S., City of Brampton, Regional Municipality of Peel. The lands subject to this amendment are specifically indicated on Schedule A, Schedule B, Schedule C, Appendix A and Appendix B.

## 3.0 Effect of this Chapter and its Relationship to the City of Brampton Official Plan and Fletchers Meadow Secondary Plan

Lands subject to Chapter 44-1 outlined on Schedule C shall be developed in accordance with the policies of Chapter 44 of Part II and with Schedule SP44(a), and all other policies and schedules of the Official Plan of the City of Brampton.

Accordingly, the policies herein are intended to supplement those of the Fletchers Meadow Secondary Plan and the Official Plan of the City of Brampton; not to replace or repeat them. An accurate understanding of all the policies pertaining to this Chapter can only be achieved by reading the Official Plan of the City of Brampton, together with Chapter 44.

## 4.0 Sub-Area 44-1 (The Mount Pleasant Village Mobility Hub) Block Plan Design and Planning Principles

The Mount Pleasant Block Plan Area has been designed to recognize the special opportunity to create a transit-oriented urban village core around the Mount Pleasant GO Train Station. This includes planning to provide for a range of housing densities and a mix of transit-oriented and pedestrian-friendly residential, institutional, retail and

office developments in a variety of built forms which can benefit from and support higher order and higher frequency transit serving the Mount Pleasant GO Train Station.

The Mount Pleasant Village Mobility Hub Block plan represents the foundation of the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

The general design and planning principles of the Mount Pleasant Mobility Hub Block Plan (Sub-Area 44-1) are as follows:

- I. Provide for a transit oriented, new urbanism form of development based upon design principles which encourage a compact built form and a variety of housing types at a varying densities; including a limited number of live-work units located in strategic areas;
- II. Create a safe, attractive, transit oriented and pedestrian friendly community that demonstrates a reduced demand on the road network system;
- III. Encourage compact built form and provide a variety and mix of housing types at varying densities, including apartment and live-work units;
- IV. Create a distinct and attractive built form which will reinforce a high standard of quality and a positive visual image;
- V. Develop a “Village Core” for the community that provides a mix of land use, amenities, destinations that all contribute to a strong sense of place making;
- VI. In addition to residential uses, develop a mix of institutional , retail, commercial and office uses applying a variety of densities and built-forms

within walking distance of the Mount Pleasant GO Train Station to support enhanced transit service and to offer a range of mobility options for residents;

- VII. Develop an open space and street network that promotes pedestrian accessibility to parks, the 'Village Core', and public transit;
- VIII. Develop a transportation network, including transit service, which enables convenient and safe access to the Mount Pleasant GO Train Station as well as a range of transportation options, and seeks to increase transit mode share;
- IX. Recognize and build on the unique opportunity to develop a community centered on the Mount Pleasant GO Train Station through co-operative efforts between the City, GO Transit and development proponents to provide more sustainable, higher order inter-regional transit service, including the entire North-West Brampton Urban Development Area, in order to facilitate the development of a multi-modal transportation hub.
- X. Provides an effective community interface along the north side of the existing Mount Pleasant GO Train Station to provide convenient pedestrian, vehicle, cycling and transit accessibility.
- XI. Incorporate the City's Flower City Strategy through the provision of civic design elements within public areas and at strategic locations throughout the community;
- XII. Facilitate and encouraging the accommodation of institutional and public uses, such a library and elementary school site in close proximity to the proposed 'Village Core' and Civic Square;

- XIII. Encourage the application of Alternative Development Standards for roads and municipal infrastructure aimed at enhancing the pedestrian-oriented scale and positive visual image of the community, as well as facilitate the efficient use of land resources;
- XIV. Enhance the pedestrian orientation of the community by encouraging residential units to be street oriented;
- XV. Incorporate a Civic Square which will serve a central focus for the community and enhance the interface and relationship of the 'Village Core' to the Mount Pleasant GO Train Station;
- XVI. Develop a street pattern which includes a readily identifiable central transit-oriented 'spine road' and an equally viable 'pedestrian promenade' both of which will serve to facilitate easy access and movement of transit vehicles and pedestrians into and throughout the community;
- XVII. Substantially maintain existing Creditview Road in its current location and alignment thereby providing for ongoing access to existing uses;
- XVIII. Enhancing the scenic character of Creditview Road south of Fairhill Avenue through a combination of street trees, swales, privacy fencing and upgraded façade treatments for elevations adjacent to Creditview Road;
- XIX. Accommodate the timely construction of the future James Potter Road Extension from Bovaird Drive West to north of existing Fairhill Avenue as a Minor Arterial Road; including a grade separated underpass of the existing CNR, subject to final EA approval;
- XX. Stage development to ensure that residents, employees and employers are provided with adequate transportation, transit and other municipal

services, and open space, capable of reasonably accommodating their needs as development proceeds through various stages;

