



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

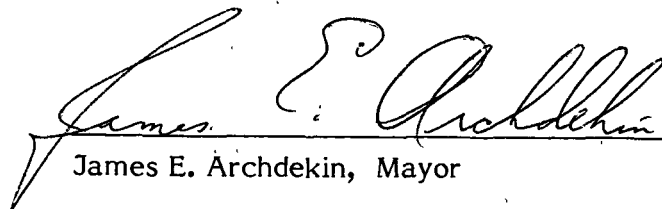
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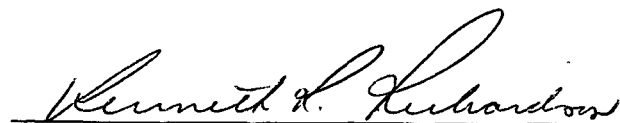
Being a By-law to adopt The Consolidated  
Official Plan of the City of Brampton Planning  
Area.

The Council of the Corporation of the City of Brampton, in accordance with the provisions of the Planning Act (R.S.O. 1970, Chapter 349, as amended), and the Regional Municipality of Peel Act, 1973, hereby enacts as follows:

1. The Consolidated Official Plan of the City of Brampton Planning Area, consisting of the attached maps and explanatory text, is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of the Consolidated Official Plan of the City of Brampton Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

Enacted and passed this 26th day of April, 1976.

  
James E. Archdekin, Mayor

  
Kenneth R. Richardson, Clerk

DUPLICATE ORIGINAL

MISC. PLAN NO. 480

LODGED IN THE REGISTRY OFFICE  
FOR THE COUNTY OF PEEL

Sept 16, 1976 11:14 A.M.

Deputy Land Registrar  
Katherine Barfknecht  
REGISTRAR OF DEEDS, COUNTY OF PEEL

## Part A

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Consolidated Official Plan  
of the  
City of Brampton Official Plan

This Consolidated Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the City of Brampton, is hereby modified under the provisions of Section 14 of The Planning Act, as follows:

1. PART C, page 9, is hereby modified by adding thereto the following as a new paragraph:

"This Consolidated Official Plan recognizes that there are some outstanding Amendments to the Official Plans of the former Planning Areas which, although they have received the approval of the Minister of Housing, have not been incorporated in this document. This Plan recognizes that these Amendments, listed below, will be the subject of a future Amendment or Amendments to the Consolidated Official Plan of the City of Brampton Planning Area which will have the effect only of retitling them. These Amendments are the following:

- i) Amendment No. 73 to the Official Plan of the former Town of Brampton Planning Area;
- ii) Amendment No. 74 to the Official Plan of the former Town of Brampton Planning Area;
- iii) Amendment No. 75 to the Official Plan of the former Town of Brampton Planning Area;
- iv) Amendment No. 73 to the Official Plan of the former Township of Chinguacousy Planning Area;

- v) Amendment No. 74 to the Official Plan of the former Township of Chinguacousy Planning Area;
  - vi) Amendment No. 9 to the Official Plan of the former Township of Toronto Gore Planning Area; and
  - vii) Amendment No. 264 to the Official Plan of the former Town of Mississauga Planning Area."
2. PART C, Section B, Chapter B.1, page 64, is hereby modified by deleting deferred areas 1 and 2, and replacing them with the following:
- "1. Neighbourhoods 3, 4 excluding the "Regional Commercial" designation, 5, 6, 7 and 8 in the Brampton South Planning District. Also included in this deferral are lands located in part of Neighbourhood 2a, South Planning District and more particularly described as those lands bounded by Elgin Drive, Mill Street South, the institutional designation, and the Etobicoke Creek open space area."
3. PART C, Section B, Chapter B.1, page 69, is hereby modified by inserting the following as subsection 4.3:
- "4.3 In addition to dwellings of various types, permitted uses in the Residential Use Area will include elementary, separate, public, high and private schools, parks, churches, public utility installations, public libraries, police and fire stations, private recreation facilities, home occupations and day nurseries. These uses will be permitted provided that standards are imposed to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising."

4. PART C, Section B, Chapter B.2.2, page 97, is hereby modified by adding the following as a new subsection:

"3.6 The lands located east of Scott Street, north of Church Street East, in Neighbourhood 3 of the Brampton North Planning District, described as part of Lot 8, Block H, Registered Plan BR-26, Town of Brampton, are hereby redesignated from "Low Density Residential" to "Medium Density Residential". In this area only row house dwelling units and accessory uses will be permitted. Council shall determine the maximum number of dwelling units that may be permitted and in any event no more than 15 units per net residential acre shall be permitted. Net residential acre refers to the site area for residential building and is not to include any land area required for road, school, park or other purposes.

Development will proceed only when Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks and electric energy facilities) are adequate and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary. In addition, Council will ensure that adequate setbacks will be established and maintained to provide necessary road widening.

The residential development shall be in accordance with the following principles:

- (i) The development shall not preempt the capacity of existing and future facilities, i.e. - road, sanitary and storm sewer, water supply, park and recreation and schools, thereby inhibiting the development or redevelopment of nearby lands.
- (ii) Access shall be subject to control to ensure that a minimum quantity of traffic will pass through an existing or proposed lower density residential area.
- (iii) Location and siting of buildings shall be such as to minimize the loss of amenity that may be suffered by the residential development located adjacent to the subject development. Accordingly, where deemed necessary by Municipal Council, fencing, screening, landscaped open space will be required to ensure the safety, privacy and amenity of the occupants of the proposed development.
- (iv) Usable private open space and recreation area shall be provided for the residential development in such quantity that is acceptable to Municipal Council.
- (v) The design of the development must be of a high quality. The following criteria will be used to evaluate the development:
  - (a) The provision of parking to satisfy the expected requirements of the occupants, visitors and guests;
  - (b) The provision of recreation and similar facilities.

(vi) The residential building is to be treated as an architectural unit to such an extent that the residential building is integrated with the physical condition of the sloping site."

5. PART C, Section C, Chapter C.21, page 225, is hereby modified by adding the words, "Road N1, Road E3", following the words "Highway Number 7" in the first line of paragraph (ii).
6. PART C, Section C, Chapter C.35, page 286, is hereby modified by adding the following as Section 5.0 and by renumbering Sections 5.0 and 6.0 as 6.0 and 7.0 respectively:

"5.0 GENERAL POLICY - LOW DENSITY  
ESTATES AREA

5.1 Land Use Concept

The Low Density Estate and Regional Open Space designations in the area outlined in blue on Plates 1 and 2 reflect the desire to accommodate residential land use at a low density in part of the west half of Lots 16 and 17, Concession II E.H.S., and part of the east half of Lot 17, Concession I E.H.S.

This area has been designated because of the area's amenity for this type of development in view of the complex topography and drainage characteristics, the location adjacent to major conservation areas - the future Snelgrove Dam, Heart Lake, and the existing estate residential development immediately north of and adjacent to the 15th Sideroad.

It is recognized that these lands are suitable for residential development if set carefully in the landscape at low densities. To this end, the maximum residential density for this area shall be 3.0 units per gross acre - with the density decreasing gradually from the 15th Sideroad to the northern limits of Lot 17.

This policy does not apply to the estate residential area located on the 15th Sideroad in part of Lot 16, Concession I E.H.S., identified on Plate 2 as "Residential" (1 unit per acre). Rather, it is the intention of this Plan to recognize and retain the intent and policies of Chapter C.14, as they apply to these lands. Further, in recognition of this existing estate residential development and the proposed development at a density of 3 units per acre, it shall be the policy of the municipality to maintain the amenity associated with the existing estate residential development. To this end, development adjacent to, or in close proximity to, the existing estate residential development shall not be permitted to exceed a density of 2.0 units per gross acre.

#### 5.2 Main Roads

The main roads serving the estate residential area will be the 1st Line East and the 15th Sideroad. These roads are to be developed with reversed residential frontage and/or controlled access routes as key elements in the traffic

circulation system. To this end, the City shall require 1 foot reserve dedications and fencing at locations determined by the City at the time of the release, for development, of the lands abutting these roads.

For the purpose of the area under consideration, the minimum right-of-way width for the 1st Line East shall be 100 feet together with a 30 foot buffer strip on both sides to be dedicated to the appropriate authority. All other road widths within the area subject to the policies of Chapter C.35, subsection 5.0 shall be determined at the time of subdivision processing.

### 5.3 Financial

Subdivision and other agreements between the Region, the City and the developers of land shall contain provisions designed to recognize the financial impact of the proposed development and the need to protect the existing stable financial position of the City and Region while meeting the social, educational, environment and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make a contribution in consideration of specific expenses incurred, or to be incurred by the municipality, within the lands shown and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose.

#### 5.4 Servicing and Staging

Development of the lands subject to the policies of Chapter C.35, subsection 5.0 shall be carefully staged. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release. Alternatively, the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development.

#### 5.5 Landscaping Policy

The Municipality shall establish requirements for the provision of comprehensive landscaping concurrent with residential development in order to improve the environmental quality of any proposed development.

#### 5.6 Gravel Pits

In areas where gravel pits were or are now in operation, appropriate engineering studies will be undertaken, before building permits are issued, to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designation.



### 5.7 Schools and Church Sites

The subdivision agreements for each stage of development shall require that the area being released shall designate suitable sites for elementary and secondary schools as may be required by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

Schools or church sites may be redistributed in accordance with neighbourhood design principles, or may be used for residential or compatible uses, without an Official Plan Amendment, providing the social need for church and school sites is met, and providing that the development is consistent with the policies and intent of Chapter C.35, subsection 5.0

### 5.8 Open Space

The land use policy reflected herein establishes urban public open space lands which are deemed to be part of the active urbanization of the area. It shall be the responsibility of the developer to dedicate the public open space areas or, at the discretion of the municipality, to pay a levy to be used by the municipality in the provision of public open space areas. This policy will, in part, ensure that the ultimate population will enjoy a meaningful community environment, concurrent with residential development. A policy of public acquisition of land, other than floodplain and valley land, which is designated for public open space purposes is hereby established; further, such acquisition is to occur such that economic hardship does not result when lands are released for development.

Where lands designated as public open space are under private ownership, it shall not be construed as implying that such lands are free and open to the general public.

The City hereby establishes an urban open space requirement of a minimum of 7 acres per 1000 people inclusive of:

- (a) Neighbourhood children's play park, and tot lots,
- (b) Public parkettes,
- (c) Public community parks and organized game areas,
- (d) Field paths, pathways, natural watercourses and bridle paths, and
- (e) Natural or artificial lake areas.

The City may require that up to 50% of the urban public open space requirement of 7 acres per 1000 persons be comprised of tableland outside of the floodplain and valley land and in locations acceptable to the City.

Open space, both public and private, shall be grouped systematically to provide a network of inter-related open spaces, connected by a public pathways system linking the principal areas of focus.

It is recognized that there may be variations from this open space policy to provide a better total system depending on the density and environmental character of each area.

Wherever feasible, school and park sites shall be located adjacent to one another."

7. PART C, Section C, Chapter C.44, Section 2.10, page 305, is hereby modified by deleting the words "less than 100 feet" in the fourth line and replacing them with "not less than 100 feet."
8. PART C, Section D, Chapter D.2, Section 7.0, Interpretation, page 328, is hereby modified by adding the following as a second paragraph:

"If in the opinion of the Ministry of Natural Resources, the Metropolitan Toronto and Region Conservation Authority and the Council of the City of Brampton, the protection of the headwaters of the Humber River and its tributaries by their designation as Public Open Space is not essential, then the requirements of the Public Open Space designation need not be adhered to rigidly. It is intended therefore, at the draft plan stage of proposed Rural Estate Residential subdivisions, that those areas identified as Public Open Space on Schedule 'A', as modified, will be examined by the appropriate Conservation Authority in order to determine the need for their preservation."

9. PART C, is hereby modified by adding the following as a new Section:

"PART C, SECTION E

The purpose of this Section is to provide a place in the Consolidated Official Plan of the City of Brampton Planning Area for city-wide policies. To date, two city-wide policy areas have received the approval of the Minister of Housing; these deal with severances and minimum maintenance and occupancy by-laws.

CHAPTER E1

1.0 PURPOSE

The purpose of this Chapter is to identify those parts of the Consolidated Official Plan which outline the policies to be used in the City of Brampton Planning Area to guide the decisions of the Land Division Committee with respect to land severances in rural and agricultural areas. The relevant chapters are as follows:

Chapter A17 - former Town of Mississauga Planning Area

Chapter C44 - former Township of Chinguacousy Planning Area

Chapter D7 - former Township of Toronto Gore Planning Area

CHAPTER E2

1.0 PURPOSE

The purpose of this chapter is to identify those parts of the Consolidated Official Plan which outline policies to conserve and rehabilitate the existing and future residential, non-residential and vacant property in order to encourage the development and maintenance of a safe, orderly community environment. The relevant chapters are as follows:

Chapter A18 - former Town of Mississauga Planning Area

Chapter B3 - former Town of Brampton Planning Area

Chapter C45 - former Township of Chinguacousy Planning Area

Chapter D8 - former Township of Toronto Gore Planning Area."

10. Plate No. 1A is hereby deleted and replaced by "Plate No. 1A Revised to June, 1976".
11. Plate No. 1 is hereby deleted and replaced by "Plate No. 1 Revised to June, 1976".
12. "Plate No. 1 Revised to June 1976" is hereby modified by identifying the land outlined in blue as "C35".
13. Plate No. 2 is hereby deleted and replaced by "Plate No. 2 Revised to June 1976."
14. "Plate No. 2 Revised to June 1976", is hereby modified by redesignating from "Agriculture" the lands marked in green to "Urban Public Open Space" and the lands marked in yellow to "Low Density (Estate Area)".
15. Plate No. 3 is hereby deleted and replaced by "Plate No. 3 Revised to June 1976."
16. Plate No. 4 is hereby deleted and replaced by "Plate No. 4 Revised to June 1976."
17. Plate No. 5 is hereby modified by redesignating the area marked in red from "Residential Low Density" to "Residential Medium Density."
18. Plate No. 10 is hereby deleted and replaced by "Plate No. 10 Revised to June 1976."
19. Plate No. 14 is hereby deleted and replaced by "Plate No. 14 Revised to June 1976."
20. Plate No. 27 is hereby deleted and replaced by "Plate No. 27 Revised to June 1976."

As thus modified, this Official Plan is hereby approved pursuant to Section 14 of The Planning Act, as the Consolidated Official Plan of the City of Brampton Planning Area.

Date *July 28/76*

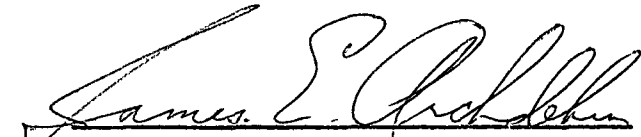
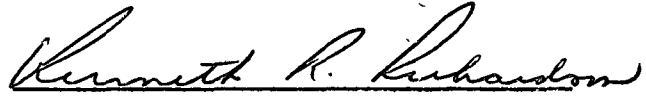
Minister of Housing

(ii)

THE CONSOLIDATED OFFICIAL PLAN OF THE CITY OF BRAMPTON

PLANNING AREA

The attached plates and text shall constitute the Consolidated Official Plan of the City of Brampton Planning Area. The Official Plan, being a consolidation of existing approved Official Plans and Official Plan Amendments, was prepared and adopted by the Council of the City of Brampton by By-law Number 106-76 in accordance with Section 54 (4) of the Regional Municipality of Peel Act, 1973, and Sections 13, 14, 17 of The Planning Act (R.S.O. 1970, Chapter 349, as amended) on the 26th day of April 1976.

  
James E. Archdekin, Mayor  
Kenneth R. Richardson, Clerk



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 106-76

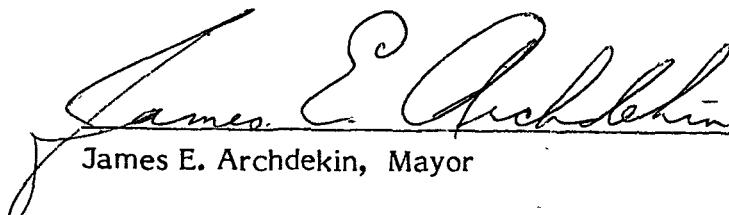
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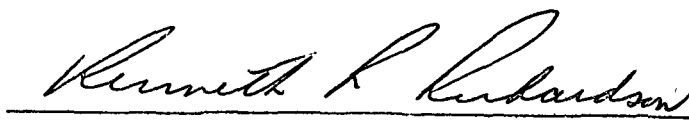
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Kenneth R. Richardson, Clerk

CHAPTER INDEX

## Consolidated Official Plan for the City of Brampton Planning Area

- Explanatory Note: (M) denotes former Town of Mississauga (formerly Twp. of Toronto).
- (Mal) denotes former Village of Malton.
- (B) denotes former Town of Brampton.
- (C) denotes former Township of Chinguacousy.
- (TG) denotes former Township of Toronto Gore.

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11	Index Map (Con. 3 E.H.S. Lots 1-5) re Plate No.12
12	Generalized Land Use Map (Con. 3 E.H.S. Lots 1-5)
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- CHAPTER A2 O.P.A. #14 - former Town of Mississauga, - comprehensive O.P.A. detailing land uses and policies relative thereto.
- CHAPTER A3 O.P.A. #56 - former Town of Mississauga, - land use designation revised from Agricultural to Highway Commercial (part of Lot 13, Con. 1 W.H.S.).
- CHAPTER A4 O.P.A. #56 - former Town of Mississauga, - formal recognition of schools, churches, and cemeteries in the context of the Official Plan.
- CHAPTER A5 O.P.A. #88 - former Town of Mississauga, - land use designation revised from Agricultural to Highway Commercial (part of Lot 14, Con. 1 E.H.S.).
- CHAPTER A6 O.P.A. #140 - former Town of Mississauga, - clarification of the term Greenbelt.
- CHAPTER A7 O.P.A. #141 - former Town of Mississauga, - land use designation revised from Agriculture to Industrial & Highway Commercial (part of Lot 13, 14, Con. 6 E.H.S.)
- CHAPTER A8 O.P.A. #149 - former Town of Mississauga, - clarification of the term Commercial.
- CHAPTER A9 O.P.A. #167 - former Town of Mississauga, - clarification of the term Industrial.
- CHAPTER A10 O.P.A. #171 - former Town of Mississauga, - comprehensive policies pertaining to the location and establishment of existing and proposed cemeteries.

- CHAPTER A11 O.P.A. #172 - former Town of Mississauga, - clarification of the term Residential.
- CHAPTER A12 O.P.A. #173 - former Town of Mississauga, - provision of flexibility relative to the update of the Schedule 'A' to the Official Plan, as well as the update of the Schedule 'A'.
- CHAPTER A13 O.P.A. #174 - former Town of Mississauga, - land use designation revised from Agricultural to Highway Commercial.
- CHAPTER A14 O.P.A. #177 - former Town of Mississauga, - land use designation revised from Residential to Highway Commercial (part of Lot 13, Con. 5 W.H.S.)
- CHAPTER A15 O.P.A. #179 - former Town of Mississauga, - land use designations and policies relative thereto revised in the area of the Malton Community.
- CHAPTER A16 O.P.A. #235 - former Town of Mississauga, - land use designation revised to more accurately reflect greenbelt (part of Lots 13, 14, Con. 9 E.H.S.)
- CHAPTER A17 O.P.A. #254 - former Town of Mississauga, - comprehensive policies pertaining to severances.
- CHAPTER A18 O.P.A. #258 - former Town of Mississauga, - comprehensive policies pertaining to the minimum maintenance and occupancy of buildings.

PART C SECTION B

- CHAPTER B1 O.P.A. #56 - former Town of Brampton - comprehensive policies pertaining to former Town.
- CHAPTER B2 O.P.A. #70 - former Town of Brampton - land use designation revised from residential low density to residential high density (part of Central Planning District.)
- CHAPTER B3 O.P.A. #72 - former Town of Brampton - comprehensive policies pertaining to the minimum maintenance and occupancy of buildings.

PART C SECTION C

- CHAPTER C1 O.P. - former Township of Chinguacousy - descriptive designations, for the former Township.
- CHAPTER C2 O.P.A. #2 - former Township of Chinguacousy - comprehensive land use policies for the areas of Bramalea and Heart Lake.
- CHAPTER C3 O.P.A. #3 - former Township of Chinguacousy - land use designation revised from Residential to Industrial, amendment to phasing (part of Bramalea), comprehensive policies pertaining to Highway Commercial, service stations in residential areas.
- CHAPTER C4 O.P.A. #4 - former Township of Chinguacousy - land use designation revised from rural to industrial (part Lot 1 Concession 5 E.H.S.).
- CHAPTER C5 O.P.A. #5 - former Township of Chinguacousy - land use designation revised from residential to commercial (part Lot 1 Concession 4 E.H.S.).
- CHAPTER C6 O.P.A. #7 - former Township of Chinguacousy - amendment to phasing.
- CHAPTER C7 O.P.A. #8 - former Township of Chinguacousy - land use designation revised from agriculture to industrial (part Lot 16 Concession 1 W.H.S.).
- CHAPTER C8 O.P.A. #9 - former Township of Chinguacousy - policies pertaining to Estate Residential (part Lot 6 Concession 3 E.H.S.).
- CHAPTER C9 O.P.A. #10 - former Township of Chinguacousy - comprehensive policies pertaining to the development of Phase 9a-Bramalea.
- CHAPTER C10 O.P.A. #13 - former Township of Chinguacousy - comprehensive policies pertaining to the development of Phase 10a-Bramalea.
- CHAPTER C11 O.P.A. #16 - former Township of Chinguacousy - land use designation revised from open space to industrial (part Lots 3,4, Concession 5 E.H.S.).

- CHAPTER C12 O.P.A. #18 - former Township of Chinguacousy - comprehensive policies pertaining to public service facilities.
- CHAPTER C13 O.P.A. #20 - former Township of Chinguacousy - land use designations revised to recognize specific Highway commercial uses (Highway No. 7 - Dixie to Torbram).
- CHAPTER C14 O.P.A. #21 - former Township of Chinguacousy - policies pertaining to Estate Residential (part Lot 16 Concession 2 E.H.S.).
- CHAPTER C15 O.P.A. #22 - former Township of Chinguacousy - land use designation revised from agriculture to special commercial (part Lot 6 Concession 3 W.H.S.).
- CHAPTER C16 O.P.A. #24 - former Township of Chinguacousy - comprehensive policies pertaining to village crafts/home workshops.
- CHAPTER C17 O.P.A. #25 - former Township of Chinguacousy - comprehensive policies pertaining to the central portion of Bramalea, north of Highway No. 7 (part Lots 6,7, Concession 4 E.H.S., part Lots 6,7,8,9 Concession 5 E.H.S.).
- CHAPTER C18 O.P.A. #26 - former Township of Chinguacousy - land use designation revised from agriculture to industrial (part Lot 9,10 Concession 1 W.H.S.).
- CHAPTER C19 O.P.A. #27 - former Township of Chinguacousy - comprehensive policies pertaining to social facilities.
- CHAPTER C20 O.P.A. #28 - former Township of Chinguacousy - land use designation revised from industrial to industrial (commercial) (part Lot 11, Concession 1 W.H.S.).
- CHAPTER C21 O.P.A. #34 - former Township of Chinguacousy - comprehensive policies pertaining to Bramalea City Centre (part Lot 5, Concession 4 E.H.S.).