- XXI. Require the preparation of land use, urban design and architectural control documents which will adequately detail the uses, density, form and special relationship of development parcels within “Mixed Use Area 4” on Schedule C to this amendment.;
- XXII. Provide barrier free access to services, amenities and public buildings and facilities throughout the community in compliance with the Ontario Building Code, to ensure that all residents, employees and employers have full access to public and private sector buildings; and,
- XXIII. Encourage the implementation of realistic and practical environmental sustainability measures that may include: transit oriented development; strengthening and supporting the Mount Pleasant GO Train Station; measures to reduce automobile dependency; pedestrian and cyclist friendly community design; exploring the feasibility of implementing low impact development measures; and,
- XXIV. Identifying buildings and precincts for potential LEED (Leadership in Energy and Environmental Design) certification.

#### 5.0 Sub-Area 44-1 (The Mount Pleasant Village Mobility Hub) Block Plan Policies

The Mount Pleasant Village Mobility Hub Block Plan represents the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

The Mount Pleasant Village Mobility Hub Block Plan (Sub Area 44-1) recognizes the strategic importance of the Mount Pleasant GO Train Station as a multi-modal mobility hub that connects this community with the rest of the Greater Toronto Area, and supports various modes of transportation such as public transit, automobiles, cycling and walking.

The Mount Pleasant Village Mobility Hub Block Plan (Sub-Area 44-1) includes opportunities for a variety of community and institutional uses such as a civic square, a park, a library, and elementary school and a place of worship, as well as a variety of housing types at varying densities, including townhouses, apartments and single detached homes, mixed retail/commercial/office uses and a limited number of live-work units. The development of Sub-Area 44-1 is supported by the following policies:

5.1 Schedule C and Appendix A illustrate the key components of the Mount Pleasant Block Village Mobility Hub Block Plan (Sub Area 44-1) that address and implement the land use designations and policies of the Fletchers Meadow Secondary Plan. The Mount Pleasant Village Mobility Hub Block represents the foundation for the development of the Mount Pleasant Secondary Plan (Area 51) as a transit oriented, pedestrian friendly, sustainable community. Minor adjustments to the community features, land uses and infrastructure shown on Schedule C and illustrated on Appendix A can be made without the need for an Official Plan Amendment, provided that the general intent of the Fletchers Meadow Secondary Plan, and Section 4.0 and 5.0 of this amendment, is maintained.

5.2 The Mount Pleasant Village Mobility Hub Block Plan will be developed as a community which contains an intensive concentration of housing, employment, shopping and recreation supporting the inter-regional transit service provided by GO rail, anchored at the Mount Pleasant GO Train Station. These elements, together with the GO service, create a mobility hub where multiple modes of transit connect in a community with a strong sense of place. To ensure the land use supports the transit service, this block plan will ensure a variety of employment and living options, with uses that support the emphasis on transit, walking and cycling, and that

together, create the intensity required to support more sustainable transportation choices.

Density within the Mount Pleasant Village Mobility Hub Block Plan shall be Growth Plan compliant. //The successful mobility hub will have a suitable balance of jobs and housing that encourages reverse commuting, reduces parking demand and improves the City's activity rate.

Accordingly, detailed implementation of the Mount Pleasant Village Mobility Hub Block Plan will continue to work toward maintaining an appropriate level of local serving employment.