- CHAPTER C22 O.P.A. #35 - former Township of Chinguacousy - policies pertaining to Estate Residential (part Lot 7, Concession 4 E.H.S.).
- CHAPTER C23 O.P.A. #36 - former Township of Chinguacousy - land use designation revised from agriculture to industrial (part Lot 2 - 5, Concession 6 E.H.S.).
- CHAPTER C24 O.P.A. #37 - former Township of Chinguacousy - land use designation revised from agriculture to highway commercial (part Lot 5, Concession 5 E.H.S.).
- CHAPTER C25 O.P.A. #38 - former Township of Chinguacousy - comprehensive policies pertaining to the Special Study Area-Clark Blvd. (Part Lot 5, Concession 4 E.H.S.).
- CHAPTER C26 O.P.A. #39 - former Township of Chinguacousy - comprehensive policies pertaining to Central Park (part Lot 6,7, Concession 4 E.H.S.).
- CHAPTER C27 O.P.A. #41 - former Township of Chinguacousy - land use designation revised pertaining to highway commercial (part Lot 5 Concession 4 E.H.S.).
- CHAPTER C28 O.P.A. #42 - former Township of Chinguacousy - land use designation revised from agriculture to highway commercial (part Lot 5 Concession 2 W.H.S.).
- CHAPTER C29 O.P.A. #43 - former Township of Chinguacousy - comprehensive policies pertaining to innovative housing.
- CHAPTER C30 O.P.A. #46 - former Township of Chinguacousy - minor revision to roads policies (part Lot 6 Concession 4 E.H.S.).
- CHAPTER C31 O.P.A. #47 - former Township of Chinguacousy - land use designation revised from agriculture to highway commercial (part Lot 6 Concession 6 E.H.S.).
- CHAPTER C32 O.P.A. #49 - former Township of Chinguacousy - land use designation revised from agriculture to residential/commercial (part Lot 18 Concession 1 E.H.S.).

- CHAPTER C33 O.P.A. #50 - former Township of Chinguacousy - land use designation revised from agriculture to industrial (part Lot 2, Concession 6 W.H.S.).
- CHAPTER C34 O.P.A. #51 - former Township of Chinguacousy - comprehensive land use policies for Bramalea north of Highway No.7 (part Lot 5, Concession 3 E.H.S., part Lot 8 - 10 Concession 4 E.H.S., part lots 9, 10 Concession 5 E.H.S.).
- CHAPTER C35 O.P.A. #52 - former Township of Chinguacousy - (Part) comprehensive land use policies for the Heart Lake Area.
- CHAPTER C36 O.P.A. #56 - former Township of Chinguacousy - land use designation revised to permit commercial uses (part Lot 5 Concession 5 E.H.S.).
- CHAPTER C37 O.P.A. #58 - former Township of Chinguacousy - land use designation revised from agriculture to industrial (part Lot 8 Concession 6 E.H.S.).
- CHAPTER C38 O.P.A. #59 - former Township of Chinguacousy - land use designation to permit residential (part Lot 5 Concession 4 E.H.S.).
- CHAPTER C39 O.P.A. #62 - former Township of Chinguacousy - land use designation to permit highway commercial (part Lot 6 Concession 6 E.H.S.).
- CHAPTER C40 O.P.A. #64 - former Township of Chinguacousy - land use designations to permit Industrial, Commercial and Institutional (part Lot 1 Concession 4, 5 E.H.S.).
- CHAPTER C41 O.P.A. #65 - former Township of Chinguacousy - land use designation revised from agriculture to institutional (part lot 11, Concession 5 E.H.S.).
- CHAPTER C42 O.P.A. #66 - former Township of Chinguacousy - land use designation revised from agriculture to commercial (part lot 4 Concession 5 W.H.S.).
- CHAPTER C43 O.P.A. #67 - former Township of Chinguacousy - land use designation revised to permit commercial use (part lot 6 Concession 6 E.H.S.).



- CHAPTER C44 O.P.A. #69 - former Township of Chinguacousy - comprehensive policies pertaining to severances.
- CHAPTER C45 O.P.A. #70 - former Township of Chinguacousy - comprehensive policies pertaining to the minimum maintenance and occupancy of buildings.
- CHAPTER C46 O.P.A. #72 - former Township of Chinguacousy - land use designation revised from residential to commercial (part lot 4, Concession 5 E.H.S).
- CHAPTER C47 O.P.A. #71 - former Township of Chinguacousy - land use design revised from agricultural to commercial (part lot 5, Concession 5 W.H.S.).

PART C SECTION D

- CHAPTER D1 O.P.A. #2 - former Township of Toronto Gore - comprehensive policies pertaining to land use.
- CHAPTER D2 O.P.A. #5 - former Township of Toronto Gore -- land use designations revised from agriculture et al to estate residential and corresponding comprehensive policies (part Concession 7, 8, 9, 10).
- CHAPTER D3 O.P.A. #7 - former Township of Toronto Gore - comprehensive policies pertaining to servances.
- CHAPTER D4 O.P.A. #8 - former Township of Toronto Gore - comprehensive policies pertaining to the minimum maintenance and occupancy of buildings.

## Part B

## PART B

### Preamble

#### 1.0 Title

The title of this document is "The Consolidated Official Plan of the City of Brampton Planning Area", hereinafter referred to as The Official Plan.

#### 2.0 Relative Parts

Only Part C, Sections A, B, C and D and Plates numbered 1a-36 of this Plan constitute the Consolidated Official Plan of the City of Brampton Planning Area. Part A; Index and Certification, and Part B; Preamble, are included only to provide background information. Part A and Part B should not themselves be construed as statements of policy of the Official Plan.

#### 3.0 Basis

Effective January 1st, 1974, Part I of Bill 138 (An Act to establish The Regional Municipality of Peel) amalgamated the Corporation of the Town of Brampton, the Corporation of the Township of Toronto Gore, and portions of Corporation of the Town of Mississauga and the Corporation of the Township of Chinguacousy as a City municipality within the Regional Municipality of Peel, to be known as the Corporation of the City of Brampton. Bill 138 also constituted the City of Brampton a subsidiary planning area within the joint planning area known as the Peel Planning Area. The Regional Corporation was constituted as the designated municipality within the Peel Planning Area.

Upon the initiation of Regional Government on January 1st, 1974, the City of Brampton assumed all of the Official Plans and subsequent Official Plan amendments previously approved by the four former municipalities and located within the boundaries of the City of Brampton. Taken together, these documents now serve as a set of Official Plan policies to be applied to the City of Brampton Planning Area.

#### 4.0 Purpose

The principle purpose of this document is to provide in the form of an Official Plan a consolidation of all previously approved Official Plans and Official Plan Amendments of the four former municipalities (Town of Mississauga, Town of Brampton, Township of Chinguacousy, Township of Toronto Gore) which in part or in total now form the City of Brampton.

This document will function as the Official Plan of the City of Brampton Planning Area, as amended from time to time.

In addition, this Official Plan will allow future amendments to existing Official Plan policies to be made to one document, the Official Plan of the City of Brampton Planning Area, rather than to the Official Plans of (one or more) of the four former municipalities.

Finally, the Official Plan consolidation will permit the presentation of existing Official Plan policies in a form more convenient for the review and application of these same policies to lands within the City of Brampton Planning Area.

#### 5.0 Background

The Official Plan Consolidation was prepared by the Council of the City of Brampton, adopted by By-law 122-74 on October 21, 1974 and submitted to the Ministry of Housing for approval by the Minister of Housing. In the interval, a significant number of Amendments of the Official Plans of the four former municipalities have received the approval of the Minister of Housing. Of particular significance is the recent approval of Amendment Number 56 to the Official Plan of the former Town of Brampton Planning Area. (December 30, 1975) As a result of the above referenced approvals, the Consolidated Official Plan (October 1974) is substantially out of date. It is on this basis that the Consolidated Official Plan has been revised to include all approved Amendments to the Official Plan, as well as a number of Amendments to the Official Plan which are expected to receive Ministerial approval shortly.

In the course of preparing this revised submission, staff of the municipality have maintained a close liaison with staff of the Minister of Housing to the extent that the document has received what may be termed as an "advanced endorsement" with particular respect to content, substance, and interpretation. This procedure was considered advisable to facilitate the approval of this document by the Minister of Housing in as short a time period as possible. Given all of the above, the original Consolidated Official Plan will be repealed by By-law, and the revised document adopted by By-law and re-submitted to the Ministry of Housing for approval.

#### 6.0 Format

The Official Plan of the City of Brampton Planning Area is composed of three Parts: Part A, being the Index, Certification Pages, and Adopting By-law; Part B, being the Preamble and Part C, being a consolidation of existing Official Plan policies.

Part C has been subdivided into four Sections. Each Section deals with the existing Official Plan policies of each of the four former municipalities. Section A pertains to that portion of the City of Brampton south of Steeles Avenue being part of the former Town of Mississauga; Section B pertains to that portion of the City of Brampton identified as the former Town of Brampton; Section C pertains to that portion of the former Township of Chinguacousy now part of the City of Brampton, and Section D pertains to the whole of the former Township of Toronto Gore, now part of the City of Brampton.

In addition, each Section has been further subdivided into Chapters. Each Chapter deals with a separate Official Plan or Official Plan Amendment approved under the previous municipal structure.

For the purposes of this Official Plan Consolidation, portions of some of the original Official Plans and Official Plan Amendments having no reference or application to the operative, policy portions of the Official Plan documents have not been included in Part C. (example: general background section or attached appendices). Part C together with the attached Plates 1a-36 therefore represents a consolidation of the operative, policy portions of the original documents as they apply to the City of Brampton Planning Area.

Part C should be read in conjunction with the applicable Plate(s) referred to in the text of each of the following Chapters; Plates Numbered 1a-36 may be found inserted at the back of the document. Each Plate which deals with proposed land uses is accompanied with an Index Plate, which facilitates a cross-reference between each Chapter of the consolidation and the appropriate Plate or portion thereof which indicates proposed land uses. Certain Chapters in the consolidation have not been identified on any of the Index Plates. These particular Chapters present general policies which are applicable to the whole of each respective former Planning Areas. In such cases, reference should be made to Plate 1a which outlines the boundaries between the former Planning Areas.

## Part C

PART C

The Consolidated Official Plan of the City of Brampton Planning Area represents a consolidation of all previously approved Official Plans and Official Plan Amendments of the four former municipalities which in part or in total constitute the City of Brampton.

All boundaries between land uses, and all boundaries delineating the limits of land uses as indicated on the attached Plates are general only and should not be interpreted as being rigid or absolute, nor should any minimal figures be interpreted as being rigid or absolute. Boundaries of land use designations will, however, be considered as absolute where they coincide with roads, railways, rivers or streams or other clearly defined physical features. Minor variations from these figures, boundaries or limits will be tolerated, providing that the spirit and intent of this Official Plan is maintained. Other than such minor changes as these, it is intended that as no land use shall be created that does not conform to the Plates 1a - 36 which together with Part C constitutes the Consolidated Official Plan of the City of Brampton Planning Area.

**MODIFICATION**

**NO. /**

**UNDER SECTION 14(1) OF  
THE PLANNING ACT**

**Part C**  
**Section A**



## SECTION A

### CHAPTER A1

#### 1.0 Introduction

Chapter A1 is largely concerned with lands in the north eastern portion of the former Village of Malton Planning area. It is the result of discussions and co-operation between the staff of the former Metropolitan Toronto Planning Board, the staff of the former Township of Toronto Planning Board and the former Village of Malton Planning Board.

Chapter A1 consists of the following text and Plate No. 1A, 1 and 2.

#### 2.0 General

The former Village of Malton was located north of the Malton Side Road on either side of the Sixth Line. The Village itself was administered under a system known as the "Police Village" which has local responsibilities. The general administration was that of the Municipality of the former Township of Toronto.

In recent years three major land uses have dominated the area. One is the International Airport owned by the Department of Transport, the other two the A.V. Roe aircraft manufacturing firm and the Orenda Engine Company. These three uses pose a number of similar yet different problems which have influenced the land use planning of the whole area. The physical barrier to development and expansion of the Malton Community, using the existing village as the central core of a new town is the industrial area to the south. Further restrictions in the development of the village are the conditions imposed by the Federal Government in connection with the airport.

Though the location of the airport does impose some restrictions in the development of the area, it does bring in other interests which can be related to that particular land use, i.e. industry.

The most urgent problem existing in the Malton area at the present time is one of traffic. The A.V. Roe Company presently employ many thousands of workers, few of whom live in the Malton area and are therefore largely dependant on private automobile transportation from their homes to the plant and back. The traffic congestion caused when two or three thousand cars try to leave the plant when a shift finishes is formidable. Workers are often obliged to wait upwards to half an hour to leave the parking area. It is therefore essential to solve this problem. A Railway commuter service was tried out after Hurricane Hazel, but was not successful.

Further problems are the supply of services—sewage disposal and water—to the area for residential, commercial and industrial uses. It will be seen in a later section that these have greatly influenced the propose pattern of development.

### 3.0 Roads

It is proposed that the Indian Line be constructed as a 120'-0" right-of-way road. In accordance with the interim road proposals put forward by the former Township of Toronto, and receiving further study at the present time, concession and lot line roads will be reserved as potential 120'-0" rights-of-way. It is felt that the acquisition of these allowances at the present time, while the land is virtually undeveloped, will enable great savings in the future when large sums of money might have to be spent in purchase of land for road widening.

In the immediate vicinity of the former Village itself, the Malton Side Road, Sixth and Seventh Lines, are proposed as 120'-0" rights-of-way, the Eighth Line as an 86'-0" right-of-way. Intersection treatment will be necessary at Derry Road and Airport Road.

### 4.0 Industrial

The concept upon which the plan is based involves the separation of residential and industrial land uses.

#### Industrial areas are proposed:

- (a) for an irregularly shaped area west of the Sixth Line, north and west of the existing built-up areas, adjacent to the railway line. (See Plate 1 and 2.

### 5.0 Services and Staging

There has been in the past, considerable opposition to the proposal that Malton should expand residentially. This opposition has been largely based on the thesis that residential development adjacent to a major airport is undesirable. In some respects, there is reason to uphold this opinion, but in others not. The land in the Malton Planning Area is well suited to industrial development and there is every reason to expect that it will so develop.

It has been seen only too clearly in the past, that many thousands of workers who work in one place and live elsewhere, cause themselves and others great inconvenience traffic wise. Workers must spend many completely

unproductive hours sitting at the wheel of an automobile. This not only wastes a great deal of time but has a marked effect on the working efficiency of the employees concerned.

6.0 Green Belt Areas

Green Belt areas are only shown in this Chapter as they were indicated in former submissions No. 1 & 2. Further areas will be designated, as a result of a survey carried out in recent months; as a separate amendment. The survey mapped those lands which were liable to flood and erosion. Such lands are not normally suitable for building of any kind unless greatly improved by the developer. With the basis for green belt areas established as those lands unsuitable for building, the next step will be to enlarge them where necessary to give them enough space to be useful in their assigned task. eg. In some cases wood lots will be included. Generally speaking, areas which will be shown as Green Belt afford protection in the form of buffer strips between antagonistic land uses, and/or recreation areas for the local population and in some cases including neighboring municipalities.

7.0 Effect

Chapter A1 of the Official Plan of the City of Brampton Planning Area (formerly part of the Malton Planning Area) was incorporated into the Official Plan of the former Township of Toronto Planning Area by Official Plan Amendment No. 60 to the Official Plan of the former Township of Toronto Planning Area.

## CHAPTER A2

### 1.0 Purpose

The purpose of Chapter A2 is to establish in general terms the pattern of land use which shall govern future policy affecting this area, and to provide for the health, safety, convenience and welfare of the inhabitants. (See Plates 1A, 1, 2.).

### 2.0 Basis

Chapter policies are based on the strategic position of the municipality within the area between Hamilton and Oshawa.

Consideration has been given to the following factors:-

- (a) The proximity of the former Township to the Toronto Metropolitan area.
- (b) The proximity of the former Township to the new industrial area in the former Township of Trafalgar to the west.
- (c) The former area of the former Township which is over 100 square miles, with approximately 10 miles of frontage on Lake Ontario.
- (d) The division of the former Township into a productive agricultural area in the north and an urban and suburban area in the south.
- (e) The increase of population from 10,841 in 1942 to 23,303, in 1951.
- (f) The location in the former Township of two major railways and three major provincial highways running east and west in the southern portion of the former Township.

### 3.0 Basic Assumptions

Chapter policies are based on a twenty-year period.

#### 3.1 Population-Natural increase

It is estimated that the increase of population from natural growth over a period of 20 years will be 25,000 to 30,000. This is based on the trends in the former Township over the past ten years.

#### 3.2 Population Increase from Immigration

It is estimated that the increase in the next 20 years from immigration will be approximately 20,000. This is based on the Federal Immigration Policy, permitting 200,000 people per year to enter Canada. Of this figure it is assumed that 40-50% (80,000 to 100,000) will settle in the Metropolitan area of Toronto. It is reasonable to consider that a large portion of these people

will be absorbed by the 3 large municipalities-Scarborough, North York and Etobicoke which have sufficient land and facilities. For economic reasons we have planned only for the following future population.-

Existing population (1952)	30,000 estimated
Increase of population by natural growth	30,000
Additional population by immigration	20,000
	-----
Total estimated population at the end of 20 years	80,000

#### 4.0 Methodology

The method of preparing the plan involved various studies, the employment of an expert staff, and the participation of various local citizen groups.

- (a) The former Township was defined as a Planning Area in 1948. The former Planning Board was appointed in the same year. Since that time the Board has studied the physical and economic factors underlying the functioning of the former Township, with a view to arriving at a plan for future growth. Over 3 years have been spent in making basic studies and preparing the plan.
- (b) In order to have the advice of an expert staff, the former Planning Board retained the services of a competent Town Planner, who has guided the former Board and former Council in the preparation of the plan.
- (c) Several basic surveys were undertaken as a basis for arriving at the plan. A base map was prepared, the first to be produced in the former Township. Existing land uses were then studied and mapped, as well as an extensive industrial survey. Numerous social studies were undertaken.
- (d) So that the citizens might participate fully in the preparation of the plan, ten local Planning Committees were appointed by Council to advise the former Board. Each of these committees met several times under the guidance of the former Board's staff, and several of these Committees held public meetings before making recommendations to the Board. The reports of these local committees were studied and integrated by the Board, and the resulting plan was then presented to the public in a series of meetings held during the fall of 1952.

5.0 Land Use Classes

The plan divides the total area into the following basic land use classes and does not attempt to define detailed sub-classifications within each of these basic classes.

<u>Classification</u>	<u>Area (approx.)</u>
Residential	19,032 acres
Industrial	5,000 acres
Agricultural	26,798 acres
Commercial	172 acres
Schools (Existing)	160 acres
Open Space	690 acres
Greenbelt	1,920 acres
	—————
TOTAL	53,772 acres

6.0 Interpretation

- (a) The boundaries between classes of land use designated in this plan are general only, and are not intended to define the exact limits of each such class. It is intended, therefore, that minor adjustments may be made to these boundaries for the purpose of any by-law to implement this plan without the necessity of making a formal amendment to the Official Plan. Except for such minor changes, it is intended that no areas or districts shall be created that do not conform with this plan in respect of land use.
- (b) It is intended, in order to control the time and location of development within the residential areas, to establish by restricted area by-law, suburban and rural residential zones, where restrictions will be such as to discourage large-scale housing development.
- (c) This plan envisages the establishment of local shopping facilities in residential districts, but it is definitely intended that all such commercial development should be concentrated in well-designed, properly located shopping centres, and not scattered or mingled indiscriminately with residential land use. In residential districts, it is intended that provision will be made in the implementation of this plan for determining the location of such shopping centres, as such are developed.
- (d) This plan shall be considered as an amendment to the former Official Plan of Lakeview, and in those respects wherein it differs from the former Official Plan of Lakeview, shall be considered an amendment thereto.
- (e) No By-law shall be passed which does not implement this plan.

## CHAPTER A3

### 1.0 Purpose

The purpose of this Chapter is, to change the land use designation on the Official Plan from Agricultural to Highway Commercial. The parcel of land is shown on Plate 1 and 2.

### 2.0 Location

This Chapter deals with land located on the west side of #10 Highway, approximately half way between the Derry West Side Road and Steeles Avenue. It lies in part of the east half of Lot 13, Concession 1 W.H.S. More specifically, its southerly boundary lies some 490 feet north of the boundary between Lots 12 and 13. The parcel has a frontage of 500 feet, with a depth of 300 feet from the west side of #10 Highway as a 100-foot right-of-way.

### 3.0 Policy

This Chapter will permit a motel and a service station to locate on this site; it is expected that the service station will locate on the northerly 200 feet, with the motel on the southerly 300 feet. Presently the land is being used for agricultural purposes, as is the land to the west, south, and east of this property. Immediately to the north there exists a golf driving range, a conforming use in an Agricultural Zone. West and north of this driving range is more farmed land.

### 4.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan shall apply in regard to this Chapter.

## CHAPTER A4

### 1.0 Location

Chapter A4 deals with schools, churches, and cemeteries located north of the Base Line, in the former Township of Toronto.

### 2.0 Background

This Chapter is concerned with schools, churches, and cemeteries north of Eglinton Avenue, it having recently come to the attention of the former Planning Board that most of these uses, although indicated on the Official Plan heretofore, have never been officially placed upon the Plan.

### 3.0 Purpose

This Chapter proposes that the schools, churches, and cemeteries shown on Plate 1 and 2 be officially placed onto the Official Plan.

The Chapter also proposes that the several "Proposed" terms related to schools, as well as that related to open space, be deleted from the legend of the Official Plan. This proposal is based on the concept that an Official Plan is not a land use map, but rather a map which indicates the intent and purpose of land uses in the former Township. Thus, where a school, church, or cemetery is shown on the Plan, it will mean that such a use of the land is to be made of the site indicated, whether such use is proposed or existing. It should be pointed out that such a land use is usually not placed on the Official Plan until a site is definitely acquired for the purpose of using the land for the facility in question. The facility is thus put on the Official Plan only when the former Planning Board learns of such acquisition. The Chapter also proposes to change the wording of the four school types in the text of the legend. Formerly these read: "School Elementary", "School Intermediate", "School Secondary", and "School Separate". It has been brought to the Board's attention that the difference between public and separate schools should be more clearly indicated. It is also suggested that the wording of these terms could be clarified somewhat by putting the terminology into the order usually used when referring to them.

### 4.0 Policy

This Chapter rewords the aforementioned terms to read: "Public Elementary School", "Public Intermediate School", "Public High School", and "Separate Elementary School".

### 5.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply in regards to this Chapter.



## CHAPTER A5

### 1.0 Purpose

The purpose of this Chapter is to change the land use designation of a parcel of land from Agricultural to Highway Commercial.

### 2.0 Location

This Chapter pertains to one parcel of land which is located 3000 feet (approximately) to the South of the former Township of Toronto/former Township of Chinguacousy Town Line (Steeles Avenue) on the east side of Highway #10. More specifically the land in question can be defined as being part of the Southerly half of the Westerly half of Lot 14, Concession 1, E.H.S., having a frontage of 300 feet (approximately) onto Highway #10 and a depth of 800 feet approximately.

### 3.0 Basis

The Municipality is of the opinion that the land in question is suitable for the uses proposed, which are, namely, a service station occupying a large part of the Highway #10 frontage, in the rear of which a motel comprising some eighteen units would be built in the first stage of development. Ultimately the proposal is to extend the motel by the addition of a further ten units, and also add restaurant facilities. As there are no motel facilities between the former Village of Cooksville and the former Town of Brampton, the establishment of the use now proposed would serve to satisfy a need which now exists for such a facility on this highway.

### 4.0 Chapter Details and Policies Relative Thereto

In the original submission by the applicant, the amount of land concerned totalled about ten acres, but during the course of consideration of the proposal, sketch plans submitted by the applicant's consultant indicated that the whole ten acres would not be needed (even to complete the second stage of development). Accordingly the land which is the subject of this Chapter measures 5.5 acres (approximately), which would seem to satisfy the applicant's present and future needs (so far as they can be ascertained from the sketch plans submitted).

However, prior to any zoning by-law being passed to implement this proposal the Municipality would wish to approve a site plan for the development of the land, which should show, in addition to the usual features of such a plan, full landscaping proposals so that the Municipality can be assured that the surrounding presently vacant lands will not be adversely affected by the development proposed.

5.0 Implementation

Upon receipt of approval of the former Minister of Planning and Development but prior to a Zoning By-law Amendment to the classifications of A.C. and A.C.1 being passed by the Municipality, detailed plans for the development of land in question shall be approved by the appropriate bodies in the former Township of Toronto.

6.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A6

### 1.0 Purpose

The purpose of this Chapter is to clarify the Greenbelt designation on the Official Plan.

### 2.0 Location

All land designated as Greenbelt within the former Town of Mississauga Planning Area.

### 3.0 Basis

The Municipality wishes to establish the policy that the boundaries of the Greenbelt lands as shown on the Official Plan are not intended to be exact, and that minor adjustments may be made in them without requiring a specific amendment or amendments, so long as the general intent and purpose of the plan are maintained.

### 4.0 Chapter Details and Policies Relative Thereto

The present nature of the Official Plan is such that in most instances the land use designations must be interpreted as being specific. Thus, because of this inflexibility, when the occasion arises, it has been felt necessary by the Municipality to amend the Official Plan for even minor boundary adjustments. Such amendments have been made in the past, and have not changed in any way the intent and purpose of the Official Plan for the lands in question. This Chapter will serve to clarify this situation and avoid unnecessary, time consuming, administrative procedures in the future.

It is proposed, therefore, that the Official Plan Map Plate 1 and 2 in respect of Greenbelt boundaries shall be interpreted with flexibility, and that minor adjustments may be made in them without requiring a specific amendment so long as the general intent and purpose of the Official Plan are maintained.

### 5.0 Interpretation

The provisions of the Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A7

### 1.0 Purpose

This Chapter proposes to change the land use designations of a parcel of land from Agricultural to Industrial and "Symbolic" Highway Commercial.

### 2.0 Location

The subject lands are bounded on the north by Steeles Avenue, on the east by Airport Road, on the south by the lot line between Lots 13 and 14, Concession 6 East of Hurontario Street, and on the west by the Fifth Line East.

### 3.0 Basis

This Chapter provides for an extension of the West Malton Industrial Area, and for the establishment of ancillary Commercial and Highway Commercial facilities.

### 4.0 Chapter Details and Policies Relative Thereto

The proposed extension to the West Malton Industrial Area, comprising some 400 acres, provides for the consolidation of this industrial area, and acknowledges the long term potential of the area for the proposed use. In this latter connection, the introduction of the Canadian National Railway Freight By-Pass line and the possible routing of a future provincial highway (#407) through the area together with the improvement and increase in significance of the Airport Road and Steeles Avenue West, provides this area with excellent future communication and transportation facilities. Also, with the development of the new Toronto International Airport (Malton) industrial areas in the vicinity are expected to assume an ever increasing significance, and it is important that a wide selection of well located industrial sites are available. The subject lands are adjacent to an area where the noise level from jet aircraft can be expected to increase, and where the former Department of Transport has suggested only non-residential uses should be encouraged to locate.

It is proposed that a symbolic Highway Commercial designation be shown mid-way between Steeles Avenue West and the Canadian National Railway Freight By-Pass line to the west of Airport Road to provide for the establishment of highway commercial facilities at a likely future intersection of an industrial collector street with Airport Road.

5.0 Implementation

Upon receipt of the approval of the former Minister of Municipal Affairs to this Chapter, the Zoning By-law applicable to the area will be amended to the appropriate classification.

6.0 Interpretation

The provisions of the Official Plan as amended from time to time regarding the interpretation of that plan shall apply in regard to this Chapter.

## CHAPTER A8

### 1.0 Purpose

This Chapter will clarify the interpretation of the term Commercial in the Official Plan.

### 2.0 Basis

The present trend of urbanization in the former Township of Toronto requires that land be designated and zoned in accordance with principles which differ from those considered appropriate when the former Township adopted its original Official Plan and Zoning By-law.

### 3.0 Chapter Details and Policies Relative Thereto

The Municipality has devised a specific zone category, which is intended for use where a pronounced urban character is desired, and where the various uses which produce such a character can be concentrated in accordance with sound planning principles. In this connection, it has been decided by the municipality that office, institutional, a limited range of commercial facilities primarily performing a service function also apartment development should be permitted within one zone, but allowing for the exclusion of apartment development where this is deemed necessary. In order that this specific zone category can be applied, land must be designated Commercial in the Official Plan.

Thus the former Township of Toronto wishes to establish in the context of the Official Plan, that the term "commercial" shall be deemed to provide for such apartment development as, in accordance with good land use planning practice, may be desirable in areas designated commercial in the Official Plan which may be zoned to an appropriate classification in a restricted area by-law.

### 4.0 Interpretation

The provisions of the Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A9

### 1.0 Purpose

The purpose of this Chapter is to clarify the interpretation of the term Industrial in the Official Plan.

### 2.0 Basis

The present trends of urbanization in the former Township of Toronto require that land be designated and zoned in accordance with more flexible principles than those considered appropriate when the former Township adopted its original Official Plan and Zoning By-law.

### 3.0 Chapter Details and Policies Relative Thereto

The Municipality in revising its original Industrial Zoning By-law provisions has deemed it necessary to provide for certain other types of development in industrial areas, and thus the term "Industrial", in the context of the Official Plan, is hereby defined as follows:

#### 3.1 Industrial

"The Industrial classification of land shall mean that the predominant use of land in the areas so designated shall be for industry which is defined as manufacturing, extracting and processing of raw materials, repair workshops and storage of goods. This classification need not prevent some of the land being used for other purposes, provided that the location of these other uses in an industrial area is warranted, and that these uses would be compatible with industries in the area; and further that these uses will in no way contribute to the detracting of the area for sound industrial development, so that at all times the interests of industry are paramount."

### 4.0 Interpretation

The provisions of the Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A10

### 1.0 Purpose

The purpose of this Chapter is threefold:

- 1.1 To include on the Official Plan map of the former Township of Toronto Planning Area all existing approved cemeteries;
- 1.2 To require that applications to permit the establishment of subsequent future cemeteries and associated uses such as a mausoleum, columbarium, or crematorium, undergo evaluation in the context of the Official Plan by necessitating an amendment thereto; and,
- 1.3 To declare a policy respecting locational criteria and standards for the establishment and development of cemeteries and associated uses.

### 2.0 Basis

Under the provisions of The Cemeteries Act, an application to establish a cemetery, mausoleum, columbarium, or crematorium, shall be made to the Council of the Municipality, and the applicant shall submit therewith a detailed plan for the land to be used for cemetery, etc., purposes. The former Township Zoning By-law permits these uses in several zones in compliance with certain regulations; consequently, it has not been mandatory that the Official Plan be amended to permit their establishment.

Cemeteries and similar or associated uses, constitute a virtually permanent use of land, and for this reason it is desirable to set out a clear policy concerning their introduction in relation to other land uses. In future, an evaluation of individual applications to establish future cemeteries will be carried out in the context of the Official Plan, bearing in mind that a badly located cemetery may cause the separation of part of a neighbourhood from the balance of its community; create awkwardly shaped neighbourhoods; cause traffic congestion by reason of slow moving processions; affect land values of adjoining areas; and, separate potential industrial land from necessary service connections which might otherwise be in close proximity in the normal course of development.

### 3.0 Chapter Details and Policies Relative Thereto

The Official Plan map Plate 1 and 2 is amended by indicating thereon all existing cemeteries in the former Township; further, it is hereby declared that all future cemeteries, crematoria, columbaria and mausoleums, as a condition of their approval, and in addition to the provisions of The



Cemeteries Act, will require evaluation in the context of the following criteria, and further, will require an amendment to said Plan to permit their establishment.

The criteria against which to evaluate the suitability of the location and design of future cemeteries, crematoria, columbaria, and mausoleums, subject to the provisions of the Zoning By-law are set out below. These criteria are not intended to be absolute requirements, but rather, are matters which will be given consideration to provide direction to both authorities granting approval, and individuals seeking to develop this land use. In addition, the relative need for any such facilities will be considered in relation to ultimate municipal and area requirements.

Thus, it is desirable that a cemetery, crematorium, columbarium, or mausoleum development, where possible and practicable:

- 3.1 Has access to, but not necessarily extensive frontage along, a secondary arterial road which provides convenient access from all parts of the Municipality.
- 3.2 Provides adequate off-street parking and proper internal traffic circulation.
- 3.3 Be limited as to the number of points of ingress and egress at locations in accordance with good traffic regulation practices.
- 3.4 Provides peripheral screening along the boundary of existing, designated, or possible future residential areas.
- 3.5 Be located so that no interference is anticipated with the foreseeable pattern of development respecting the separation of a partial neighbourhood from the balance of its community, or the creation of neighbourhoods of awkward shape or size.
- 3.6 Be located so as not to interfere with the progress of development by rendering other areas requiring certain services remote from such facilities.
- 3.7 Be located in conjunction with existing, designated, or possible future open space areas.
- 3.8 Be situated so as to serve as a buffer between different existing, designated, or possible future land uses where, due to such spatial separation, possible incompatibility could be alleviated.
- 3.9 If developed in conjunction with religious institutions, be given special attention to ensure that adequate protection is provided for adjacent residential properties.

4.0 Implementation

Upon receipt of the approval of the former Minister of Municipal Affairs to this application, appropriate amendments to the Zoning By-law will be enacted in accordance with the provisions of this Chapter.

5.0 Interpretation

The provisions of the Official Plan as amended from time to time regarding the interpretation of the Plan, shall apply in regard to this Chapter.

## CHAPTER A11

### 1.0 Purpose

The purpose of this Chapter is to clarify the interpretation of the term "Residential" in the Official Plan.

### 2.0 Basis

Certain ancillary land uses are deemed to be appropriate in those areas designated "Residential" on the Official Plan and do not require an amendment to the Official Plan to permit their inclusion in Residential Areas.

### 3.0 Chapter Details and Policies Relative Thereto

The Residential classification of land shall mean that the predominant use of land in the areas so designated shall be for residential purposes. However, it is recognized that land designated Residential may be used for certain other purposes provided that these purposes are considered to be compatible with and essential to serve the residential area, and provided further that the interests of residential development are paramount.

This provision to permit other uses of land in areas designated Residential does not include retail commercial or industrial use of land, however, this need not prevent the integration of a limited range of commercial uses into concentrations of multiple family development, to service the immediate residential neighbourhood provided that the physical disposition and the arrangement of such uses conforms to sound planning principles to ensure that the residential character of the respective areas is maintained.

### 4.0 Implementation

Non-residential uses such as are permitted above, (excepting schools and churches which are generally permitted in the residential zones) shall only be permitted by specific amendments to the zoning by-law and their location will be subject to appropriate regulations being enacted.

### 5.0 Interpretation

The provisions of the Official Plan as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A12

### 1.0 Purpose

The purpose of this Chapter is:

- 1.1 To establish a policy applicable to the entire Planning Area relative to the updating of the Official Plan as a result of Amendments initiated from time to time, and further to permit Base Map changes to the Official Plan without the need for specific amendments in the context of a Plan Consolidation.
- 1.2 To amend the Official Plan with respect to specific land use changes which, until the approval of this Chapter cannot be interpreted to conform with the flexibility provisions of the Official Plan.

### 2.0 Chapter Details and Policies Relative Thereto

- 2.1 With respect to policy regarding Official Plan revision and base map changes it will be the policy of the Municipality to delineate Official Plan Amendments on the Official Plan Map upon receipt of approval by the former Minister of Municipal Affairs, and to note the Amendment Number and Date of Approval of the Amendment in the legend; and further to make changes involving certain basic use data without recourse to an Official Plan Amendment. Basic use data will include those uses which become established as a result of actions by public and quasi-public authorities.

However the basic use data which may be changed without amending the Plan include only the following:

- (a) The addition of any local street which forms part of a plan of subdivision or the deletion of any local street which became officially closed. Furthermore, adjustments, widenings, etc. to any road can be made without the need of an amendment. However, if any major roads, which are under the authority of the former Township of Toronto are added, deleted or substantially altered an amendment to the plan is required.
- (b) The addition of any right-of-way of the Hydro-Electric Power Commission, of any Public Utilities Commission, of the Bell Telephone Company or any other public or governmental agency, which right-of-way has been established in accordance with other provisions of this plan or the deletion of any such right-of-way: in this latter case provision shall be made that if any such right-of-way forms a boundary between different land uses the centre line of the old rightofway will in future form the boundary between the respective land uses.

- (c) The addition only of neighbourhood parks or open space, new schools or other educational uses, or churches, which have been established in accordance with other provisions of the official plan.
- (d) The replacement of any indefinite school or park symbol which has been established in accordance with other provisions of the plan by the specific location for such use.

Plate 1 and 2 attached hereto are revised in accordance with this policy.

2.2 The following itemized changes are to be made to the Official Plan, constituting changes which until the approval of this Chapter do not qualify for automatic inclusion in the Official Plan under the flexibility provisions or as Base Map changes:

- |       |  |   |
|-------|--|---|
| 2.2.1 | Agricultural to Greenbelt<br>Lots 13, 14 and 15, Concession<br>9, E.H.S. | Acquired by Metro Toronto<br>and Region Conservation Authority<br>for Clairville Conservation Area        |
| 2.2.2 | Agricultural to Greenbelt<br>Lots 11, 12 and 13, Concession<br>3, W.H.S. | Credit Valley Conservation Authority<br>acquired this area for conservation and<br>recreational purposes. |

3.0 Implementation

Upon receipt of the approval of the former Minister of Municipal Affairs to this Chapter, Plate 1 and 2 as revised from time to time will replace the Official Plan Map of the former Township of Toronto Planning Area.

4.0 Interpretation

Plate 1 and 2 as revised from time to time shall be interpreted in conjunction with the texts of individual approved Chapters.

## CHAPTER A13

### 1.0 Purpose

The purpose of this Chapter is to designate in symbolic manner as Highway Commercial certain lands at the intersection of two major roads.

### 2.0 Location

The lands subject of this Chapter are situated at the southwest and southeast corners of the intersection of Dixie Road and Steeles Avenue, the northerly boundary of the former Township, being part of Lot 15, Concessions 3 and 4, E.H.S. See Plate 1 and 2.

### 3.0 Basis

This Chapter recognizes the functional suitability for highway commercial use of this specific area which is centered at the point of intersection of two major roads.

The change in land use is consistent with the policy of the former Township of Toronto to encourage highway commercial development at such points where access and egress provisions serving such uses can be integrated into the traffic pattern of major intersections.

In addition, a highway commercial use of this area would not contribute to incompatibility with existing land uses, or with anticipated future development which on the basis of established land use policy will be primarily for industrial purposes.

### 4.0 Chapter Details and Policies Relative Thereto

The Agricultural land use designation on the southwest corner and the Industrial land use designation on the southeast corner of the intersection of Dixie Road and Steeles Avenue are hereby amended by substituting therefore a symbolic Highway Commercial land use designation.

### 5.0 Implementation

Upon receipt of approval of the former Minister of Municipal Affairs to this Chapter the Zoning By-law applicable to the area will be amended to the appropriate classifications.

### 6.0 Interpretation

The provisions of the Official Plan, as amended from time to time regarding the interpretation of that plan, shall apply in regard to this Chapter.

CHAPTER A14

1.0 Purpose

The purpose of this Chapter is to change the land use designation of a parcel of land from Residential to Highway Commercial.

2.0 Location

The lands affected by this Chapter are Part of Lot 13, Concession 5, West of Hurontario Street in the former Township of Toronto, and are located on the west side of Mississauga Road approximately 4000 feet north of the interchange with the MacDonald-Cartier Freeway (Highway No. 401). See Plate 1 and 2.

3.0 Basis

This Chapter provides for the expansion of an existing Highway Commercial use in relation to its adjacent supply area, and the establishment of a closely related use which will perform an essential function for surrounding agricultural uses.

The expansion of the existing use and establishment of a related use is consistent with the policy of grouping highway commercial uses closely together at locations where access and egress can be comprehensively planned and integrated with area traffic.

4.0 Chapter Details and Policies Relative Thereto

The Residential Land Use designation on the west side of Mississauga Road approximately 4000 feet north of the MacDonald-Cartier Freeway interchange is hereby amended to Highway Commercial.

5.0 Implementation

Upon receipt of approval of the former Minister of Municipal Affairs to this Chapter the Zoning By-law applicable to the area will be amended to the appropriate classification.

6.0 Interpretation

The provisions of the Official Plan, as amended from time to time regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A15

### 1.0 Purpose

The purpose of this Chapter is to redesignate certain lands within the Malton Community, in accordance with the recommendations of a planning study of the area.

### 2.0 Location

The Malton Community is situated in the northeasterly section of the former Township of Toronto Planning Area and is bounded by Steeles Avenue (the former Municipal boundary) to the north, by Bramalea Road on the west, a line approximately 1500 feet south of, and parallel to, Derry Road East to the south and the Indian Line (the Municipal boundary) to the east. For the purposes of this Chapter, the southern boundary of this Chapter is the southern boundary of the City of Brampton.

### 3.0 Basis

In accordance with the provisions of The Planning Act, a programme of Community Studies has been undertaken to provide detailed information pertaining to defined areas within the former Township for the specific purpose of serving as bases for subsequent Amendments to the Official Plan.

This Chapter is based on proposals formulated for the former Malton Community as recommended by the former Planning Board and approved by the former Council. The studies were carried out with the realization that a rapid transition from rural to urbanized character is underway, and that within the context of the total Municipality the existing provisions of the Official Plan require review.

### 4.0 Chapter Details and Policies Relative Thereto

The Chapter is organized under the following headings:

#### 4.1 General Objectives

#### 4.2 Land Use

#### 4.1 General Objectives

The policy statements itemized below are to serve as general principles for the purpose of guiding the future development pattern of the Malton Community.



- 4.1.1 The integration of the established concentrations of development into an overall, long term plan for the intervening vacant lands, to create a self-sufficient community focussed on a major commercial-community centre complex.
- 4.1.2 The establishment of a satisfactory relationship between the different land uses.
- 4.1.3 The establishment of a road system which will protect residential areas from through traffic, provide good traffic circulation throughout the area generally and restrict the number of accesses onto the arterial roads.

#### 4.2 Land Use

Plate 1 and 2 attached shows land use proposals in a general manner.

##### Residential

###### (a) Redesignation of Industrial Lands to Residential

The Plan proposes the relocation of the boundary between existing residentially and industrially designated lands to provide for better physical separation between these areas. The lands affected by this change are situated north of Derry Road between Airport Road and the Indian Line. The industrial designation has been removed from all of these lands except for a portion on Derry Road which will be separated from residential lands by the Mimico Creek Valley.

###### 4.2.1 (a) Residential Area Subject to Further Study

The northerly portions of the two neighbourhoods abut on the Canadian National Railway line. The proximity of this railway poses certain development problems which will require further study. While no specific lands have been designated in this area for Multiple Family use, a certain amount of housing of this type may be established in this area. However, it is not the intention that any further amendments to the Official Plan will be required when the detailed development plans have been formulated for this area.

The layout for the proposed residential development will have special regard for the protection of residential uses against the railway lines by providing any of the following measures: buffering, earth berms, special design of the lot structure, siting and design of buildings, etc.

###### 4.2.2 Industrial

No additional lands are proposed to be designated industrially. Some of the existing industrially designated lands will be redesignated for other uses to provide for a better land use relationship and to recognize flood susceptible lands as Greenbelt.

4.2.3 Greenbelt

The natural amenities afforded by creek valleys in the Study Area are to be protected in keeping with the general practice of designating drainage courses in the former Township as Greenbelt.

The Metropolitan Toronto and Region Conservation Authority has determined its Greenbelt requirements within the Malton Community Study Area and accordingly, Greenbelt areas are shown on branches of the Mimico Creek. The boundaries of the Greenbelt lands are diagrammatic and the limits of actual development areas will be determined in consultation with the Metropolitan Toronto and Region Conservation Authority.

The Greenbelt designation shown in this community is intended among others to cover the lands along the creeks which are vulnerable to flooding. On such lands no buildings and structures shall be permitted nor any outside storage; moreover, no parking areas shall be permitted on flood-vulnerable lands, unless parking cannot be made available otherwise on an individual site. Provided these requirements are met such flood-vulnerable lands may be included in land use zones of abutting areas.

4.2.4 Agricultural

The plan shows an area retaining an Agricultural designation bounded by Airport Road, Steeles Avenue, the Eighth Line and the Canadian National Railway line. This area is to be recognized in this Chapter as an area of Supplementary Amendment. Since the present servicing agreement with Metropolitan Toronto does not include these lands within the area to be serviced at this time, any development in this area would be premature.

4.2.5 Transportation Plan

4.2.5.1 Roads System

The basic concept of the roads system, which will be comprised of Provincial, Region and Municipal roads is to discourage, as much as possible, industrial traffic from flowing through residential areas and to encourage traffic to flow in proper order through the hierarchy of roads below.

(a) Collector Roads

The existing Fifth Line Road right-of-way has been shown, but its role in the industrial road system will be determined as the area develops.

(b) Road Classification

Name of Road	Classification	Proposed R.O.U	Frontage Development
Steeles Avenue	Arterial	120'	Restricted Frontage
Seventh Line East	Arterial	120'-86'	Restricted Frontage
Indian Line	Arterial	120'	Restricted Frontage

(c) Railway - Road Conflict

With the increasing importance of Airport and Derry Roads in their role as arterial roads, the Plan recognizes the need for a future grade separation between these two roads and the Canadian National Railway line which intersects them obliquely, within the former Malton Police Village. This is a matter which will be thoroughly studied as a special project.

5.0 Implementation

This Chapter will provide the basis on which to consider development proposals within the former Malton Community, and if such proposals are deemed to be in conformity, the Zoning By-law will be amended to the appropriate classification.