- 5.3 Live-work units shall be permitted at strategic locations in the Mount Pleasant Village Mobility Hub Block Plan Area to help promote the development of a complete community, provided that matters of access, parking, urban design and land use compatibility are addressed through the block plan, zoning by-law and subdivision approval.
- 5.4 In addition to the uses permitted in the Fletchers Meadow Secondary Plan, the Core Area identified on Schedule C, and illustrated on Appendix A, may provide a range of community uses, including a civic square, mixed retail/commercial/office uses, a school, a park, and a library. In addition, a variety of housing types at varying densities, including single detached housing, townhouses, and live work units may be developed in the Core Area.
- 5.5 In addition to the uses permitted in the Fletchers Meadow Secondary Plan, Area 1 identified on Schedule C, and illustrated on Appendix A, will be developed for a variety of housing types at varying densities, including single detached homes and townhouses, parkettes and places of worship. Area 1 shall achieve a number of specific community design objectives. The scenic character of Creditview Road south of Fairhill Avenue shall be enhanced through a combination of street trees, swales, privacy fencing and upgraded façade treatments for elevations adjacent to

Creditview Road. Upgraded façade treatments shall also be provided for elevations adjacent to the Future James Potter Road Extension.

5.6 In addition to the uses permitted in the Fletchers Meadow Secondary Plan, Area 2 identified on Schedule C and illustrated on Appendix A, Area 2 shall permit a variety of housing types at varying densities, including single detached homes and townhouses, and a parkette. Upgraded façade treatments for elevations facing the future James Potter Road Extension shall be required.

5.7 Mixed Use Areas 1, 2 & 3 identified on Schedule C, and illustrated on Appendix A, shall accommodate a mix of higher density residential (townhouse and apartments with some single detached housing units) uses, and retail and commercial uses.

Development within the Mixed Use Area 1, 2 & 3 shall be planned to achieve a density of 185 persons and jobs combined per gross hectare, or greater, and a minimum building height of 4 storeys for apartment buildings and 2 storeys for other uses. The final approved density shall be based upon a land use compatibility assessment, including establishing building heights.

Mixed Use Areas 1, 2 & 3 shall be held for a period of 2-7 years which shall be specified for each Mixed Use Area in the implementing zoning by-law. If it is satisfactorily demonstrated to the City that market and economic conditions preclude the achievement of the targets set out above, the City may consider the acceptability of lower housing densities, including some singles, provided such density for this Mixed Use Area is not less than 85 persons and jobs per gross hectare. In proceeding to a lower density, an Official Plan amendment is not required and the implementing zoning by-law shall contain requirements for the alternative lower density. The proportion of local servicing employment uses to be planned for shall be determined to the satisfaction of the City prior to the final development approvals (i.e. registration and/or zoning by-law approval).

5.8 Mixed Use Area 4 identified on Schedule C, and illustrated on Appendix A, represents the most intensive mixed use area within the Mount Pleasant Village Mobility Hub Block Plan Area, and provides the opportunity for a significant



concentration of employment, including retail, commercial and office development as well as a mix of residential uses, including apartments. Various community and open space uses appropriate to the development within the Mixed Use Area 4 shall be active a density target of 100 persons and jobs combined per gross hectare with building heights of approximately 6 storeys for apartment and office buildings, and 1-2 storeys for retail and commercial uses. The density target of 100 persons and jobs combined per gross hectare with building heights of approximately 6 storeys for apartment and office buildings, and 1-2 storeys for retail and commercial uses. The density target of 100 persons and jobs combined per gross hectare will be applied to all of Mixed Use Area 4, including lands owned by GO Transit, identified as “GO Transit Associated Lands” on Appendix A. The development of Mixed Use Area 4 will achieve a density target of 100 persons and jobs combined per gross hectare. This target will be achieved by the year 2031 through the development of a mix of employment uses (such as retail, commercial and office use) and residential uses. The density target shall not preclude the development of lower density development approved by the City.

To ensure the development of Mixed Use Area 4 meets the general intent of Sections 4 and 5 of this amendment, a detailed Master Site Plan, and any studies as determined by the City, shall be required prior to draft plan approval or Council approval of the implementing Zoning By-law for these lands. The Master Site Plan and any associated studies will detail building typologies, uses and forecast and allocate population and employment.

Further, the implementing zoning by-law will contain performance standards to implement the objectives of form, function and density, including provisions such as limited highway commercial uses. The by-law will also set out the minimum floor space index, maximum gross floor area for an individual establishment and minimum gross floor area for office and commercial uses.