6.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of that Plan, shall apply in regard to this Chapter. The land use designations indicated on Plate 1 and 2 serve as the land use designations for the Study Area. They do not have precise boundaries, but rather, show the intent in general terms, for the future land use of the specific locations. Subsequent to the approval of development proposals, the symbolic designations will be adjusted to exact representations of the specific boundaries, and the Official Plan will then be amended in the course of consolidation.

## CHAPTER A16

### 1.0 Purpose

The purpose of this Chapter is to rearrange and relocate the land use designations of certain lands in the easterly part of the former Malton Community.

### 2.0 Location

The lands affected by this Chapter consist of Part of Lots 13 and 14, Concession 9, East of Hurontario Street. They are generally located east of Eighth Line, and west of Provincial Highway 50 and south of the C.N.R. right-of-way. See Plate 1 and 2.

### 3.0 Basis

Chapter A15 which was approved by the former Minister of Municipal Affairs on September 28, 1966, set out detailed land use proposals for the whole of the former Malton Community, a large part of which has now been developed in accordance with the prescribed uses. Since Chapter A15 was approved, however, major changes have taken place in the proposed arterial road and highway network which necessitate some revisions to the land use pattern.

### 4.0 Chapter Details and Policies Relative Thereto

The former Ontario Department of Transportation and Communications proposes to construct Highway 427 along the present alignment of Indian Line.

Minor changes are necessary to the precise boundaries of greenbelt lands that have become available subsequent to changes in the alignment of Indian Line through the processing of development proposals.

### 5.0 Implementation

Upon receipt of the approval of the former Minister of Municipal Affairs to this Chapter, the zoning by-law applicable to this area will be amended to the appropriate classifications, including site development plans for all commercial and multiple family uses, which will specify development requirements in accordance with the intent of this Chapter.

### 6.0 Interpretation

The provisions of the Official Plan as amended from time to time, regarding the interpretation of that Plan, shall apply in regard to this Chapter.

## CHAPTER A17

This Chapter is concerned with lands now situated within the City of Brampton, Region of Peel and which constituted part of the former Town of Mississauga. The purpose of this Chapter is to amend the existing land severance policies of the Official Plan of the former Town of Mississauga Planning Area, in concert with similar Chapters pertaining to the Official Plans of the former Township of Chinguacousy (Chapter C44) and Township of Toronto Gore (Chapter D3): these three Chapters will establish one, consistent consent policy within the City of Brampton Planning Area to guide the decisions of the Land Division Committee with respect to land severances in rural and agricultural areas.

The policies contained in this Chapter are designed to discourage severances for residential purposes outside of recognized village and hamlet areas. However, these policies alone will not preclude opportunities for country living due to the large number of rural residential estate developments already approved and/or being developed. In addition, the infilling of villages and hamlets together with the rounding out of larger communities will provide many residences in a country setting.

The whole of the part of the Chapter entitled Part A which consists of the following text and Plate 1a constitutes Chapter A17 to the Official Plan of the City of Brampton Planning Area.

PART A

1.0 General Goals

The policies set out in the Chapter are based upon the following broad general goals:

- 1.1 The preservation of good agricultural lands for farming and related uses, and more particular the preservation of agricultural lands; identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability for agriculture.
- 1.2 The prevention of conflicts between agricultural activities and non-agricultural activities.
- 1.3 The preservation of the rural landscape.
- 1.4 The protection of natural environment areas, including headwater areas, floodplains, river valleys, unique biological and geological sites, and areas of natural tree cover.
- 1.5 The prevention of pollution of ground and surface water.
- 1.6 Protection of the prime objective of the Regional and Local Road System, which is the movement of vehicles with a minimum of obstruction and danger.
- 1.7 To permit only those severances which conform, as far as is possible, with the above goals.

2.0 General Policies

In considering all severances, it shall be the policy of the Municipality:

- 2.1 To discourage development in rural areas except as infilling in villages or hamlets, preferably where community facilities such as schools, shops, churches, community and social centres are located. There are no existing villages or hamlets that can be recognized at this time under this portion of the Chapter; it is intended that the identification of any such villages or hamlets shall be part of a rural land use study.
- 2.2 That a consent may be considered where cause, by reason of its nature or location, would not destroy or appreciably reduce the scenic quality of attractive rural areas or conflict with the agricultural function of surrounding areas. The Land Division Committee shall consider the appropriateness of the site for all proposed non-farm residential severances in light of the above goals.

- 2.3 If a septic tank is required, evidence should be produced from the Medical Officer of Health, before the severance is granted, that the lot is of adequate size and soil conditions are suitable for the operation of a septic tank, and a well, if no public water supply is available.
- 2.4 That the size of any parcel created by a severance should be appropriate to the use proposed. Where any residential severances are granted on good agricultural land they should generally be no larger than 2.0 acres in size. The creation of larger lots on land which is non-arable may be considered.
- 2.5 When a severance is granted for a parcel of land to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.
- 2.6 Wherever possible, adjoining residential lots should have approximately uniform lot depth and shape.
- 2.7 That the topography, soil and drainage of the site are satisfactory to the Ministry of Natural Resources and the Conservation Authority for the size of the lot and uses proposed, and where applicable, that the consent is in accordance with the objectives and policies of the Conservation Authority as to flood control, open space and hazard land policies.
- 2.8 That the Land Division Committee be responsible for notifying all concerned Municipal, Regional, and Provincial agencies of severance applications and ensuring that these agencies are provided with an opportunity to comment on the same.
- 2.9 Ribbon development along highways or major roads should be prevented, with direct access from these roads being restricted. Lots created by consent should, where possible, have access only from minor public roads to which adequate year round access is available. Where a severance is granted on a Provincial Highway, Regional Road or Local Road access to it should be limited by a one foot reserve along the road frontage, to no more than one driveway. The comments of Municipal Departments of Planning and Engineering, the Regional Departments of Planning and Public Works and/or the Ministry of Transportation and Communications where applicable should be obtained as to the adequacy for the sight lines in the vicinity of the application and as to whether road widenings are required.
- 2.10 To ensure that the vehicles are able to enter a roadway in a forward direction, in order to protect future right-of-way needs and in order to protect the amenities of the proposed residential use, buildings to be erected on severed lots shall be set back not less than 100 feet from the boundary of any Provincial Highway or Regional Road right-of-way and not less than 80 feet from the boundary of any other road right-of-way.

- 2.11 Severance applications located within recognized villages or hamlets may be granted as infilling, provided that the Land Division Committee is satisfied that it is genuine infilling between existing developed lots, and a plan of subdivision is not necessary for the proper and orderly development of the area.
- 2.12 Where livestock operations, as defined by the Agricultural Code of Practice, as practised or are to be practised, the location of residential uses or such new agricultural uses shall be guided by the provisions of the 'Agricultural Code of Practice for Ontario'.

### 3.0 CONSENT POLICIES FOR RURAL AREAS - OUTSIDE OF VILLAGES/HAMLETS

If the proposed severance is located in a rural area, (that is outside of the recognized village(s) or hamlet(s) areas), and is consistent with the stated general policies, the following policies shall apply:

- 3.1 Generally, to allow not more than two severances per 100 acre original farm lot at least until such time as the Municipalities' Official Plan is reviewed. If one severance has already been granted since the original land grant, one additional severance would be permitted. If two severances have already been granted since the original land grant, no additional severances would be permitted. Where a 100 acre original farm lot qualifies for a severance in accordance with the goals and policies of this amendment, and where the future use of the land proposed for severance is stated as being residential, it is intended that the severance will be considered only where it is clearly demonstrated that the proposed residential use is to be created for the benefit of a bona-fide farm employee, a bona-fide retiring farmer, a bona-fide intra-farm family sale, or for a person engaged in a rural-based activity, supportive to the principal rural activity being agriculture. In all such cases, it shall be the responsibility of the grantee to demonstrate to the satisfaction of the Land Division Committee that the proposed severance will benefit a bona-fide farm employee, bona-fide retiring farmer, a bona-fide intra-farm family sale, or a person engaged in a rural-based activity supportive to the principal activity being agriculture, where the grantee intends permanent residence on the lot."

#### NOTE:

Sub-section 3.1 shall not be construed to prohibit the erection without severance of an additional house or houses on a genuine operating farm to accommodate related or unrelated farm help, if permitted by restricted area by-law.



- 3.2 Where a new parcel for residential purposes is to be created in an agricultural area, it should, wherever possible, be so located relative to the agricultural remainder that it does not interfere with the agricultural use.
- 3.3 To discourage short term land speculation severances for non-agricultural use may be permitted only when the applicant has been the registered owner of the parcel concerned for at least five years prior to the date of application for the severance - this period of time being subject to review by Council at such time as the Official Plan may be reviewed.
- 3.4 Notwithstanding Clauses 3.1 and 3.2 when two or more farms are amalgamated and an existing house becomes surplus to the need of the farmer, this house may be severed by consent.
- 3.5 Notwithstanding Clause 3.1, a consent may be favourably considered for a parcel of land which is physically separated from the main holdings by a significant natural feature, such as the Credit River, the Etobicoke Creek, the Humber River or by a significant man-made public feature, or where it is clearly demonstrated that the land is of a low agricultural capability and is not part of an existing, viable farm operation.
- 3.6 Rural non-farm residential lots must be designed to ensure that countryside characteristics will prevail in the future.

#### 4.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of the Plan, shall apply in regard to this Chapter.

Further, it is intended that this Chapter be recognized as an interim statement of policy, to be effective until such time as a comprehensive Official Plan Amendment can be prepared which will deal with concerns of the rural area of the City of Brampton.

#### 5.0 Implementation

This Chapter shall be implemented by:

- (a) Decisions of the Land Division Committee.
- (b) Decisions of the Ontario Municipal Board.
- (c) Approval of Restricted Area By-laws.
- (d) Approval of Amendments to Restricted Area By-laws.
- (e) Official Plan Amendments.

Further to the above, it is the intention of the municipality to amend the Town of Mississauga. Restricted Area By-law Number 5500, as amended, so as to implement the policy provisions of this Chapter, for those lands in the City of Brampton.

## CHAPTER A18

### 1.0 Introduction

The purpose of Chapter A18 is to add to the Official Plan a policy to conserve and rehabilitate the existing and future residential, non-residential and vacant property in order to encourage the development and maintenance of a safe orderly community environment. The policies of this Chapter shall apply to the area of the former Town of Mississauga Planning Area which now constitutes part of the City of Brampton Planning Area.

The Official Plan of the former Town of Mississauga Planning Area now part of the City of Brampton Planning Area be and is hereby amended by adding the following Part A and attached map designated as Plate 1a.

## PART A

### 2.0 Policies

All existing and future residential and non-residential properties in the former Town of Mississauga Planning Area shall conform to the property maintenance and occupancy standards prescribed by a by-law or by-laws enacted under Section 36 of The Planning Act, (R.S.O. 1970) as amended. This by-law or by-laws regarding standards for maintenance and occupancy shall contain requirements so that the

- 2.1 Existing housing stock be maintained and conserved,
- 2.2 Living and working conditions in the community are safe,
- 3.3 Environmental blight be reduced or prevented,
- 2.4 City be able to deal with certain problem area by providing the City with qualifications for various government programs, and
- 2.5 Problems may be dealt with by an appropriate administration.

### 3.0 Implementation

The policies of property maintenance outlined in Part A shall be implemented accordingly:

- 3.1 A maintenance and Occupancy Standards By-law will be adopted pursuant to Section 36 of The Planning Act setting forth appropriate standards for all properties within the former Town of Mississauga Planning Area, now part of the City of Brampton Planning Area..
- 3.2 The standards prescribed in the By-law will be reviewed periodically by the Property Standards Committee and amended to reflect current problems and local experience and to add in the maintenance of and improvement of property.

3.3 The enforcement of the minimum standards will not only apply to private properties. The City will maintain all municipally owned properties and structures according to the applicable standards, Municipal Services such as roads, sidewalks, water and sewage facilities will be maintained in good repair.

4.0 Administration

A Property Standards Officer shall be appointed and a Property Standards Committee established as provided for in Section 36 of The Ontario Planning Act.

**Part C**  
**Section B**

PART C  
SECTION B CHAPTER B1

SUB-SECTION B 1.1

The following Chapter represents the planning policies applicable to the former Town of Brampton Planning Area. This Chapter is organized into Sections and Sub-Sections, each of which deals with different aspects of the Plan, including those of a general nature and those of a more detailed nature.

1.0 Planning Districts

The former Town of Brampton Planning Area is divided into Planning Districts with boundaries and names as shown on the "Planning Districts" (Plate 5 - 10).

The Planning District Plans comprise plates and statements which are more detailed than the general plan for the former Town.

The Planning District Plans recognize the principles and statements contained in Section B2.0 dealing with land use, transportation, development staging and other matters. Amendments to the District Plans will be the principal means whereby redevelopment proposals will be examined and designated as redevelopment areas under The Planning Act.

2.0 Interpretation

All district boundaries shown on the "Planning Districts" (Plates 5-10) are subject to minor variations without amendment to this Chapter. Numerical figures should not be interpreted as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of this Chapter is maintained.

3.0 Implementation

This Chapter is applicable to the former Town of Brampton Planning Area, save and except those areas described as follows, which have either been referred to the Ontario Municipal Board pursuant to Section 15(1) of the Planning Act, or from which approval has been deferred pursuant to Section 14(3) of the Planning Act.

The lands as noted below have been referred to the Ontario Municipal Board pursuant to Section 15(1) of the Planning Act;

1. Those lands located at the north-east corner of the intersection of Queen Street in Neighbourhood 1b of the Brampton Central Planning District; said lands being more particularly described as Part of Lots 58 and 59, Registered Plan No. BR-4, Town of Brampton;
2. Those lands located north of Church Street East, bounded on the east by the Etobicoke Creek, on the north by Alexander Street and on the west by Union Street, in Neighbourhood 2 of the Brampton Central Planning District said lands are more particularly described as Part of the West Half of Lot 6, Concession 1, East of Hurontario Street; Part of Lots 101, 102, 103 and 104, Registered Plan BR-2; Part of Block H and Hemlock Street, Registered Plan BR-13; and Lot 12, and Part of Lots 11 and 13, Block H, Registered Plan BR-26, Town of Brampton;
3. Those lands located at the north-east corner of the intersection of McMurchy Avenue and Frederick Street in Neighbourhood 3 of the Brampton Central Planning District said lands are more particularly described as Part of Lot 23, Registered Plan BR-27, Town of Brampton and are municipally known as 50 and 54 McMurchy Avenue;
4. Those lands located at the north-west corner of Steeles Avenue and Heart Lake Road in the Brampton East Planning District said lands being more particularly described as Part of Lot 1, Concession 2, East of Hurontario Street, Town of Brampton.

In addition, the lands as noted below have been deferred pursuant to Section 14(3) of the Planning Act;

- ~~1. Those lands located east of Scott Street, north of Church Street East, in Neighbourhood 3 of the Brampton North Planning District; said lands are more particularly described as Part of Lot 8, Block H, Registered Plan BR-26, Town of Brampton;~~
- ~~2. Neighbourhoods 3, 4, 5, 6, 7 and 8 in the Brampton South Planning District. Also included in this deferral are lands located in part of Neighbourhood 2a, South Planning District and more particularly described as those lands bounded by Elgin Drive, Mill Street South, the institutional designation, and the Etobicoke Creek open space area.~~

**MODIFICATION**  
**NO. 2**

**UNDER SECTION 14(1) OF**  
**THE PLANNING ACT**

It shall be the policy of this Plan to recognize that where a portion of this Chapter has been referred to the Ontario Municipal Board, and the approval of the Municipal Board has the same force and effect as if it were the approval of the Minister, the decisions of the Municipal Board regarding matters of referral as above will not require any further amendment to this Chapter, and will be part of the Official Plan of the planning area.

Similarly, where approval by the Minister of portions of the Chapter have been deferred as noted above, the further approval by the Minister of those portions of the Chapter from which approval was deferred will not require any further amendment to this Chapter and will be part of the Official Plan of the planning area.

SECTION B 1.0

SUB-SECTION B 1.2

1.0 General

- 1.1 While the Planning District Plans are the basis for indicating land use areas in the detail necessary for implementation, there are many land use considerations that are common to more than one planning district.

Definitions of the generalized land use areas which are common to more than one planning district and the development principles applicable to these broad land use areas are explained in this Section (B 1.0). Where the land use policies are given in more detail in the Chapters dealing with specific District Plans, then the detailed policies prevail.

2.0 Generalized Land Use Plan

The former Town of Brampton Planning Area is divided into principal land use areas as shown on the "Generalized Land Use" plan which includes the following land use areas:

1. Residential
2. Commercial
3. Industrial
4. Institutional
5. Open Space

See Plate 3.

- 2.1 Additional principal land use areas will be designated as required by amendment to this Chapter.

3.0 Definitions

- 3.1 Residential Use Area means land which is predominantly used for dwellings. Various types of dwellings ranging from single-family detached dwelling units to multi-family, multi-storey apartment buildings are included in this category. This category will not prevent some land being used for other than residential purposes provided that these purposes are compatible with dwellings, provided their location in a residential area is necessary to serve the surrounding dwelling, and provided that these uses do not contribute to the depreciation and deterioration of the value and amenity of the area for dwellings. These uses will include such uses as parks, schools, and local commercial uses.



- 3.2 Commercial Use Area means land which is predominantly used for commerce. The Commercial category includes offices and stores. This classification will not prevent some of the land being used for other than commercial purposes provided they do not prevent the areas from being used for commercial development, and provided they are compatible with commercial uses. These uses will include such uses as residences over stores and institutional uses.
- 3.3 Industrial Use Area means land which is predominantly used for industry. The Industrial category includes manufacturing, extracting and processing of raw and semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes provided they primarily serve the industries in the area and not serve uses of land within another classification and provided these other uses do not prevent the sound industrial development of the area.
- 3.4 Institutional Use Area means land which is predominantly used for large institutions. The Institutional category includes uses such as hospitals, churches, fairgrounds, reform institutions, colleges, universities, and cultural facilities which because of their size, occupy a significant area of land and may generate large amounts of vehicular and pedestrian traffic. This category will not prevent some of the land being used for commercial or residential purposes provided they are part of the institutional use.
- 3.5 Open Space Use Area means land that is protected from development and the effects of development for conservation or recreation purposes. The Open Space category includes river valleys and their banks, major parks and major private recreation areas. The Open Space category will include among other uses, parks, conservation and recreational uses, and will include buildings and structures associated with such uses.

#### 4.0 Residential Development Principles

- 4.1 The average gross residential density for the planning area under this plan will not exceed 30 persons per acre. The gross residential density is the ratio of population to the residential use area as shown on the "Generalized Land Use plan (Plate 3).
- 4.2 In refining the generalized land use plan, three density ranges are employed and are identified in the district plans. Each planning district plan indicates the number of dwelling units by density or the area and number of dwelling units per acre that will be permitted. Normally similar types of dwellings will be located together. Careful mixing of types will be permitted only

where the amenity of each type can be assured. The designation of the density categories by district plans is not intended to permit the erection of the maximum number of dwellings units without due regard to related matters such as the availability of water, sewerage, drainage, transportation, recreation and other facilities provided by the Municipality and other agencies.

This exception to permit other uses of land does not include any industrial uses of land that may be interpreted as being compatible to dwellings or necessary to serve dwellings unless defined within the scope of these residential principles by amendment to the Chapter. The only commercial uses permitted are those which are compatible uses, including variety stores, service stations, etc., and these are permitted only where specifically designated for commercial purposes in the detailed district plans.

MODIFICATION  
NO 3  
UNDER SECTION 14(1) OF  
THE PLANNING ACT

4.4 A police or fire station or similar public use will be permitted in a Residential Use Area only by specific amendment to the zoning by-law. It will be subject to the following criteria:

- (i) The site will be located on the border of a Residential Use Area adjacent to a Commercial or Industrial Use Area.
- (ii) The site will have a principal access to a major or minor arterial road.
- (iii) Surface parking and service areas will be located and screened in a manner to reduce the adverse influence of outdoor activities on adjacent residential uses.
- (iv) Buildings will be sited to reduce adverse influences on nearby residential uses.

4.5 Private recreation facilities including those which have private eating facilities will be permitted in a Residential Use Area subject to the following criteria:

- (i) The site will be located on the border of the residential area and act as a buffer between a non-residential use area and the Residential Use Area. It will reflect the general standards and character of the residential use area.
- (ii) The site will have satisfactory access to the road system and/or public transport facilities in consideration of the type and size of the contemplated use.
- (iii) Off-street parking, outdoor activities and service areas will be located in a manner to minimize adverse influences on nearby residential uses.
- (iv) The private recreation facility will be subject to yards, landscaping, external architectural and sign control which ensures the amenity of the Residential Use Area.

4.6 A day nursery will be permitted in a Residential Use Area subject to the following criteria:

- (i) The day nursery will be licenced under the Day Nurseries Act and Regulations of the Ministry of Community and Social Services.
- (ii) The day nursery will be subject to yard, landscaping, external architectural and sign control which is conducive to the amenity of the Residential Use Area.
- (iii) Off-Street parking, outdoor activities and service areas will be located and suitably screened to minimize any adverse influence upon nearby residential uses.
- (iv) The site will have access to the road system and public transport facilities appropriate to the type and size of the contemplated use.
- (v) A day nursery may be located within a place of worship or other place of public assembly or within an apartment or a group dwelling project for benefit of the residents provided that the criteria of this Chapter can be satisfied.

4.7 A home occupation, except a repair or manufacturing operation, will be permitted in a Residential Use Area, subject to the following general requirements:

- (i) Only the occupant of an existing one-family dwelling assisted by no more than one other person, may carry on the home occupation.
- (ii) There are no external changes to the dwelling.
- (iii) No outside storage of material or goods or vehicles will be permitted and only a small identification sign will be permitted.
- (iv) Not more than 15 per cent of the gross floor area of the dwelling (excluding the basement) is used for the home occupation.
- (v) Off-Street parking spaces will be provided in addition to the normal residential requirements and will be suitable screened so that they do not adversely affect the amenity of nearby lands.

## 5.0 Commercial Development Principles

5.1 The Commercial Use Area will be developed on the basis of a functional classification of commercial development consisting of the following types:

- (i) A Neighbourhood Commercial Area will normally be designated as a small plaza serving the daily and essential needs of a population of between 2,000 to 5,000 persons, living within an approximate radius of ¼ mile from the Neighbourhood Commercial Area. It will provide convenience goods by a group of stores with no leading tenant, and may include drug, variety, food, barber, beauty, laundry and dry-cleaning pickup establishments. In addition, a doctor or dentist office may be

permitted. Dwellings as an accessory use will not normally be permitted in the plaza form of development and will be permitted only where the amenity of the residential use can be assured. The site area will usually not exceed 3 acres, and the approximate gross retail floor area will range from about 5,000 to 20,000 square feet. The site will normally be located on a Major or Minor Arterial Road, preferably at the intersection with a Collector Road.

- (ii) A Community Commercial Area will normally be designated in the form of a plaza satisfying the needs of a population of between 10,000 to 15,000 people living within a radius of ½ mile from the Community Commercial Area. The uses permitted will include predominantly convenience goods exemplified by a major supermarket as a leading tenant. Dwellings as an accessory use will not be permitted. The approximate gross retail floor area will range from about 20,000 to 100,000 square feet and the plaza will normally be located on a Major or Minor Arterial or Collector Road.

Notwithstanding these provisions, the Community Commercial Area located at the southwest corner of Heart Lake Road and Queen Street East may include a department store and food supermarket, and may have a maximum floor area of 245,000 square feet.

- (iii) A Highway Commercial Area will be designed to accommodate uses catering primarily to the travelling public such as drive-in restaurants and other eating establishments, motels, hotels and similar uses, and will also include vehicle sales and service establishments such as gasoline service stations, gas bars and car washes;
- (iv) A Regional Commercial Area will be designed in the form of a shopping centre serving a population of between 50,000 to 80,000 persons, living within a 1¼ mile radius of the Regional Commercial Area. The shopping centre will provide a broad range of shopping facilities with both shopping goods, such as apparel and home furnishings, with a Department Store as a major tenant, and convenience goods with one or more major supermarkets. Certain services such as professional, legal, medical and dental offices, which will satisfy the daily essential needs of the population in adjacent residential areas, may also be included. The shopping centre will have a gross retail floor area ranging from 100,000 to 350,000 square feet and will be located at the intersection of two Major Arterial Roads.
- (v) A Central Area Commercial Area comprising principally the existing central business district will be developed primarily for retail trade, offices, service establishments and similar uses occupying buildings not

erected in the form of a plaza. Residential uses may be permitted within the Central Area Commercial Area as part of combined commercial-residential complexes subject to conditions outlined in the Central Planning District Plan. (See Plate No. 10)

5.2 Land within the Commercial Use Area may be used for other purposes provided the use of the land for commercial purposes is not hindered. This exception to permit other uses does not include residential or industrial uses that may be interpreted as being compatible to commerce unless it is part of and incidental to a commercial use and is essential for the satisfactory operation of the commercial use.

#### 6.0 Industrial Development Principles

6.1 Several classes of industrial areas will be established based on the requirements of industry for road and rail access, the inter-relationship of different industrial firms, the need for minimization of land use conflicts and the demands made on municipal services. Where feasible Industrial Use Areas will be located downwind from Residential Use Areas. It is not intended that all types of industrial uses will be accommodated within the municipality.

6.2 Industrial uses will be subject to development standards to ensure that adjoining use areas will not suffer. To this end adequate setbacks, planting strips and screening will also be required. Only those industries with little or no air pollution or noise potential will be permitted to locate adjacent to lands designated residential.

6.3 Private recreation facilities may be located in an Industrial Use Area subject to the following criteria:

- (i) The site acts as a buffer between the industrial use area and adjacent non-industrial use area and reflects the general standards and character of the non-industrial use area;
- (ii) The site has satisfactory access to the road system or public transport facilities appropriate to the type and size of recreation facilities;
- (iii) Off-street parking, outdoor and service areas are located and screened so as to minimize adverse influences upon nearby non-industrial uses;
- (iv) The facilities are provided with yards sufficient to minimize adverse influences upon nearby uses.

7.0 Institutional Development Principles

- 7.1 Institutional Use Areas comprise lands that will be used for large institutions which may generate large amounts of vehicular or pedestrian traffic and/or require large areas of land.

The uses permitted in this category include all public uses, such as fire halls, police facilities and schools, and includes such uses as hospitals, churches, fairgrounds, reform institutions, colleges, universities, cultural facilities and cemeteries.

- 7.2 Institutional uses will be subject to development standards to ensure that adjoining use areas will not suffer. To this end, adequate setbacks, planting strips and screening will be required wherever necessary.
- 7.3 Off-street parking spaces will be provided and, where necessary, will be suitably screened so as not to adversely affect the amenity of nearby lands.

8.0 Open Space Development Principles

- 8.1 Open Space Use Areas comprise lands that will be used for active and passive recreational purposes or for the preservation of distinctive natural features or to ensure flood control. The Open Space system will provide access to open land, will assist in defining the limits of several planning districts and will separate different classes of land use. The generalized Land Use Plan and District Plan do not distinguish between Open Space for Parks and Recreation purposes and Open Space which is subject to flooding or other hazards because of their physical characteristics. At the development stage, the specific area subject to flooding or to other hazardous conditions will be identified by the Ministry of Natural Resources or the appropriate Conservation Authority.

8.2 Open Space - Flood and Hazard Lands

These are lands which have inherent physical or environmental hazards, such as poor drainage, organic soils, flood susceptibility, erosion, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of the natural landscape and/or environment, and are to be managed in such a way so as to permit the development of adjacent land uses and to protect such uses from any physical hazards or their effects.

- (a) The uses permitted in this category shall be limited to agriculture, conservation, horticultural nurseries forestry, wildlife areas, public or private parks for day use, golf courses or other outdoor recreational activities.

- (b) No buildings and structures, nor placement or removal of fill of any kind, whether originating on the site or elsewhere, shall be permitted in these areas except where such buildings, structures or fill are intended for flood or erosion control purposes and are approved by Council and the Conservation Authority having jurisdiction over the area.
- (c) Where new development is proposed on a site, part of which is designated as Open Space - Flood and Hazard Lands, such lands shall not necessarily be acceptable as part of the dedication for Open Space purposes required under The Planning Act. All lands conveyed to the municipality shall be conveyed in a physical condition satisfactory to the municipality. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.
- (d) Building setbacks will be imposed from the margin of Open Space - Flood and Hazard Lands so as to have regard to the extent and severity of existing and potential hazards.
- (e) Where any land deemed to be Open Space- Flood and Hazard Land is under private ownership, this plan does not intend that this land will necessarily remain as Open Space - Flood and Hazard Lands indefinitely, nor shall it be construed as implying that such land is free and open to the general public, nor that the land will be purchased by the municipality or other public agency.
- (f) An application for development of an Open Space - Flood and Hazard area for other purposes may be given due consideration by Council after taking into account:
  - (i) the existing environmental and physical hazards;
  - (ii) the potential impact of these hazards;
  - (iii) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices; and
  - (iv) the costs and benefits in monetary, social and biological value terms of any engineering works and/or resource management practices needed to overcome these impacts.

There is no public obligation, however, either to permit development or to purchase any area deemed to be Open Space - Flood and Hazard Lands, particularly if there is an existing or potential hazard that would be difficult or costly to overcome.

- (g) Open Space - Flood and Hazard Lands will be zoned in a separate classification in the implementing restricted area by-law(s), and existing uses may be recognized as legally non-conforming despite the flood and hazard characteristics of such areas. Expansion of any such uses, however, will be discouraged.

8.3 Open Space - Parks and Recreation Lands

These are lands which are to be used for recreational purposes - both active and passive, and the policies applying to such lands are outlined in more detail in Section B 1.0, Sub-Section B 1.4 of this Chapter.

- (a) The municipality will continue to obtain under Section 33 of The Planning Act, land or funds to be used for park purposes. Further, the municipality may accept park dedication on lands other than those contained in a particular plan of subdivision.
- (b) Notwithstanding the policies of this plan relating to the provisions of lands for park purposes, no application of Section 35b of The Planning Act shall be permitted until such time as an amendment to this Official Plan, consistent with the guidelines described by the Minister for the preparation of such amendments under Section 35b, is approved.
- (c) Land will not necessarily be accepted as part of the required dedication of the municipality under Section 33 of The Planning Act where the municipality or a conservation authority deems it necessary to retain land for drainage purposes.

9.0 Parking and Off-Street Loading

9.1 The following criteria will be considered in establishing the quantity of off-street parking and loading facilities required for different uses:

- (i) the availability and use of different modes of transportation;
- (ii) the type and size of use, e.g. residential, retail, office, warehouse, single family dwelling, apartment, plaza, service station;
- (iii) the type and purpose of parking to be provided, e.g. short term parking for visitors, guests and customers, long term parking for employees or residential occupants.

9.2 The design of off-street parking and loading facilities will usually be in accordance with accepted traffic engineering standards, however, in some cases, local circumstances may require a higher standard.



10.0 Non-Conforming Uses

10.1 Municipal Plans and by-laws are changed occasionally to reflect the changing conditions in the municipality. Where changes have been made to plans or zoning by-laws, certain uses which conformed to the plans and by-laws of an earlier day or which were established before the municipality began to plan its future, no longer conform.

10.2 In general, non-conforming uses should cease to exist so that the land affected may eventually be used in conformity with the intent of this plan and the provisions of the zoning by-laws. In special cases it may be desirable to permit the extension or enlargement of a non-conforming use in order to avoid unnecessary hardship. Prior to concurring with an application for the extension or enlargement of an existing non-conforming use Council will consider the feasibility of acquiring the property at the time of the application or at some future date and of holding, selling, leasing or developing the property in accordance with the provisions of The Planning Act.

10.3 If acquisition does not appear to be feasible and if the particular merits of the case clearly indicate that extension or enlargement of a non-conforming use would be desirable, Council may consider the passing of a zoning by-law without the necessity to amend this plan. Prior to the passing of such a by-law, however, Council will be satisfied that the following consideration and regulations will be fulfilled to safeguard the interests of the general public:

- (a) The proposed extension or enlargement will be in proportion to the size of the non-conforming use and its type and permanence will be considered in relation to the economic life of the non-conforming use;
- (b) The proposed extension or enlargement of the non-conforming use will not aggravate the situation caused by the existence of the non-conforming use in regard to the principles and policies in this plan or the requirements of the zoning by-law;
- (c) Only a minor adjustment to the boundary between different land use areas permitted under the flexibility provisions of the Official Plan, will result;
- (d) The extension of the non-conforming use will not create or cause an increase of nuisance factors of noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to add to the incompatibility of the use with its surrounding area;
- (e) Neighbouring conforming uses will be protected by landscaping, buffering or screening, appropriate setbacks, devices and measures to reduce nuisances and, by regulation of outside storage, lighting and advertising signs;

- (f) Provision will be made for adequate off-street parking and loading facilities and for municipal services such as water, sewers and roads. Wherever feasible, services and standards will also be extended to the existing non-conforming use in order to improve its compatibility with the surrounding area;

10.4 Council will not pass an amending by-law pursuant to Section 35(21) of The Planning Act before it is satisfied with regard to the foregoing policies. It will also be the policy of the municipality to notify property owners in the vicinity of each application for an extension or enlargement of a non-conforming use under Section 35(21) of The Planning Act prior to a final decision on the matter in order to obtain their views and to satisfy the requirements of Section 12 of The Planning Act.

#### 11.0 Severances

11.1 General: Severances will generally be discouraged and will be accepted only when it is clearly not necessary in the public interest that a plan of subdivision be registered. A plan of subdivision will not be deemed necessary when the following criteria are satisfied:

- (i) The undue extension of major services will not be required.
- (ii) The land fronts on an existing developed public road allowance which is of a right-of-way width acceptable to Municipal Council.
- (iii) The ultimate development of the entire holding will not require the creation of a new road allowance.
- (iv) The final shape of all new parcels to be created on the entire holding is established as part of the application for consent.
- (v) The total holding will not be developed for more than four new building lots.
- (vi) No parcel will be created which does not conform with the Zoning By-law.

#### 11.2 Residential

The following criteria will also be considered on applications for severances involving a residential use of land:

- (i) Severances should have the effect of infilling in existing urbanized areas and not of extending the urban area.

(ii) The size of any parcel of land created by a severance should be appropriate for the use proposed considering the public services available and soil conditions.

(iii) Residential lots should, where possible, have access only from internal local or collector roads.

(iv) Severances should not be granted where a traffic hazard would be created because of the limited sight lines, curves or grades.

11.3 Industrial: In the case of land to be developed for industrial purposes, it is difficult to determine the final shape of all parcels. No severance will be granted until Municipal Council is satisfied that the severance will not adversely affect the ultimate development of the entire holding.

It is also difficult to establish a design for the ultimate road pattern for the entire holding because of the variation in demand for different sizes of parcels and, accordingly, there is a reluctance to establish a rigid and final road location. No consent to sever involving an industrial use of land will be endorsed, however, until Municipal Council is satisfied that the approval of the application will not adversely affect the ultimate road pattern of the entire holding.

## 12.0 Interpretation

12.1 The boundaries between land use areas designated on the Generalized Land Use Plan are approximate. The Planning District Plans define the land use areas more precisely.

Boundaries of the land use categories will, however, be considered as absolute where they coincide with roads, railways, rivers or streams or other clearly defined physical features.

## 13.0 Implementation

13.1 The land use categories shown on the "Generalized Land Use" plan may be implemented from time to time by the approval of Zoning By-laws which comply with the intent of this Chapter. However, it is intended that the Zoning By-laws will normally be based on the more detailed land use categories shown on the District Plans.

SECTION B.1.0

SUB-SECTION B.1.3

TRANSPORTATION

1.0 General

1.1 The transportation of goods and services involves terminal facilities (parking areas, storage yards) as well as route facilities (roads, railways, subways and pipelines), vehicles (automobiles, trucks, bicycles) and ancillary apparatus. The principal municipal activity will be the provision of facilities and the provision of space to accommodate the facilities. In this Chapter the major emphasis is placed upon the provision of roads for use by motor vehicles, including public transit vehicles, and walks for use by pedestrians. It is recognized that transportation and land use are inter-related and accordingly efforts will be directed at ensuring a balanced and harmonious relationship between land use and transportation facilities as the municipality develops.

1.2 Not all transportation facilities will be provided at this time, nor will it be possible that provision can be made to accommodate all the possible changes that will take place in transportation technology. The street system will be altered in response to development and increases in traffic with the construction of additional streets and the reconstruction of existing streets. A system of street classification detailing the future function of streets, will be employed in establishing the basic street pattern.

2.0 Road Plan

The former Town of Brampton Planning Area will be provided with a system of roads as shown on the "Roads" plan (Plate 4). The Plan of Roads includes the following classification of roads:

- (i) Freeway
- (ii) Major Arterial
- (iii) Minor Arterial
- (iv) Collector
- (v) Local

3.0 Function of Roads

3.1 A Freeway means a road that is intended to accommodate large volumes of traffic moving at high speeds under free flow traffic conditions. A Freeway connects major regional areas of traffic generation and is intended to serve

long trip traffic between large residential areas, industrial or commercial concentrations and the the major metropolitan central business district. Service to adjacent lands is completely eliminated, and parking, unloading of goods, and pedestrian traffic is prohibited to provide optimum mobility for through traffic.

3.2 A Major or Minor Arterial Road means a road that is intended to carry large volumes of traffic moving at medium to high speeds. These roads serve the major traffic flows between the principal areas of traffic generation and will provide the best quality of traffic service until the construction of the Freeways. Major and Minor Arterial roads will perform a secondary function of servicing adjacent properties. The amount of access permitted to these properties will not be allowed to interfere with the primary function of moving through traffic, and reversed frontages will be required wherever possible. The difference between a Major and a Minor Arterial Road is in the width of pavement, the number of traffic lanes and the corresponding right-of-way width.

3.3 A Collector Road means a road that is intended to provide both traffic service and land service. The traffic service function is to collect traffic from and distribute traffic to the Local Roads and to the Major and Minor Arterial Roads. Usually full access to adjacent properties will be allowed on Collector Roads.

3.4 A Local Road means a road that is primarily intended to provide land access. Direct access will be allowed to all abutting properties. Local Roads are not intended to move large volumes of traffic and primarily carry traffic which has an origin or destination along its length. Local Roads are not intended to carry through traffic.

Local Roads may be residential, commercial or industrial depending upon the predominant use of the land. Where possible, Local Roads will not intersect with Major Arterial Roads.

#### 4.0 Design Standards

4.1 The minimum design standards which will be used by the Municipality for Major and Minor Arterial, Collector and Local roads are indicated in Table No. 1.

TABLE NO. 1

Road Classification	Right-of-way Width in feet	Parking Regulations	Access
Major Arterial	As indicated on the Roads Plan	Prohibited where deemed necessary	Limited few cross streets
Minor Arterial	Plate 4		
Collector	66' except as indicated on Plate 4	Permitted	No limit
Local Residential	66'	Permitted on	No
Local Commercial	66'	two sides if	Restrictions
Local Industrial	66' or greater as required	pavement width adequate	

4.2 The right-of-way widths indicated in Table No. 1 may be reduced in the developed areas of the municipality where existing development would tend to increase improvement costs appreciably.

4.3 The right-of-way width of all roads may have to be increased at the intersections with other roads to permit the construction of turning lanes and traffic islands where conditions warrant it.

4.4 Certain roads which border the municipality - Steeles Avenue, Heart Lake Road (Second Line East), Second Line West, and Queen Street - are not located within the limits of the former municipality. Council, however, will ensure the widening of Steeles Avenue to a width of 60' from the original centre line and the widening of Heart Lake Road (Second Line East), Second Line West, and Queen Street West from First to Second Line West to a width of 50' from the original centre line.

5.0 Interpretation

5.1 The rights-of-way shown on the "Roads" plan Plate are to be interpreted as indicating the need for road facilities and not the exact locations. The exact locations of the rights-of-way, intersections and interchanges will be the subject of detailed design studies before the construction of the facility.

5.2 Rights-of-way beyond the corporate limits of the former municipality are to be interpreted as indicating the general need for a road facility, but is not to be construed as an indication of the detailed policies of the adjoining municipality, the Regional Municipality of Peel or the Ministry of Transportation and Communications.

5.3 District plans also indicate locations of roads and other transportation improvement.

## 6.0 Implementation

6.1 The rights-of-way shown on the Roads plan (Plate 4) will be acquired:

- (a) Through the registration of new plans of subdivision;
- (b) on the approval of consents to sever by the Land Division Committee;
- (c) by gift or purchase, and;
- (d) by expropriation where necessary.

6.2 New subdivisions will be designed to cause as little interruption as possible to traffic flow on Major and Minor Arterial roads. The municipality will require the dedication of one-foot reserves to further maintain the traffic function of Major and Minor Arterial roads.

6.3 To prevent encroachment upon the minimum right-of-way and to minimize the creation of conflicts between the requirements of traffic flow and those of different types of land use zoning by-laws will establish minimum setback and yard requirements.

6.4 Council will give special attention to enacting appropriate regulations covering signs so as to ensure adequate visibility along arterial roads in particular and so as to achieve an aesthetically pleasing environment.

SECTION B.1.0

SUB-SECTION B.1.4

PARKS and OPEN SPACE

1.0 General

1.1 This section of Chapter B1 outlines the standards and the principles that will apply to ensure the provision of land for recreation in the former Town of Brampton.

1.2 The policies concerning the provision of parks and recreation space in this plan are principally concerned with the role of the municipality. Open Space Plans and activities of a regional nature undertaken by the Province of Ontario, conservation authorities, and the federal government are not to be considered as suitable alternatives to the provision of parks and open space within the former Town of Brampton. At the same time nothing shall prevent the municipality from participating in a project of regional significance located within or outside the limits of the former municipality.

1.3 In general, recreation facilities will be located within the Open Space Use and Residential Use Areas. However, facilities may be located in other areas as outlined in the development principles in Section B1.2.

2.0 Standards

2.1 In order that the population may have the maximum accessibility to as wide a range of recreation facilities as possible, Council will provide land for recreation purposes in accordance with the following table.

Category	Acres Per 1000 Population	Size in Acres	Radius Served
Tot-lot (isolated)	Not applicable	0.5	Local
Neighbourhood	1.25	3 to 5	1/4 to 1/3 mile
Community	1.25	7 to 10	1/2 mile
Passive	2.50	varies	varies
TOTAL	5.0		



The Municipality also recognizes that no application of Section 35b of The Planning Act shall be permitted until such time as an amendment to this Official Plan consistent with the guidelines described by the Minister for the preparation of such amendments pursuant to Section 35b, is approved.

- 2.2 Recreation pursuits involve activities that are passive and active in nature. The principal location of passive recreation facilities will be the valley lands of the Etobicoke and Fletchers Creeks, while sites for active recreation will be provided in close proximity to the residential population to be served. Wherever the opportunity arises, Neighbourhood Parks will be provided adjacent to public or separate elementary school sites and community parks will be located adjacent to secondary school sites to permit joint use of facilities.
- 2.3 For purposes of residential subdivision design and evaluating development projects the following criteria will apply:
- (i) Tot Lot means a recreation facility designed for use by pre-school children. It may occupy part of a larger site developed for other types of recreation. In certain circumstances such as redevelopment projects or areas lacking convenient access to other recreation areas, a single tot lot will be developed and maintained by the municipality or, in the absence of publicly owned land, by a developer.
  - (ii) Neighbourhood Playground means an active recreation facility designed primarily for use by children of junior elementary school age. It will serve a population of 3,000 to 5,000 persons and may occupy part of a park.
  - (iii) Community Playground means an active recreation facility designed to serve a residential population equivalent to two or more neighbourhood playgrounds. It will be used primarily by teenagers and adults and will provide a wide range of cultural and athletic activities. Community playground facilities may include lighting for night activities, extensive off-street parking and concessions.
  - (iv) Park means an open space designed for passive public recreation use and includes neighbourhood parks, community parks, and conservation areas. Depending on its size and location, a park will serve the same residential population as a neighbourhood or community playground.

### 3.0 Tree Preservation

- 3.1 Council will endeavour to preserve trees as an essential and necessary urban amenity and will endeavour to ensure that trees are planted to replace trees that have been removed for various reasons and endeavour to increase the stock of trees.
- 3.2 Council, in reviewing draft plans of subdivision or any development proposal that requires its approval, will consider the removal of trees and only when Council is satisfied that tree removal is necessary will it agree to this course of action. Where the removal of a living, desirable tree is necessary Council will ensure the tree is replaced by another tree of a suitable size and specie at a location as near the site of the removed tree as practical.
- 3.3 Council will be particularly concerned with the preservation or replacement of trees on land under its jurisdiction. Trees will be planted within residential use areas on the street rights-of-way and in other locations. The number of trees to be planted will be determined by Council as part of an overall tree program.

### 4.0 Implementation

- 4.1 Residential subdivisions will be designed in accordance with a population estimate and the amount of park and open space lands to be set aside will be in accordance with the criteria listed in the table in Sub-section 2.1.
- 4.2 Council will normally recommend to the Minister of Housing, that land be conveyed to the municipality for park purposes in new residential subdivisions. In residential subdivisions where implementation of this policy is not appropriate due to the small size or unsuitability of the parcels for park or recreation purposes. Council will request authorization from the Minister to accept the payment of cash in lieu of land. In plans of subdivisions that do not contain residential or commercial uses, Council will consider the need of recommending to the Minister the requirement to convey land required for public purposes to the municipality.
- 4.3 Funds obtained through The Planning Act, R.S.O. 1970, as amended will be used in accordance with the provisions of Section 33(11) of The Planning Act.
- 4.4 Council will recommend to the Minister that where appropriate tree preservation be made a condition of subdivision approval.