Within Mixed Use Area 4 are lands owned by GO Transit, identified as “GO Transit Associated Lands” on Appendix A. These lands are used for the operation of the

GO rail and Mount Pleasant GO Train Station and associated infrastructure, including parking. Development of the Mount Pleasant Village Mobility Hub Block Plan shall be compatible and consistent with the current and future operation of the Mount Pleasant GO Train Station and shall not adversely impact the operation of GO Train Station as a strategic important mobility hub. In this respect, it is the policy of the City to encourage GO Transit to develop their lands and facilities, replacing surface parking and commercial and office uses and structured parking, in a manner that is consistent with the Master Site Plan and the vision for the Mount Pleasant Village Mobility Hub Block plan as the foundation for the development of North West Brampton, comprising the Mount Pleasant Secondary Plan (Area 51), the Huttonville North Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 52) and the Mount Pleasant West Secondary Plan (Area 53) as transit oriented, pedestrian friendly, sustainable communities.

- 5.9 The Mount Pleasant Village Mobility Hub Block Plan shall be implemented through approved Community Design Guidelines that assist in the delivery of a unique, high quality, pedestrian friendly, transit oriented community based upon the following urban design principles and objectives illustrated on Appendix B:
- i. Integrated with the Mount Pleasant GO Train Station as a defining feature;
  - ii. Transit supportive design;
  - iii. a safe, attractive and pedestrian-oriented community established in part through principles of new urbanism;
  - iv. a street network that promotes pedestrian and cycling accessibility;
  - v. compatibility with the surrounding Fletchers Meadow Secondary Plan neighbourhood and the future planning of the Mount Pleasant Secondary; and,
  - vi. distinctive community elements such as gateway entrance features, decorative paving, street furniture and view terminus.

Minor adjustments to the community features, land uses and infrastructure illustrated on Appendix B can be made without the need for an Official Plan Amendment,

provided that the general intent of the Fletchers Meadow Secondary Plan, and Sections 4.0 and 5.0 of this amendment, is maintained.

- 5.10 City Council may exempt the Mount Pleasant Village Mobility Hub Block Plan from the Development Allocation Strategy based upon confirming realistic and practical environmental sustainability measures to the satisfaction of the City that do not conflict with the general intent of the Fletchers Meadow Secondary Plan Sections 4.0 and 5.0 of this amendment and section 4.11.2 of the Official Plan.

For the purposes of policy section 5.10, principles of environmental sustainability for the Mount Pleasant Village Mobility Hub Block Plan may include any combination or mix of the following elements as approved by the City, including:

- I. Transit oriented development;
- II. Strengthening and supporting the Mount Pleasant GO Train Station by connecting the Mount Pleasant Village Mobility Hub Block Plan to a City wide and regional multi-modal transportation system, including transit, pedestrian, cycling and automobile connectivity with the Mount Pleasant Secondary Plan (Area 51);
- III. Measures to reduce automobile dependency, including:
  - Transit stops that are pedestrian accessible and friendly;
  - Parking plans that vary residential parking standards requirements, regulate on street parking and examine shared parking and structured parking; and,
  - Traffic calming measures.
- IV. Pedestrian and cyclist friendly community design, including:
  - Developing the Core Area identified on Schedule C as an area where pedestrian transit and cycling coverage;
  - Creating a pedestrian and cyclist orientation street network; and,
  - Pathway and trails that support pedestrian movement and cycling within the Mount Pleasant Village Mobility Hub Block Plan and connect with the Mount Pleasant Secondary Plan (Area 51).

- V. Exploring the feasibility of implementing low impact development measures such as bioswales, green roofs, living walls, rain gardens and permeable pavement; and,
- VI. Identifying buildings and precincts for potential LEED (Leadership in Energy and Environmental Design) certification.

5.11 As part of implementing policy 5.10, exemption from the City's Development Allocation Strategy for planning applications in the Mount Pleasant Village Mobility Hub Block Plan, shall also be contingent upon the approval of an Infrastructure Funding Strategy prior to Final Block Plan approval, to secure an early delivery of transit infrastructure and service, and pedestrian amenities as commensurate with the vision of the community as a strategically important mobility hub. This funding strategy may include any combination or mix of the following elements as approval by the City, including:

I. Transit and Transportation

- Transit shelters
- Mobility hub features, including on-street bus layover facility, sheltered passenger area, passenger information kiosks, bicycle storage lockers, limited parking
- 30' diesel-electric hybrid bus equipped with bike racks
- Transit signal priority and communications features for transit operations
- GO pedestrian tunnel upgrades
- Multi-use pathway
- Hydro One network overhead line removal

II. Civic Square and Village Green

- Reconstruction of historic CPR station building
- Public Art
- Irrigation
- Canopy structures