SECTION B 1.0

SUB-SECTION B 1.5

DEVELOPMENT PROGRAM

L.0 General

- 1.1 The former Town of Brampton had very restricted boundaries. If development continues at the same rate that has occurred during the past two decades, most of the existing vacant lands will be developed in less than twenty years. In the same time period, there will be greater intensity of use of much land which is presently used for low intensity purposes. Because of this, development will not be allowed to proceed without the provision of a full range of urban services. Urban services will include, water, storm and sanitary sewer facilities, street lighting, traffic control, roads, pedestrian ways and sidewalks, parks and playgrounds, electricity, solid waste disposal facilities, and such other facilities as deemed necessary by Municipal Council.
- 1.2 Municipal Council will ensure the integration of private development with municipal works and those of other local public authorities concerned with the provision of urban services. Further, Municipal Council will seek the co-operation of private utility companies in the co-ordination and integration of development and redevelopment projects.

2.0 Utility Service Requirements

- 2.1 The Regional Municipality of Peel Act establishes the Region as the sole authority for water distribution and the collection of sewage. Agreements respecting the supply of water and treatment of sewage with the former Ontario Water Resources Commission (now the Ministry of the Environment) are now assumed by the Region in the place of the municipalities. The Region is also responsible for the control of industrial waste and the operation of solid waste disposal facilities.

The collection of most residential and commercial solid waste is the responsibility of the City of Brampton. In addition, the City of Brampton is responsible for most storm water drainage facilities.

- 2.2 Municipal Council will pursue a program of improvement, replacement and maintenance to provide optimum service in the most economical manner and to make the fullest use of existing services.
- 2.3 The gross residential density of 30 persons per acre will be the basis for the design of future trunk sewer and water mains throughout the non-industrial

and non-commercial areas. Development within the existing urban area will not be permitted at a gross density of 30 persons per acre if existing facilities are inadequate and their replacement would result in capital expenditures which did not have substantial and lasting benefits.

3.0 Financial Program

3.1 Municipal Council will maintain a ratio of residential to commercial-industrial assessment consistent with the financial requirements and obligations of the municipality.

3.2 Municipal Council will continue to employ and refine a five year capital budget program, and expand the five year capital program to cover a longer period where necessary.

3.3 Council will ensure that new development does not contribute to any unnecessary financial burden on existing development. To this end Council will establish a system of financial contributions to be paid by developers in the form of a development charge to defray the cost of municipal services.

3.4 In determining the amount of the development charges to be levied for residential development Council will consider:

- (i) the type and number of dwelling units to be erected;
- (ii) the estimated cost of the public works, including land acquisition required;
- (iii) the maintenance, repair and replacement costs of public works required;
- (iv) the priorities in the public works program, including land acquisition, for the municipality as a whole;
- (v) the public works related to the proposed development, and
- (vi) the capital costs to be incurred by other authorities due to the proposed development.

3.5 Development charges may be levied on all residential development whether within a plan of subdivision, as redevelopment at higher density, as conversion of an existing structure into additional dwelling units, or on a parcel created by a severance.

3.6 Council will establish a schedule of development charges to be applied to any class of non-residential development.

3.7 In addition to the foregoing, the Region of Peel may determine and impose levies for residential and other developments on the same basis as outlined above.

#### 4.0 Development Staging

4.1 Council, as the authority most concerned with the development of the municipality and, the health, safety, convenience and welfare of the population, will endeavour to secure the co-operation of all other authorities, developers and individuals to integrate all proposals and requirements within a development area. Council will consider the financial and physical resources of other authorities and accordingly, regulate the rate of development at a level which will achieve the optimum use of all public facilities.

4.2 Staging of residential development will be based upon the following principles:

- (i) Priority will be given to those areas demanding the lowest level of municipal expenditures;
- (ii) Priority will be given to developments that will ensure the maintenance of a balanced commercial-industrial to residential assessment ratio;
- (iii) Priority will be given to developments that will permit a choice in location of private housing and a selection of different types of dwelling units.
- (iv) Priority will be given to residential redevelopment at the same population density.

4.3 The initial development areas will be located within the area tributary to the Etobicoke Creek because of the alignment of the trunk sewers constructed in accordance with the South Peel Scheme. The entire tributary area of the Etobicoke Creek will not have immediate development potential, however, until additional internal trunk facilities are constructed. Consequently, the primary development area will be those areas that can be served by existing sanitary trunk facilities. In some instances local facilities (sanitary and storm sewers, water distribution mains and road facilities) may be inadequate and thus retard development within the primary development area even though trunk sewers are available.

4.4 The secondary development area, located within the Fletchers Creek drainage area, will be developed at a time consistent with the development principles of this Section of the Chapter. It is not intended at this time to determine the staging of the secondary development area, but it is intended that staging will be invoked and will comprise not less than two stages. The first stage will be in the vicinity of Steeles Avenue. The limits of the first stage will be set by Council to include an area that may be reasonably developed within a three year period. Subsequently development of the Fletchers Creek drainage area will proceed at a time to be determined by Council.

## 5.0 Implementation

5.1 Council will implement the financial and staging program by:

- (i) Entering into agreements involving lands to be developed by plans of subdivision which will:
  - (a) regulate the number, type and location of dwellings that may be completed during an initial period of three (3) years and subsequent periods satisfactory to Council,
  - (b) ensure that a suitable commercial-industrial or residential assessment ratio is maintained,
  - (c) establish a level of development charges that will satisfy the financial requirements of the municipality, and
  - (d) establish the responsibility, financial or otherwise, of the developer as it pertains to the development.
- (ii) ensuring that all considerations affecting use, a change of use and intensity of use and related matters of traffic, utilities and services have been made prior to the enactment of zoning by-laws;
- (iii) indicating conditions that are desired when a severance is granted by the Land Division Committee, and
- (iv) passing by-laws to ensure that development which is not subject to agreements will be liable to appropriate development charges.

## SECTION B2.0

The whole of this section of this Chapter consisting of both text and Plate 5-10 constitutes the second section of Chapter B1 to the Official Plan of the former Town of Brampton Planning Area, now part of the City of Brampton Planning Area.

### SUB-SECTION B 2.1

#### DISTRICT PLANS

##### 1.0 Purpose and Objectives

1.1 The purpose of district plans is to set out more detailed guidelines and more specific policies for the orderly development of the various districts within the context of the general policies established in Section B 1.0. The policies outlined in Section B 1.0 are to apply where no direction is given by a district plan.

1.2 In the district plans the following objectives are pursued:

- (i) The optimum integration of existing and future development within each district, between districts, and with lands in the adjacent former municipalities,
- (ii) an appropriate geographical distribution of community and neighbourhood facilities at locations conveniently accessible to all persons within each district,
- (iii) the conservation of the valley lands of the Etobicoke and Fletchers Creeks so as to ensure the ecological stability of these waterways as well as to provide open space,
- (iv) the ease of vehicular circulation throughout each district, between districts, and with adjacent former municipalities,
- (v) the development of a variety of housing types within different price ranges,
- (vi) preservation and enhancement of the present character of existing residential development, and
- (vii) location and development of higher density residential uses in such a manner as to minimize adverse effects upon adjacent areas.

##### 2.0 General Development Principles

2.1 Each district plan has been designed based on the following assumptions:

- (i) Each district will be considered as a community for the purpose of determining community facilities and each community will be subdivided into neighbourhoods centred on a junior public school wherever possible,

- (ii) each district will be served by the three tier public school system and a separate school system,
  - (iii) open space lands will be provided on the basis of 5 acres for each 1,000 persons, and,
  - (iv) compatible land uses will be permitted to develop adjacent to the limits of the former Town of Brampton.
- 2.2 (a) Subject to specific requirements for any individual planning district high density and medium density residential development will be subject to the following principles:
- (i) Sites should have access onto an arterial or collector road where possible,
  - (ii) high density development will not exceed 40 dwelling units per net residential acre,
  - (iii) medium density development will not exceed an average of 15 dwelling units per net residential acre within a project, and
  - (iv) certain types of residential development, such as senior citizen residences, have less impact on a community than the same number of units of another type. For this reason high density residential development will be permitted either on the basis of a floor space index or on the basis of dwelling units per acre. Development which is permitted at a density of 40 dwelling units per net acre may be designed on the basis of a floor space index of 1.0 without being restricted by the number of units per net acre.

Floor space index means the ratio of the gross floor areas of the residential building to the net lot area. The gross floor area includes the area of all floors excluding any floor area used for parking, building maintenance and communal facilities.

Gross residential acre refers to the total area that is to be devoted to residential development and includes local streets, schools, parks and other parts of the residential area infrastructure but excludes land used for major and minor arterial or collector roads.

- 2.3 The size, boundaries and location of school sites, parks, and certain classes of commercial uses represented by a circle on the district plans is schematic. Their location may be altered provided that the intent of the plan is followed.



- 2.4 New roads are indicated schematically on the District Plans. Reference should be made to the "Roads" plan, Plate 4, and Section B 1.3 for information respecting the required width of rights-of-way.
- 2.5 The majority of the policies in the District Plans are directed toward the control of new development. However, Council will also strive to enhance the quality and character of existing development wherever possible. Towards this end Council will enforce zoning by-laws; enact maintenance and occupancy by-laws if necessary and encourage, advise, and assist owners of property to maintain and improve their holdings. Prior to enacting maintenance and occupancy by-laws, it will be necessary to amend the Plan so as to incorporate more detailed policy guidelines with respect to such by-laws. (See Chapter B3 for more detailed policy guidelines regarding minimum maintenance and occupancy by-laws).
- 2.6 In residential neighbourhoods where a serious lack of parks and open space exists, Council will minimize neighbourhood and community recreation site deficiencies by:
- (i) arranging with school authorities for the joint use of school grounds and buildings,
  - (ii) requiring developers of medium to high density residential development to provide on-site recreational facilities for the benefit of future residents of the development as a condition of development approval,
  - (iii) improving facilities in adjacent neighbourhoods, and
  - (iv) limiting the rate of growth and intensity of residential development to a level acceptable to Council.

SECTION B 2.0

SUB-SECTION B 2.2

BRAMPTON NORTH PLANNING DISTRICT

1.0 General Description

- 1.1 The Brampton North Planning District, comprising about 1,020 acres, is approximately 70 per cent developed with an estimated existing population of 10,000 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, the proposed alignment of Highway #410, and adjacent commercial and industrial areas directs attention to the northerly extension of the residential area. Approximately 330 acres remain for residential development. The total population expected in the District when it is fully developed is approximately 24,600 persons.
- 1.2 The Brampton North Planning District will be organized into seven neighbourhood units each centred on a junior public school and adjacent park.

2.0 Land Use Designations

- 2.1 Future land uses are shown on the "Land Use and Roads" plan (Plate 5).

3.0 Residential Development Principles

- 3.1 Three residential density categories will be developed, located as shown on the "Land Use and Roads" plan (Plate 5).
- 3.2 Residential development in the low density areas will not exceed an average of 7.5 dwellings units per gross residential acre.
- 3.3 In Neighbourhoods 1 and 6, where areas of high density residential development abut areas of medium density residential development, the boundaries between these density areas need not be observed provided that the maximum number of dwellings units by density category shown on Table No. 1 is not altered.

In the event that the lands so designated for a mix of high and medium density residential development are owned by more than one property owner, the number of dwelling units shall be distributed between or among the owners in proportion to the area of land owned by each owner and in accordance with the mix of the high and medium density dwelling units. The apportionment will be performed at the subdivision and/or restricted area by-law stage; and further, it is intended that one property owner shall not be permitted to pre-empt the residential development potential of the other owners.

TABLE NO. 1

Maximum Number of High and Medium Density Residential Dwelling Units Neighbourhoods 1 and 6

Density Category	<u>Neighbourhood</u>	
	1	6
High	520	440
Medium	240	295

3.4 In the area designated for high density residential development at the northwest corner of Kennedy Road North and Vodden Street, only a senior citizen high-rise apartment and accessory uses shall be permitted as a residential use. However, a church, day nursery and gymnasium shall be permitted. Council shall determine units that may be permitted, and in no event shall a floor space index of 1.0 be exceeded. (Floor space index shall mean the ratio of the gross floor area of the residential building to the net lot area, and the gross floor area includes the area of all floors, excluding any floor area used for parking, building maintenance and communal facilities).

In recognition of the importance of the abutting streets - Kennedy Road North (a Regional road) and Vodden Street - the location of access driveways shall be subject to control so as to ensure that the traffic function of these streets will not be affected unduly.

The design of the development must be of a high quality. The following criteria will be used to evaluate the development:

- (i) the location and siting of buildings and parking areas shall be such so as to minimize any loss of amenity that may be incurred by adjacent residential development. Accordingly, fencing, screening, and landscaped open space will be required, where deemed necessary by Council;
- (ii) the provision of parking to satisfy the expected requirements of the occupants, visitors and guests;
- (iii) the provision of recreation and similar facilities;
- (iv) the provision of pedestrian facilities.

3.5 In the area designated as Medium Density Residential on the north side of Vodden Street between Garfield Crescent and Kennedy Road North, only row

house dwelling units and accessory uses will be permitted. Council shall determine the maximum number of dwelling units that may be permitted and in no event shall more than 15 units per net residential acre be permitted.

The location and siting of buildings shall be such so as to minimize the loss of amenity that may be imposed on adjacent residential development. Accordingly, fencing, screening, and landscaped open space will be required where deemed necessary by Council.

The design of the development must be of a high quality. The following criteria will be used to evaluate the development:

- (i) the provision of parking to satisfy the expected requirements of the occupants, visitors and guests;
- (ii) the provision of recreation and similar facilities;
- (iii) the provisions of pedestrian facilities.

MODIFICATION  
 NO 4  
 UNDER SECTION 14(1) OF  
 THE PLANNING ACT

4.0 Commercial Uses

4.1 Community commercial facilities will be provided by the existing shopping centre located at the intersection of Kennedy Road North and Vodden Street.

4.2 Neighbourhood commercial facilities will be provided by existing plazas located at the intersection of Kennedy Road North and Church Street East, Kennedy Road North and Queen Street East, and on land located at the intersection of Queen Street East and Hansen Road.

4.3 The highway commercial designated lands on the north-west, south-west and north-east corner of the intersection of Kennedy Road North and Vodden Street will be reserved for automobile service stations.

4.4 The community commercial designated lands between the Etobicoke Creek Diversion Channel and Beech Street will be reserved for small retail and service outlets, office buildings, and uses, including clinics, linked with Peel Memorial Hospital.

5.0 Education Facilities

5.1 A junior public school site has been designated for each neighbourhood adjacent to a neighbourhood park wherever possible. The ultimate location and number of junior public school sites may vary from this plan because of residential development on adjacent lands in the former Chinguacousy Township.

- 5.2 Where possible junior public school sites have been located so that students will not be required to cross a major or minor arterial road.
- 5.3 A junior public school cannot be justified in neighbourhood 5 at this time. The few students from this neighbourhood will be required to attend schools located in adjacent neighbourhoods.
- 5.4 Two senior public school facilities will be required to serve the areas west and east of Kennedy Road North.
- 5.5 Separate school facilities will be provided by an enlargement of the St. Annes Separate School site and, if necessary, a further facility in Neighbourhood No. 7.

This second facility is designated on Plate 5. If the facility is not developed, an amendment to this Plan will be required prior to any other development taking place, with the exception of Low Density Residential Uses consistent with the principles of Section B2.0, Sub-Section B2.2 clause 3.2.

#### 6.0 Open Space and Recreation

- 6.1 Neighbourhood recreation facilities will be located in each neighbourhood where possible on sites adjacent to junior public schools.
- 6.2 A community centre site with provisions for an arena, baseball diamond and other facilities will be developed at the north-east corner of the intersection of Vodden Street and Rutherford Road in Neighbourhood No. 5.

#### 7.0 Roads

- 7.1 The Brampton North Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 5).
- 7.2 In those neighbourhoods where collector roads are shown terminating at the municipal limits, it is intended that these roads will ultimately be extended to connect to a suitable class of road within the former Township of Chinguacousy.
- 7.3 To protect the arterial function of Kennedy Road North and Main Street North and the amenity of abutting residential development, these developments will normally have reversed frontage with special setbacks, landscaping and screening.

Controlled access along arterial roads will be maintained for high density residential development, and the design of such development will attempt or strive to ensure that intensive high volume traffic will not be directed through low density residential use areas.

## SECTION B2.0

### SUB-SECTION B 2.3

#### BRAMPTON WEST PLANNING DISTRICT

##### 1.0 General Description

- 1.1 The Brampton West Planning District comprising an area of about 910 acres is approximately 50 per cent developed with an estimated existing population of 8,500 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, and adjacent commercial and industrial areas directs attention to the westerly extension of the residential areas. Approximately 250 acres remain for residential development. The total population expected in the District when it is fully developed is approximately 16,400 persons.
- 1.2 The Brampton West Planning District will be organized into five neighbourhood units, each centred on a junior public school and adjacent park, and two other areas located in the south-easterly part of the District which are too small to exist as independent neighbourhoods.

##### 2.0 Land Use Areas

- 2.1 Future land uses are shown on the "Land Use and Roads" plan (Plate 6).

##### 3.0 Residential Development Principles

- 3.1 Three residential density categories will be developed, located as shown on the "Land Use and Roads" plan (Plate 6).
- 3.2 Residential Development in the low density areas will not exceed an average of 6.0 dwelling units per gross residential acre.
- 3.3 New high density residential development will be limited to the west side of Main Street North abutting the extension of Vodden Street. Medium density residential development will be permitted only in Neighbourhood No. 5 and Area 6b.
- 3.4 In the general area designated for low density residential use, that is west of the C.P.R. tracks, east of the proposed extension of McMurphy Avenue and north of Rosedale Avenue, low density residential development will not exceed an average of 7.5 dwelling units per gross residential acre. Further,

sufficient berms and buffer zones are to be established between the proposed residential development and the railway facility and industrial areas so as to minimize the effects of pollution. No development shall occur on lands bordering Mains Creek because of flood and hazard characteristics, until the diversion is completed by the Credit Valley Conservation Authority.

#### 4.0 Commercial Uses

- 4.1 Community commercial facilities will be provided by the existing plaza located at the north-west corner of the intersection of McLaughlin Road North and Queen Street West. The Central Business District will provide other shopping facilities. No additional major shopping areas are proposed within the District.
- 4.2 Neighbourhood shopping facilities will be provided by the existing outlets on Flowertown Avenue and Main Street North. Additional neighbourhood commercial sites have been designated in Neighbourhoods 1 and 4. These sites are not mandatory, but if provided are not to exceed an area of one acre. They may be developed for low density residential use without an amendment to this plan.
- 4.3 The highway commercial designations on Queen Street West and at the corner of the intersection of Archibald Street and Main Street North will be reserved for the existing uses or uses compatible with the highway commercial designation.

#### 5.0 Industrial Uses

- 5.1 Existing industrial uses on Holtby Avenue, McMurchy Avenue North and Fairglen and Rosedale Avenues will be permitted to remain and to expand by the addition of new industrial uses provided that the new uses are not detrimental to nearby residential uses. Only those industries with little or no air pollution or noise potential will be permitted to locate adjacent to lands designated Residential.
- 5.2 The area at the south west corner of Neighbourhood No. 4 is designated for industrial uses. Should this area not be developed for industrial purposes by the time that development of the remainder of Neighbourhood No. 4 is substantially completed, alternative proposals for its development for low density residential uses will be regarded to be appropriate, provided that such proposals indicate the manner in which the entire area is to be developed and include satisfactory provisions for street connections to the residential area across Fletchers Creek.



Alternative proposals for this area will be permitted only in the context of an appropriate official plan amendment redesignating the entire area for residential development and including details as to how the area will be developed and as to how the necessary street connections will be made across Fletcher's Creek.

- 5.3 The area west of McLaughlin Road and north of the Canadian National Railway, designated for industrial use, will be considered for residential purposes provided partial industrial development has not taken place which prejudices the residential development and provided that sufficient adjacent lands can be added to allow the development of a viable residential community. Such residential development will be permitted only after an appropriate official plan amendment has been prepared and approved.

#### 6.0 Education Facilities

- 6.1 A junior public school site has been designated for each neighbourhood adjacent to a neighbourhood park wherever possible. The ultimate location and number of junior public school sites may vary from this plan because of development on adjacent lands in the former Township of Chinguacousy.
- 6.2 Where possible junior public school sites have been located so that students will not be required to cross a major or minor arterial road.
- 6.3 One senior public school, located on land owned by the Peel Board of Education on the east side of McLaughlin Road North will be required. A secondary school can be erected on the same site, if necessary.
- 6.4 Separate school facilities will be provided at St. Joseph's Separate School.

#### 7.0 Open Space and Recreation

- 7.1 Neighbourhood recreation facilities will be located in each neighbourhood on sites adjacent to junior public schools wherever possible.
- 7.2 A community centre site with provisions for a range of facilities will be located in conjunction with educational facilities in Neighbourhood No. 6b.

#### 8.0 Roads

- 8.1 The Brampton West Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 6).

8.2 In those neighbourhoods where collector roads are shown terminating at the municipal limits, it is intended that these roads will ultimately be extended to connect to a suitable class of road.

8.3 To protect the arterial function of Queen Street West and McLaughlin Road North and the amenity of abutting residential development, these developmetns will have reversed frontages with special building setbacks, landscaping and screening.

Controlled access along arterial roads will be maintained for high density development and the design of such development will attempt or strive to ensure that intensive (high volume) traffic will not be directed through low density residential use areas.

8.4 Certain intersection improvements and grade separations are shown on Plate 6. These required improvements will be borne in mind when considering development proposals in the area.

SECTION B2.0

SUB-SECTION B2.4

BRAMPTON SOUTH PLANNING DISTRICT

1.0 General Description

1.1 The Brampton South Planning District, comprising about 1,470 acres, is approximately 55 per cent developed with an estimated existing population of 6,800 persons. The principal area of residential development will be south of the existing development of Ambro Heights and south of the Vanier Institute of the Ministry of Correctional Services. Approximately 570 acres remain for residential development. The total population expected in the District when it is fully developed is approximately 22,600 persons.

1.2 The Brampton South Planning District will be organized into eight neighbourhood units, each centred on a junior public school and park. Four other areas, too small to exist as independent neighbourhoods, will remain as separate identifiable units.

2.0 Land Use Areas

2.1 Future land uses are shown on the "Land Use and Roads" plan (Plate 7).

3.0 Residential Development Principles

3.1 Three residential density categories will be developed, located as shown on the "Land Use and Roads" plan (Plate 7).

3.2 Medium density development will not exceed an average of 25 dwelling units per net residential acre.

3.3 Residential development in the low density areas will not exceed an average of 6.0 dwelling units per gross residential acre.

3.4 In neighbourhoods 3, 4, 5 and 8 where an area has been designated for a mix of high and medium density residential development it is intended that no more than 50 per cent of the designated area shall be devoted to high density residential uses.

In the event that the lands so designated for a mix of high and medium density residential development are owned by more than one property owner, the number of dwelling units shall be distributed between or among the

owners in proportion to the area of land owned by each owner and in accordance with the mix of the high and medium density dwelling units. The apportionment will be performed at the subdivision and/or restricted area by-law stage; and further, it is intended that one property owner shall not be permitted to pre-empt the residential development potential of the other owners.

#### 4.0 Commercial Uses

4.1 Community commercial facilities will be provided by the existing shopping centre at the intersection of Main Street South and Steeles Avenue.

4.2 The existing plaza located at McMurchy Avenue south and the Canadian Pacific Railway crossing will be retained as a neighbourhood commercial area. Additional Neighbourhood commercial areas have been designated in Neighbourhoods 6 and 7. It is not anticipated that all of the neighbourhood commercial areas designated in Neighbourhoods 6 and 7 will be required. The neighbourhood commercial areas on the west side of McLaughlin Road South are indicative of an acceptable location for one neighbourhood commercial area. Similarly the neighbourhood commercial areas on Steeles Avenue in Neighbourhood 6 are schematic symbols for one neighbourhood commercial area.

4.3 The highway commercial designation on the south-east corner of the intersection of Queen Street West and McLaughlin Road South will be reserved for an automobile service station. Additional sites for certain highway commercial uses will be provided as part of the regional commercial designation at the north-west corner of the intersection of Main Street South and Steeles Avenue.

4.4 The lands designated for regional commercial purposes at Main Street South and Steeles Avenue will also provide the principal community and neighbourhood commercial services for the Planning District and nearby neighbourhoods.

#### 5.0 Education Facilities

5.1 A junior public school site has been designated for each neighbourhood wherever possible and has been located adjacent to a neighbourhood park wherever possible. The ultimate location and number of junior public school sites may vary from this plan because of development on adjacent lands in the former Chinguacousy Township and the extent of medium density residential development.

- 5.2 Where possible junior public school sites will be developed so that students will not be required to cross a major or minor arterial road.
- 5.3 Two senior public school facilities will be provided to serve the areas north and south of Elgin Drive.
- 5.4 Separate school facilities will be located in the southern part of the Planning District.
- 5.5 A school-park campus, including the existing Centennial High School, junior and senior public school facilities and a neighbourhood - community park will be developed in Neighbourhood No.8. The separate school indicated by a symbol as part of this complex may be located further to the south or in Neighbourhood No.5 depending on the needs of the Separate School Board.

#### 6.0 Open Space and Recreation

- 6.1 Neighbourhood recreation facilities will be located in each neighbourhood where possible on sites adjacent to junior public schools.
- 6.2 Community recreation facilities will be provided by the existing municipal indoor swimming pool located on McMurchy Avenue South and by the development of other facilities as may be determined by Council adjacent to the educational campus of Neighbourhood No. 8.
- 6.3 Where possible the Fletchers and Etobicoke Creek valleys and the schools and neighbourhood and community parks will be linked by a pedestrian and bicycle path network.

#### 7.0 Roads

- 7.1 The Brampton South Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 7).
- 7.2 In those neighbourhoods where collector roads are shown terminating at the municipal limits, it is intended that these roads will ultimately be extended to connect to a suitable class of roads in the adjacent municipalities.
- 7.3 To protect the arterial function of Steeles Avenue, McLaughlin Road South and Main Street South and the amenity of abutting residential development, these developments will normally have reversed frontages with special building setbacks, landscaping and screening.

Controlled access along arterial roads will be maintained for high density developments and the design of such development will attempt or strive to ensure that intensive (high volume) traffic will not be directed through low density residential use areas.

- 7.4 Residential development abutting Elgin Drive, Charolais Boulevard and McMurchy Avenue South will be subject to access control by restricting the number of private driveways and by requiring the use of a private driveway system to serve medium and high density development.
- 7.5 Certain intersection improvements and grade separations are shown on Plate 7. These required improvements will be borne in mind when considering development proposals in the area.

SECTION B. 2.0

SUB-SECTION B.2.5.

BRAMPTON EAST PLANNING DISTRICT

1.0 General Description

1.1 The Brampton East Planning District, comprising about 1,941 acres, is approximately 70 per cent developed. The greater portion of the undeveloped land is located east of Kennedy Road South and will be used for non-residential purposes. New residential development will be primarily in the form of medium and high density development. Under this plan the estimated population of the Planning District will increase from 16,100 to about 19,600 persons. The restrictions imposed upon the Planning District by the location of major arterial roads, future alignment of controlled access highways and adjacent commercial and industrial areas will direct attention to the probably southerly extension of the residential area.

1.2 The unorganized forms of earlier development will not permit the organization of the cohesive neighbourhoods found in other planning districts. However, the Brampton East Planning District will be considered for purposes of this plan to be organized into five neighbourhood units each served by an existing junior and public school.

2.0 Land Use Areas

2.1 Future land uses are shown on the "Land Use and Roads" plan (Plate 8, 9).

3.0 Residential Development Principles

3.1 Three residential density categories will be developed located as shown on the "Land Use and Roads" plan (Plate 8, 9).

3.2 Residential development in the low density areas will not exceed an average of 6.0 dwelling units per gross residential acre.

3.3 In neighbourhoods where areas of high density residential development abut areas of medium density residential development, the boundaries between the areas need not be observed, provided the maximum area devoted to each type does not exceed that shown on Table No. 1 below:

Table No 1

Maximum area of High and Medium Density Residential Development.

Density Category	NEIGHBOURHOOD					
	1a	1b	2	3	4	5
High	7.6	-	4.1	0.7	17.9	13.7
Medium	14.1	9.3	-	1.2	12.1	2.0

3.4 The area of medium density residential development located on the south side of Nanwood Drive in Neighbourhood No.3 will require an unique design solution in recognition of the adjacent uses, comprising low and high density residential and commercial uses; the restricted means of access; and the steep slopes of the terrain.

4.0 Commercial Uses

4.1 Community commercial uses will be provided by the existing plazas located at Main Street South and Nanwood Drive and at Main Street South and Steeles Avenue. The existing plaza at Main Street South and Nanwood Drive and the limited population growth proposed for the Planning District will limit the need for additional community commercial facilities west of Kennedy Road South.

4.2 The land designated for commercial purposes at the south-west corner of the intersection of Queen Street East and Heart Lake Road will function primarily at the Community level.

4.3 The community commercial designation located on the north-east corner of the Main Street South - Bartley Bull Parkway intersection will be reserved specifically for an office building.

4.4 The area lying north and west of Peel Memorial Hospital, including properties fronting on the south side of Queen Street East between the Etobicoke Creek Diversion and Treman Street, is intended to be redeveloped for specific community commercial uses. Uses permitted in this area will have low traffic generation characteristics and will, in the main, have a use related to Peel Memorial Hospital such as doctors' offices, clinics, supply outlets, etc. In addition, small retail and service outlets which serve the needs of nearby residents and office buildings will be permitted.



- 4.5 Neighbourhood commercial uses will be permitted on the sites designated for the purpose. Except for a single location, these uses already exist. The proposed Neighbourhood Commercial area located on the north-west corner of the intersection of Kennedy Road South and Steeles Avenue will serve the day-to-day needs of the surrounding residents. It will consist primarily of a convenience food store but may include two or three other small shops.
- 4.6 Highway Commercial uses will be permitted on the sites designated. No additional Highway Commercial uses will be permitted on properties fronting on Queen Street East. Highway Commercial uses fronting on Kennedy Road South will be retained or reserved specifically for automobile - oriented uses, not including automobile sales agencies. The Highway Commercial designation on the north-east corner of the intersection of Main Street South and Steeles Avenue will be reserved specifically for a hotel-motel complex, in addition to the existing automobile service station.
- 4.7 In the area designated Special Commercial on Plate 9, on Kennedy Road, only a retail household furniture and furnishings store, and furniture warehouse uses, including off-street parking facilities, shall be permitted as a commercial use. The commercial designation shall apply only to a portion of the existing building, and that portion of the building to be used for the proposed use is not to exceed a gross floor area of 32,000 square feet; and the abutting lands to the portion of the building are to be used for off-street parking, loading and unloading, signs and landscape purposes. (Gross floor area shall mean the area of all floors, including any floor area used for building maintenance, commercial facilities and storage purposes). However, off-street parking facilities required or to be used in conjunction with the proposed use may occupy those lands now designated as an Industrial Area without an amendment to this plan.

Council shall determine the maximum number of off-street parking spaces that shall be provided to satisfy the expected requirements of customers and employees. The location of parking areas shall be arranged in recognition of the convenience of customers and employees of the proposed commercial use. Further, where deemed necessary by Council, fencing, screening and landscaping will be provided as may be required.

To ensure that the development will be of high quality, the location of signs and advertising devices will be subject to controls as to location, size and illumination.

The location of access driveways onto Clarence Street shall be such so as to ensure that the traffic function of the street will not be affected unduly. To this end, Council may require that turning movements at driveways be restricted.

- 4.8 In the area designated Commercial on Plate 8 at the corner of Queen Street East and Trueman Street, the designation includes offices and stores. It is intended that the main floor of the commercial structure will be used for retail purposes and the second floor will be used for office uses only.

Council shall determine the minimum number of off-street parking spaces that shall be provided to satisfy the expected requirements of customers and employees. The location of parking areas shall be arranged in recognition of the convenience of customers and employees of the proposed commercial use. Further, where deemed necessary by Council, fencing, screening and landscaping will be provided as may be required.

To ensure that the development will be of a high quality, the location of signs and advertising devices will be subject to controls as to location, size and illumination.

The location of access driveways onto Trueman Street shall be such so as to ensure that the traffic function of the street will not be affected unduly. To this end, Council may require that turning movements at driveways be restricted.

#### 5.0 Industrial Uses

- 5.1 The existing concentrations of industrial uses fronting on the west side of Kennedy Road South will be retained and will be permitted to expand by the addition of new light industrial uses on any lands presently undeveloped.

Care shall be taken to ensure that, because of the Residential designations along the west side of Kennedy Road South, only those industrial with little or no air pollution or noise potential will be permitted to locate along the east side of Kennedy Road South.

- 5.2 The property owned by the Ministry of Transportation and Communication located on the west side of Kennedy Road South, south of Clarence Street has been designated for industrial use to permit redevelopment for light industrial uses. It is preferable that this property be included with that of the adjoining Provincial Court House, however, if the latter alternative is taken, no amendment to this plan will be required.

#### 6.0 Institutional Uses

- 6.1 The existing major institutional uses in the Brampton East Planning District, including Peel Memorial Hospital, St. Mary's Cemetery, the new Provincial

Court House, the nursing home on Kennedy Road South, and two churches in Neighbourhood 3, have been designated Institutional Uses. It is the intent of this designation that these uses be encouraged to continue. Any change to another use category will be permitted only by amendment to this plan.

- 6.2 The new Provincial Court House will be encouraged to extend its present land area by acquiring the adjacent property owned and occupied by the Ministry of Transportation and Communications, if and when it becomes available.

#### 7.0 Education Facilities

- 7.1 Existing junior public school facilities are considered adequate. Senior public school facilities will be provided in existing structures within the Planning District.

- 7.2 Separate school facilities will be provided by St. Francis Xavier Separate School.

- 7.3 Secondary school students will continue to use facilities located outside the Planning District, particularly in the South Planning District, while space is available there. It is expected that secondary school students from the East Planning District will then attend a new school that is proposed to be erected adjacent to the W.J. Fenton Vocational Secondary School.

#### 8.0 Open Space and Recreation

- 8.1 Due to the nature of existing development, the objective of providing neighbourhood park sites adjacent to junior public schools and to provide community recreation facilities within the planning district is not likely to be realized.

A similar situation exists with regard to the provision of passive recreation areas. Accordingly, Council will favour development proposals that minimize demands upon recreation facilities and will seek to provide additional land for recreation purposes outside the Planning District.

#### 9.0 Roads

- 9.1 The Brampton East Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 8, 9).

- 9.2 In those neighbourhoods where collector roads are shown terminating at the municipal limits, it is intended that these roads will ultimately be extended to connect to a suitable class of road in the adjacent former municipalities.
- 9.3 To protect the arterial function of Kennedy Road South and Main Street South and the amenity of abutting residential development, these developments will have reverse frontages with special building setbacks, landscaping and screening. Controlled access along arterial roads will be maintained for high density development and the design of such development will attempt or strive to ensure that intensive (high volume) traffic will not be directed through low density residential use areas.
- 9.4 Meadowland Drive will be extended as a collector road from Nanwood Drive to north of Clarence Street permitting the closing of Meadowland Gate.

The collector road designations of Davidson, Selby and Bramsteele Roads, and portions of Heart Lake Road will become effective upon the construction of proposed Highway #410.

- 9.5 Grade separations with the Canadian National Railway tracks at Centre Street South and Rutherford Road will be undertaken when traffic warrants construction.

The need for an intersection improvement at Clarence Street and Selby Road will be taken into account when considering development proposals in this area.

SECTION B 2.0

SUB-SECTION B 2.6

BRAMPTON CENTRAL PLANNING DISTRICT

1.0 General Principles

- 1.1 The Brampton Central Planning District, comprising about 496 acres, is almost fully developed. It contains the old core of the urban community comprising commercial and residential buildings that are in the main 50 to 75 years old. New development will be principally in the form of redevelopment projects under this plan. The existing estimated population of 4,750 persons will increase to about 9,700 persons.
- 1.2 The Brampton Central Planning District is organized into four neighbourhood units comprising the four quadrants defined by Main and Queen Streets but excluding the Commercial Core.

2.0 Land Use Designations

- 2.1 Future Land Uses are shown on the "Land Use and Roads" plan (Plate 10).

3.0 Residential Development Principles

- 3.1 Three residential density categories will be developed, located as shown on the "Land Use and Roads" plan (Plate 10).
- 3.2 New low density residential development in the low density areas will not exceed an average of 7.5 dwelling units per gross residential acre.
- 3.3 High density development will be permitted within the Central Area Commercial Area subject to the following criteria:
- (a) Residential development will be in the form of high-rise buildings which form part of a combined commercial/residential complex.
  - (b) the maximum number of dwelling units to be permitted will not exceed either 80 units per net acre or a floor space index of 1.75 and will be intended for occupancy principally by adults,
  - (c) the commercial portion of the project does not exceed a floor space index of 1.0,

- (d) each development will include appropriate on-site amenities, and
- (e) the site area will be of such dimensions as to ensure that the residential structure will not be adversely influenced by existing or future development proposals.

3.4 The conversion of existing large single family dwellings into two or more dwelling units will be permitted provided that acceptable standards of residential occupancy are maintained and that the low density residential area amenity does not suffer. When existing single family dwellings are no longer considered habitable, Council may permit the erection of a new replacement residential building comprising not more than 12 dwelling units per net residential acre.

3.5 In the general area designated for low density residential use in Neighbourhood 1a east of the C.P.R. tracks and east of the proposed extension to Mill Street North, low density residential development will not exceed an average of 7.5 dwelling units per gross residential acre. Further, sufficient berms and buffer zones are to be established between the proposed residential development and the railway facility in order to minimize the effects of pollution. No development shall occur on lands bordering Mains Creek because of flood and hazard characteristics, until the diversion is completed by the Credit Valley Conservation Authority.

3.6 Existing funeral homes located within residential low density designations will be permitted to remain, however, if these facilities cease to function, the site shall be returned to low density residential use.

3.7 In Neighbourhood 1a, land situated on the west side of Main Street North immediately south of Dale Avenue, and comprising all of Lot 4 and part of Lot 5, Registered Plan D-12, may be used as an art gallery in addition to the residential use. The residential character of the property is to be continued, by virtue of careful renovation and maintenance of the existing building; judicious use of landscaping; controlled use of signs; and the prohibition of outside storage of equipment or materials associated with the commercial undertakings.

Notwithstanding the above, sculptures or works of art may, however, be stored outside as part of the site landscaping. Commercial use of the floor space within the residential building will be restricted to no more than 70% of the total floor area of the building and further, to such uses as the display and exhibit of works of art.

Limited parking will be required for visitors and guests and will be provided in accordance with an implementing by-law. Any traffic which maybe generated by the commercial use will be limited as to volume and routes, and provision will be made for the widening of Main Street North in accordance with the future needs of the former Town of Brampton.

3.8 In Neighbourhood 1a, land situated on the north side of Church Street East, west of Thomas Street, and comprising Block M as shown on Plan No. BR-4 surveyed by Chisholm Miller O.L.S with an area of approximately 1.9 acres, may be used as a residence occupied by retarded persons, provided that the residence is licensed in accordance with the appropriate statutes and regulations and any additions or alterations to the existing residence are carried out so as to complement and preserve the architecture and character of the existing building.

#### 4.0 Commercial Uses

4.1 The area designated Central Area Commercial will provide sites for some regional retail and business service uses. In addition, this area will provide the location for community scale commercial facilities for the Central Planning District.

4.2 Additional commercial floor space in the central business district will be provided through the redevelopment of existing commercial and industrial lands on a more intensive basis. Low intensity uses, such as certain highway commercial uses will be discouraged from locating in the central business district.

4.3 Neighbourhood commercial facilities will be provided by existing uses and have been designated as such in anticipation that they will remain.

4.4 Highway commercial uses will be permitted on designated sites. Additional highway commercial uses will not be permitted on properties fronting on Main Street or Queen Street.

4.5 The Central Area Commercial designation indicated on the south side of John Street between Chapel Street and Mary Street, is provided specifically to recognize the existing facilities of Bell Canada. Any other use proposed for this site will require an amendment to this plan.

4.6 Off-street parking facilities for commercial uses will not be required within the Central Area Commercial area south of the Canadian National Railway right-of-way except for the lands situated at the north-east corner of the intersection of Queen Street West and Mill Street North.

Council will make arrangements for the provision of off-street parking facilities as a municipal responsibility or as a joint private - municipal venture in a manner deemed satisfactory to Council...

5.0 Industrial Uses

5.1 Industrial uses will be permitted in the areas designated for such purposes. Existing industrial uses not designated for such purposes will be permitted to remain but any redevelopment of these sites will take place in accordance with the designated land use.

6.0 Institutional Uses

6.1 The existing institutional uses in the Brampton Central Planning District have been designated Institutional.

Since these uses contribute in a large measure to the present character of the Central Business District, it is the intent of this designation that these uses will remain. Changes in use will be permitted only by amendment to this plan.

6.2 Except for the existing armoury, the Institutional designation indicated for land on the south side of Queen Street East, between Chapel Street and Mary Street, is intended primarily for municipal purposes.

7.0 Education Facilities

7.1 Existing public school facilities will be retained. If the residential development proposed by this plan is achieved within the Planning District, use of public school facilities in adjacent planning districts will be considered.

7.2 Secondary School students in the Brampton Central Planning District will attend one of the secondary schools located outside of the Planning District.

7.3 Separate school students in the Brampton Central Planning District will continue to attend St. Mary's Separate School.

8.0 Open Space and Recreation

8.1 Because of the intensity of development in the Central Planning District, few sites for neighbourhood and community recreation facilities will be



provided within the Planning District. The deficiency will be resolved, by more intensive use of the existing sites within and adjacent to the Planning District as well as use of the valley lands of the Etobicoke Creek.

9.0 Roads

9.1 The Brampton Central Planning District will be provided with a system of arterial and collector roads as indicated on the Land Use and Roads Plan (Plate 10).

9.2 To ensure the ease of movement of traffic and to protect the amenity of residential development along Vodden Street, Queen Street, Clarence Street, McMurchy Avenue and Main Street, these developments will be subject to access control, special building setbacks and landscaping and screening.

9.3 It is the intent of Municipal Council to establish a building setback within the Central Area Commercial area on Main Street North and South, and on Queen Street West and East to permit the construction of adequate pedestrian and motor vehicle facilities. The building setback need not be a uniform line and may vary as determined by Council.

9.4 Since the location of the proposed collector road adjacent to the west bank of the Etobicoke Creek, between Vodden Street and Church Street East, traverses a flood plain its design and construction will be dependent upon extremely detailed engineering and conservation considerations and Council may relocate this road facility to connect with Union Street without the need to amend this plan.

9.5 Certain intersection improvements and grade separations are shown on Plate 10. These required improvements will be borne in mind when considering development proposals in the area.

SECTION B.2.0

SUB-SECTION B.2.7

1.0 Implementation

Not all land use areas shown on the District Land Use and Roads Plan (Plates 5 - 10) will be zoned immediately for their ultimate use. Certain areas designated for specific land uses will be zoned under a development or similar zoning category or for their existing use in order to delay their development until services and community facilities are adequate. Care will be taken to ensure that these uses do not have an adverse effect upon adjacent uses and will not jeopardize their future development in conformity with this plan. When a proposal is received which is deemed suitable by Council and which is in accordance with the policies and designations in this plan, the interim zoning may be removed by amending the zoning by-law and replacing it with an appropriate zoning category.

## CHAPTER B2

This Chapter is concerned with lands located in part of Lot 6, Concession 1, E.H.S., and more particularly part of Lots 19-27 inclusive, 31 and 32, Registered Plan Br-2 City of Brampton, Regional Municipality of Peel. The purpose of this Chapter is to designate certain lands as high-density residential and to establish principles to provide for the subsequent development of a senior citizen high-rise apartment building.

Part A, consisting of the following text and the attached map Plate 10 constitutes Chapter B2 of the Consolidated Official Plan of the City of Brampton Planning area.

### PART A

#### 1.0 Definitions

1.1 Residential Area shall mean that the predominant use of the land is for dwellings of various types, and shall include single-family detached dwelling units as well as multi-family, multi-storey dwelling structures. Similar types of dwellings shall be located together rather than indiscriminately mixing the various types. The designation of a Residential Area need not prevent some land being used for other, accessory purposes, provided that these purposes are compatible to dwellings and their location in a Residential Area is necessary to serve the surrounding dwellings. Furthermore, these uses shall in no way contribute to the depreciation and deterioration of the value and amenity of the area for dwellings. To this end precautions shall be taken by imposing standards on how the land may be used to protect the value and amenity of the area for Residential use. This exception to permit other accessory uses of land does not include any Commercial or Industrial uses of land that may be interpreted as being compatible to dwellings or necessary to serve the dwellings unless defined within the scope of the residential development principles.

1.2 Floor space index (F.S.I.) shall mean the ratio of the gross floor area of the residential building to the net lot area.

1.3 Gross floor area (G.F.A.) shall mean the area of all floors excluding any floor area used for building maintenance communal recreation and service facilities.

#### 2.0 Land Use

2.1 The land use classification of lands shown on Plate 10 shall be designated as a High Density Residential Area.

3.0 Development Principles

- 3.1 Development will proceed only when City Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks, and electric energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- 3.2 Within the area which is the subject of this Chapter only a senior citizen high-rise apartment building and accessory uses shall be permitted as a residential use.
- 3.3 Council shall determine the maximum number of dwelling units that may be permitted, and in no event shall the floor space index exceed 1.3.
- 3.4 The development of the lands with which this Chapter is concerned shall be in accordance with the following principles:
  - 3.4.1 The development shall not pre-empt the capacity of existing and future service facilities (i.e. road, sanitary and storm sewer, water supply, parks and recreation, and schools) which would thereby impede the development and/or re-development of nearby lands.
  - 3.4.2 In recognizing the importance of the abutting local roads, namely Scott Street and Maple Avenue, the location of access driveways shall be subject to controls, to ensure that the traffic function of these streets will not be affected unduly.
  - 3.4.3 The location and siting of buildings and parking areas shall be arranged to minimize the loss of amenity that may be suffered by the residential development located adjacent to the subject lands. Accordingly, where deemed necessary by Council, fencing, screening and landscaping of open space will be required to ensure the safety, privacy and amenity of the occupants of abutting residential lands, as well as the future occupants of this development.
  - 3.4.4 A usable private open space and recreation area shall be provided for the residential development in such a quantity and quality that is acceptable to Council.
  - 3.4.5 The design of the development shall recognize the close proximity of primary rail facilities, and ensure the provision of adequate sound proofing. Suitable noise control features in both the indoor and outdoor use areas of this proposed development must be determined and attained to the satisfaction of the Ministry of the Environment.