- Water feature

III. Other Enhanced Village amenities

- Pedestrian-scale light standards
- Light pole mounted flower baskets
- Continuous trench with unit pavers and metal grates
- Decorative paved cross-walks
- Rail themed masonry wall feature
- Entry medians and enhanced entry features

IV. Creditview Road/CNR grade separation (underpass)

All of the infrastructure, features and services identified in the Infrastructure Funding Strategy identified in Section 5.11 shall be secured through a variety of measures to be determined by the City including (but not limited) to:

- I. Conditions for development approval.
- II. Development Charges in accordance with the City's Development Charges By-law and practices.
- III. Cash-in-lieu of parkland.
- IV. Developer Cost Sharing Agreements.
- V. Establishing a Community Improvement Area in accordance with policy section 5.16.
- VI. Other mechanisms as may be approved by the City.

5.12 It is anticipated that the broader Mount Pleasant Secondary Plan Area (Area 51) will benefit from the unique transit oriented development and community features of the Mount Pleasant Village Community Block Plan. Therefore, the development of all lands within the Mount Pleasant Secondary Plan Area (Area 51) and within the Mount Pleasant Village Mobility Hub Block Plan Area (Area 44-1) shall require developer cost share agreements that may include financial contributions for the features and uses identified in section 5.11 of this amendment.

A Developer Cost Sharing Agreement shall be executed for the Mount Pleasant Village Mobility Hub Block Plan. This cost sharing agreement will facilitate the early delivery of community uses (such as parks, roads, community entrance or gateway features, and the James Potter Road Extension underpass) as well as the core infrastructure in accordance with section 5.11 of this amendment. Notwithstanding policy section 6.25 of the Fletchers Meadow Secondary Plan, final development approvals (i.e: registration and/or zoning by-law approval) for the Mount Pleasant Village Mobility Hub Block Plan will be withheld until this Agreement is executed to the satisfaction of the City.

For the purposes of section 5.12, the City may grant final approval provided that developer cost sharing agreements are executed by substantial landownership representing the provision of essential community infrastructure and facilities to properly service proposed development to the satisfaction of the Commissioner of the City's Planning Design and Development Department.

- 5.13 All development applications submitted within the boundaries of the Mount Pleasant Village Mobility Hub Block Plan shall conform to the approved recommendations of the Environmental Site Assessment Report.
- 5.14 A Growth Management and Development Staging Strategy Report shall be submitted to the City for approval prior to final Block Plan approval. This report will identify core infrastructure required for delivery concurrently with the first housing occupancies of the community. Core infrastructure may include such infrastructure as James Potter Road or sections thereof; roads internal to the block plan area or sections thereof; roads internal to the block plan area or section thereof; roads internal to the block plan area or section thereof, including collector roads, the transit spine road and promenade road; parks, including the Civic Square, Park and CPR Train Station relocation; servicing-sanitary sewer, piped municipal water and stormwater management; and, a elementary school.

All development applications submitted within the boundaries of the Mount Pleasant Village Mobility Hub Block Plan shall conform to the approved Growth Management and Development Staging Strategy Report

- 5.15 The application of Alternative Development Standards for roads and municipal infrastructure, including location, financing and operational issues shall be encouraging for use in this community. This includes the application of rear lane way based housing, modified right-of-way standards, cross walk construction and decorative treatments and pavement construction materials. Operational and maintenance requirements and related costs arising from the implementation of Alternative Development Standards shall be identified prior to the issuance of final block plan approval.
- 5.16 City Council may consider the establishment of a Community Improvement Area under Section 28 of the Planning Act, as amendment, to assist in achieving the land use policies of this amendment and the Fletchers Meadow Secondary Plan.
- 5.17 For the purposes of achieving the land use form and density for the Mount Pleasant Mobility Hub Block Plan, the City may consider plans of subdivision based upon a development block approach provided that:
  - I. Housing mix and density requirements are achieved.
  - II. Appropriate information is portrayed on homebuyers maps; and
  - III. Design and built form attributes are confirmed for the development blocks
- 5.18 For the purposes of achieving the land use form and density for the Mount Pleasant Village Mobility Hub Block Plan, the City may support unique zoning controls and development design guidelines, however, these are not to be considered precedent setting for other areas of the City.
- 5.19 Prior to development approvals, arrangements for the contribution to the cost of providing improved pedestrian access along Bovaird Drive West to the Mount Pleasant GO Station shall be made, if required.