3.4.6 The design of the development must be of a high quality. The following criteria will be used to evaluate the development:

- (a) The provision of parking to satisfy the expected requirements of the occupants, visitors and guests.
- (b) The provision of recreation and other similar facilities.
- (c) The provision of pedestrian facilities.

With reference to Sub-Section 3.4.6 (c) it is the intention of Council to make provision for improved pedestrian facilities (at the end of Maple Street) for access to the park area, commonly known as Rosalea Park.

3.4.7 Council will ensure that adequate setbacks will be established and maintained to provide for the general amenity of existing and future residents of the area.

#### 4.0 Implementation

4.1 Chapter B2 will be implemented by an appropriate amendment to the restricted area by-law in such a form which will impose the appropriate zoning classification and regulations in conformity with the development principles.

4.2 Council will enter into an agreement incorporating various aspects of site and building design not implemented by the zoning by-law including financial and other such matters, as deemed necessary by Council.

#### 5.0 Interpretation

5.1 The boundaries between classes of land use designated on Plate 10 are general only and are not intended to define the exact limits of each such class. It is intended therefore that minor adjustments may be made to these boundaries for the purpose of any by-law to implement Plate 10 without the necessity of making formal amendment to the Official Plan. Other than such minor changes as these, it is intended that no area or district shall be created that does not conform with Plate 10.

All numerical figures on Plate 10 should not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated, in so far as the spirit and intent of the Chapter is maintained.

5.2 The provisions of the Official Plan, as amended from time to time with respect to the interpretation of policies of this Chapter, shall apply to this Chapter

5.3 Further, where reference is made to Plate 10, in Chapter B2, the policies of Chapter B2 apply only to those lands indicated on Plate 10 as being the lands subject to policies contained in Chapter B2.

## CHAPTER B3

### 1.0 Introduction

The purpose of this Chapter is to add to the Official Plan a policy to conserve and rehabilitate the existing and future residential, non-residential and vacant property in order to encourage the development and maintenance of a safe orderly community environment.

The policies of this Chapter apply to the entire area of the former Town of Brampton Planning Area. (See Plate 1(a) ).

### 2.0 Policies

All existing and future residential and non-residential properties in the former Town of Brampton Planning Area shall conform to the property maintenance and occupancy standards prescribed by a by-law or by-laws enacted under Section 36 of The Planning Act, (R.S.O. 1970) as amended.

This by-law or by-laws regarding standards for maintenance and occupancy shall contain requirements so that the

2.1 Existing housing stock be maintained and conserved,

2.2 Living and working conditions in the community are safe,

2.3 Environmental blight be reduced or prevented,

2.4 City be able to deal with certain problem areas by providing the City with qualifications for various government programs,

2.5 Problems may be dealt with by an appropriate administration.

### 3.0 Implementation

The policies of property maintenance outlined in Part B shall be implemented accordingly:

3.1 A Maintenance and Occupancy Standards By-law will be adopted pursuant to Section 36 of The Planning Act setting forth appropriate standards for all properties within the former Town of Brampton Planning Area, not part of the City of Brampton Planning Area.

3.2 The standards prescribed in the By-law will be reviewed periodically by the Property Standards Committee and amended to reflect current problems and local experience and to add in the maintenance of and improvement of property.

3.3 The enforcement of the minimum standards will not only apply to private properties. The City will maintain all municipally owned properties and structures according to the applicable standards, Municipal services such as roads, sidewalks, water and sewage facilities will be maintained in good repair.

4.0 Administration

A Property Standards Officer shall be appointed and a Property Standards Committee established as provided for in Section 36 of The Ontario Planning Act.



**Part C**  
**Section C**

## SECTION C

### CHAPTER C1

The predominant use of land in the former Township of Chinguacousy is agricultural at present with a scattering of rural hamlets and some summer cottages. (See Plate 1a, 1, 2)

The former Township of Chinguacousy has no available sources of water and those now drawn on by the former Town of Brampton indicate that they will be strained to provide for the normal expansion of that Town.

In addition to the absence of a suitable water supply, the flat clay plain lying around the former Town of Brampton presents a major drainage problem for any contemplated urban use. The costly diversion and deepening of the Etobicoke Creek in the former Town of Brampton provides an example which, while necessary for Brampton, the former Township wishes to avoid at all costs.

The construction of storm sewers and the long connections to an outlet required for any urban scheme would be prohibitive in cost for the former Township, and in fact, for any developer. It is important that anyone contemplating development should be forewarned of the impracticability of providing ordinary drainage except for farm purposes.

While there are pressures for housing due to the adjacent industrial development, there are other adjacent areas in which the necessary urban services can be more readily provided.

In view of all of these circumstances and after careful study of the problems presented, the whole of the former Township of Chinguacousy is hereby designated as a rural area in which the density of the population shall be such that it will not require the provision by the municipality of a public water supply, storm or sanitary sewerage.

No urban development in any form will be undertaken under conditions as they now exist.

Some hamlets are now expanding through the construction of suburban homes and new school accommodation for these is imperative. Immediate steps shall be taken to set these hamlets up as police villages with a view to incorporation later so that these school costs may be assessed locally rather than against farms of the former Township at large.

## CHAPTER C2

### 1.0 Purpose

This Chapter of the Official Plan is intended to fulfill the following objects:

- (a) Permit urbanization in a part of the former Township of Chinguacousy.  
(See Plate 1a, 1, 2, 27)
- (b) Define the area within which urbanization will be permitted.
- (c) Organize this area as to land use, roads system, water supply and sewage disposal.
- (d) Regulate the sequence and rate of urban growth.
- (e) Guide the Council of the City of Brampton in exercising the powers conferred on them by the Planning Act, R.S.O. 1970 as amended, the Municipal Act, and the Regional Municipality of Peel Act in relation to the development of the former Township of Chinguacousy.
- (f) Protect the present residents against any adverse effects of urbanization.

### 2.0 Proposals

#### 2.1 Land Use

##### 2.1.1 Residential

The land use classification termed residential refers to those areas meant to contain dwellings and such other uses as may be construed to:

1. In no way reduce the value or amenity of the area for dwellings;
2. Be compatible with dwellings, and
3. Be located in the area because such a location is necessary for their serving the dwellings around them.

In short, at all times within a residential area, the interests of the dwellings are to be paramount.

Since the pattern of residential areas is based on the neighbourhood unit, those uses considered ancillary to residential areas are set down by neighbourhoods in Table One attached hereto.

The neighbourhood unit is that area served by one elementary school, the boundaries of the neighbourhood coinciding as nearly as possible with the service area of the school. These boundaries are to be formed wherever possible by natural features such as ravines or by primary and secondary roads carrying through traffic past the unit. The neighbourhood commercial

figure shown in the table is an indication of the probable area of retail floor space which will have to be provided to meet the needs of that neighbourhood; the location of these commercial facilities will be determined in implementing the plan at the subdivision draft plan level. The neighbourhood park location also is left until the subdivision plan stage but it is here emphasized that it will be preferable to have this park next to the school so as to increase its usefulness as a playground and since the area it is to serve is to coincide approximately with that of the school.

### 2.1.2. Commercial

The land use classification termed commercial shall mean that the areas so designated are intended for commerce which is defined as the buying and selling of goods and services and offices. This classification need not prohibit other uses provided that the location of such uses in a commercial area are warranted and in conjunction with commercial uses, are compatible to commercial uses and, will in no way detract, hinder or prevent the area being used for sound and proper commercial development.

Two categories of commercial areas are proposed:

Firstly at a neighbourhood scale, the location of which has been left for consideration during the detailed planning of each neighbourhood at the draft plan of subdivision stage. It is further intended that each neighbourhood commercial area shall be designed as a shopping centre to form a group of stores rather than the stores being scattered throughout the neighbourhood. Table 1 sets out the probable area of retail floor space which will have to be provided to meet the needs of that neighbourhood.

Secondly, at a community scale called community commercial centres, it is intended that these centres serve a wide area of several neighbourhoods, and shall be located next to other uses serving a similar area namely the community park and high school. Two such community commercial centres are planned. To fulfill the community commercial requirements the community shopping centre should be of a size on the basis of 3.4 square feet of retail floor space per person in the community together with adequate off-street parking.

### 2.1.3 Industrial

The land use classification termed industrial refers to those areas meant to be devoted to industry; that is, manufacturing, extracting and processing raw materials, work-shops and material storage, plus such other uses as may be deemed to serve industry and whose location in an industrial area is warranted and which will not detract in any way from the area being used for sound industrial undertakings.

Two industrial areas have been plotted; one along the C.P.R. line and Highway 10, the other along the C.N.R. line and the projected Brampton to Malton Road.

## 2.2 Recreational

### 2.2.1 Greenbelt

The land use classification termed Greenbelt refers to those areas intended for conservation or recreation and includes such lands as valley bottoms and those along the creeks and streams, as follows:

1. Following the West Branch of the Etobicoke Creek, from the north-easterly limits of this Chapter to the former Brampton Town limits and to include the creek's flood plain entirely, plus such parts of the river valley banks that are not needed to form residential building lots.

Provided that, while residential development will be permitted along parts of the river valley banks, the changes in land form or removal of trees necessary to permit such construction will in no way interfere with the creek's natural flood plain, or interfere with the natural flow of water, or cause erosion of the river valley banks, so as to maintain the river valley plain and adjoining banks in its natural state as far as possible.

2. Following the East Branch of the Etobicoke Creek from Highway Number 7 southeast to the former Town Line and to include the creek's flood plain entirely plus such parts of the river valley banks that are not needed to form residential building lots.

Provided that, while residential development will be permitted along parts of the river valley banks the changes in land form or removal of trees necessary to permit such construction will in no way interfere with the creeks's natural flood plain, or interfere with the natural flow of water, or cause erosion of the river valley banks, so as to maintain the river valley plain and adjoining banks in its natural state as far as possible.

3. Around Heart Lake in order to ensure that urban development does not encroach upon the lake and to preserve these lands for conservation and public recreation. The boundary of this area is as shown on Plate 1 and 2.

The eastern boundary of the area controlled by this Chapter has been plotted to fall west of the ridge of rough land lying along the watershed boundary between the east and west branches of the Etobicoke Creek. Although this land is outside the limits of this chapter, it is intended that this natural barrier will act as a boundary to urban development. To fulfill such a function it must be protected from development.

That part of the above noted ridge of woods and gulleys and quarries which does fall within residential use areas shall be for greenbelt uses. The precise boundaries are to be determined in a future detailed area study and shall be based on the aim of preserving the existing woods and ravines.

### 2.2.2 Public Open Space

The public open space classification shall mean that those areas so designated are intended for use by the public for open-air recreation. Any structure on any such land shall be for uses which are related and subordinate to the open-air recreation aspect.

Two categories of public open space are planned, one at a neighbourhood scale and one at a community scale. The location of neighbourhood parks has been left for consideration during the detailed planning of each neighbourhood at the draft plan level. The community park is meant to serve a wide area and shall be located next to other uses serving a similar area, namely, the commercial centre and the secondary school. Two such parks are planned. To fulfill its community recreation function, the community park shall be sized on the basis of 0.5 acre per 1,000 persons.

### 2.3 Roads

The following categories of roads according to traffic load are established:

- (a) Provincial Highways to have rights-of-way of 120 feet vehicular access limited and residential frontage prohibited.
- (b) Primary roads with rights-of-way of 100 feet, vehicular access limited and residential frontage prohibited.
- (c) Secondary or major collector roads and all industrial roads to have 86 feet rights-of-way.
- (d) Tertiary or neighbourhood collector roads to have rights-of-way of 66 feet.

Two special conditions exist requiring treatment different from the above categories; namely, the Brampton By-pass which while not a provincial highway, functions as such and therefore, shall have a right-of-way width of 120 feet, and the First and Third Lines East which when Highway 401 is in use will be the main routes north and therefore, in addition to 100 foot rights-of-way shall require additional building set-back requirements within the land use control by-law.

The location of the roads which will run along existing rights-of-way will remain fixed although rights-of-way widths will change in accordance with the above categories. The major collector road and all the roads in industrial

areas shall be located as precisely as possible having regard to Plate 27. The location of the tertiary roads of the neighbourhood collector system is intended as a proposal only to indicate a desirable road pattern, and are subject to change when further information is available at the subdivision draft plan level, but such change will not require an amendment to the Official Plan.

The symbol "TRAFFIC STUDY" on the Roads Plate 27 is intended to indicate probable critical intersections where interchange treatment may be required in the future. Land about these intersections should be treated at the subdivision draft plan level according to surveys to establish whether land should be reserved for interchanges.

#### 2.4 Sewers and Water

For the first stages of urban development the West Branch of the Etobicoke Creek will be the sole receiver of treated effluent. The capability of the creek to receive such sewage from extensive urban development is limited by the volume of water flowing in it and by the degree of treatment the sewage receives. From consideration of these and other limiting factors it is recognized that when in the opinion of the Ministry of the Environment the total sewered area of both the former Town of Brampton and the former Township of Chinguacousy is populated to the extent that pollution of the Etobicoke Creek in excess of permissible standards will result, the municipality, in conjunction with others in the servicing area, will have to provide a piped outlet for the treated effluent into another approved body of water, preferably Lake Ontario. It is believed at this time that this limit will be reached when the total sewage from both residential and industrial uses is equivalent to the sewage resulting from a population of approximately 40,000.

Sewage treatment facilities will have to be built before urbanization takes place. The design and construction of these and additional facilities required as development spreads will be based on the object of working in conjunction with the former Town of Brampton and Ministry of the Environment.

For the first stages of development the water supply will be from wells tapping the underground water-bearing formations mentioned previously. Since at the present time these sources are largely unexplored and may not be sufficient for the ultimate population and industry of the area in which urbanization is to be allowed by this Chapter, the municipality may have to secure an additional source, possibly Lake Ontario.

If the underground sources of water prove inadequate, the former Township will undertake to develop a further adequate supply even if this entails the expense of a pipeline to Lake Ontario.

To ensure retaining the natural course of surface water run-off, watercourses shall be protected by easements set aside at the draft plan of subdivision stage.

## 2.5 Staging

A staging program is established with the following objects:

1. To time the spread of urbanization according to the ability of the former Township to absorb it satisfactorily and without harm to the former Township or to the Region.
2. To ensure that the effects of urbanization on the Municipality and the Region can be observed at all times so that should the effects prove adverse to either, any remedial action that may be necessary can be taken.
3. To guide urbanization according to an overall program of roads, water supply, and sanitary sewers, so that servicing will be economical, urban use will not be scattered throughout the area and, should development halt at any time, that which has been built will form a self-sufficient unit.

The implementing of these intentions is as follows:

The lands to be urbanized are divided into two development areas, i.e. (a) the areas outlined on Plate 27 called Primary Development Areas (P) and, (b) the areas outlined on Plate called Secondary Development Areas (S). It is to be noted that all industrial lands are included in the Primary Development Area.

### 2.5.1 Primary Development Area (P)

1. Within the Primary Development Area this area has been divided into stages with each residential neighbourhood given a staging number as shown on Plate 27. The spread of development is to follow this progression. All industrial lands are included within the first stage of development.
2. Development is to be allowed to proceed simultaneously in the northwest and southeast areas of the plan, therefore, each phase is subdivided into two parts, "A" and "B" of each phase. They are not interdependent, nor will the two concurrent series of stages necessarily be concurrent in time of development.

For example, Stage 1 (a) may be permitted to proceed prior to Stage 1 (b) and Stage 4 (a) may be permitted to proceed prior to Stage 3 (b), provided always that other requirements have been met.



3. No stage will be released for development until its water supply and distribution system, and its sanitary sewers and sewage treatment have been ensured in a manner satisfactory to all interested parties.
4. The release of any stage will depend on the approval of both the Council of the City of Brampton and the Minister of Housing for Ontario.
5. After the implementation of each stage of development, surveys shall be made to establish the impact of that stage on the former Township and on the Region in terms of administrative facilities, tax rate, transportation, water sources, sewage disposal and education. In particular, after the implementation of Stage 1, the following factors shall be considered before further development will be allowed:

(a) Water Supply

Water supply by means of wells may not be sufficient to serve the ultimate population and industry included in the urban area in the Official Plan. Eventually it will be necessary to secure an additional source of water which is likely to be Lake Ontario. The former Township will undertake to develop as it becomes necessary, an adequate supply of water even if it entails the expense of a pipe line to Lake Ontario.

(b) Sewage Disposal

In regard to the disposal of sewage effluent into the Etobicoke Creek, when the total population of the sewered area of both the former Town of Brampton and the former Township of Chinguacousy reaches a point where the Ministry of the Environment considers that pollution of the Etobicoke Creek in excess of the permissible standards will result from the effluent, it will be necessary for the municipalities to provide a piped outlet for the treated effluent into another approved body of water, preferably Lake Ontario. It is recognized that this is likely to be necessary when the total volume of sewage from both residential and industrial areas is equivalent to that created by a population of approximately 40,000.

This question shall be considered before each stage of development is begun as long as the Etobicoke Creek is the only receiver of effluent for the area or as long as the underground formations southeast of Heart Lake are the only major water sources for the area.

2.5.2. Secondary Development Area

It is not possible to calculate the stages for the Secondary Development Areas at this time. Therefore, it is intended that no plans of subdivision for development in this area will be approved, until a staging program has been formulated by the Council and such staging program has been incorporated

into the Official Plan by formal amendment under The Planning Act, R.S.O. 1970, as amended. When such a staging program has been formulated, the conditions for release of stages as set under the Primary Development Areas will apply.

### 3.0 Intent

This text and attached Plate 1, 2, and 27 shall comprise part of the Official Plan of the City of Brampton Planning Area in order to allow urban development to take place within a prescribed part of the former Township, now part of the City of Brampton.

In addition, it is intended as a statement of policy to guide Council in the exercise of their powers in respect to development in the former Township.

Finally, it is intended as a framework within which successive, detailed planning steps will be taken as the spread of urbanization warrants.

The boundaries between different land use designation are general only, except in the case of roads, railways and other physical barriers. It is intended therefore that minor adjustments may be made to the boundaries without a formal amendment as long as the general intent and purpose of the Official Plan are maintained.

It is also intended that the location of roads in the plan be considered approximate, and minor adjustments may be made as long as the general intent and purpose of the plan are maintained. It is furthermore intended that all numerical standards and quantities occurring in the plan be considered as general only and not as absolute. Amendments to this plan will not be required for any small variances from any of the proposed figures that may be caused by implementation of the policies expressed in the plan, as long as the general intent of the plan is maintained.

### 4.0 Implementation

This plan will be implemented by private capital and public funds, guided by:

1. The former Township's policies concerning public works, schools and public recreation facilities.
2. The passing of Township By-laws controlling the use of land and the character, location and use of buildings and structures.
3. The powers of subdivision control given Council by the Planning Act, R.S.O. 1970, as amended.

TABLE 1

<u>Neighbourhood</u>	<u>Acres</u>	<u>Population</u>	<u>Commercial</u>	<u>Classrooms</u>	<u>Park</u>
1a	170	3400	18.0	16	8.5
2a	95	1900	10.0	9	4.8
3a	140	2800	15.0	13	7.0
4a	115	2300	12.0	6	5.8
5a	110	2200	11.6	10	5.5
6a	100	2000	10.5	10	5.0
7a	200	4000	21.2	19	10.0
8a	200	4000	21.2	19	10.0
1b	170	3400	18.0	16	8.5
2b	125	2500	13.2	12	6.3
3b	215	4300	22.8	20	10.8
4b	260	5200	27.5	24	13.0
5b	125	2500	13.2	12	6.3
6b	120	2400	12.7	11	6.0
7b	180	3600	19.0	17	9.0
8b	175	3500	18.5	16	8.8

The above table is intended only as an indication of the probable future neighbourhood requirements, not as a standard to be met. "Acres" are the gross acres in the neighbourhood. "Population" is the product of the area and the assumed density. The average density for residential neighbourhoods has been taken as twenty persons per acre. This is not to imply that every neighbourhood will reflect this figure. Higher densities will be encouraged in areas near the community core, lower densities will be encouraged in areas suited to large, single-family lots.

The neighbourhood commercial figure is in thousands of square feet of retail floor area; it is based on 5.3 square feet per person.

The neighbourhood park figure is in acres; it is based on 2.5 acres per 1000 persons.

The classroom figure refers to public elementary schools only. It is based on .16 of the population being of public elementary school age and 35 pupils per classroom.

## CHAPTER C3

This Chapter consists of the text and Plate 1, 2, 11, 12, and 27 attached. The text is composed of four parts as follows:

- 1.0 Highway Commercial
- 2.0 Service Station Policy in Residential Areas
- 3.0 Amendment to Phasing. (Part of Phase 8 to Phase 2)
- 4.0 Residential to Industrial

### 1.0 Highway Commercial

The purpose of this portion of Chapter C3 is to provide for Highway Commercial development of certain highway properties in the former Township of Chinguacousy.

There is a continuing demand for gas stations, restaurants, motels and other similar highway uses along major highways catering primarily to the passing motorist. The former Township recognizes the need for such uses. It is difficult, expensive and time consuming to process an Official Plan Amendment for each particular request. At the same time it is difficult to set aside definite areas in which such uses may be permitted. Therefore, the only manner under which these uses can be administratively handled satisfactorily, assuming that Council is satisfied as to each application, is by means of a "floating" Highway Commercial policy. Such a policy will enable individual cases to be considered and permitted without the necessity of amending the Official Plan for each case, provided that such cases are located and developed in accordance with a laid down set of principles. The Zoning By-law will continue to be amended for each case but only after the site has been approved in accordance with these principles. This Chapter therefore, is to establish a policy for Highway Commercial and the principles that govern the location of such uses, and the highways to which the policy shall apply.

The following policy is to be added to the Official Plan:

#### 1.1 Development Policy for Highway Commercial under this Part

Highway Commercial shall be deemed to be those commercial uses which can be regarded a suitable and accessory uses along the highways, catering primarily to through traffic trade, a large portion of which will be tourist trade during summer months.

Therefore, this section provides for highway amenities such as Motels, Drive-in Restaurants, Automobile Service Stations, Retail Fruit and Vegetable outlets, Dairy Bars, and other similar uses that depend upon the passing motorist, but does not include general retail stores or shopping centres.

This policy shall apply to the highways listed below, but only to those portions of these highways that pass through the Rural Area of the former Township, i.e. excluding the Urban Area as designated in Chapter C2 and only in accordance with the Development Policy set out below.

Highway Number 7, both sides

Highway Number 10, both sides

The Highway Commercial uses as defined above may be permitted on those portions of Highways listed above provided that they be located and developed in accordance with the following:

- (a) It is intended that upon the development of lands for Highway Commercial purposes, no burden shall be imposed upon the former Township for the provision of Municipal Services or maintenance of these commercial areas.
- (b) It is intended to encourage this type of development only into groups so that the various uses be located together to form well planned integrated commercial centres, as opposed to ribbon or strip type of commercial development.
- (c) Suitability of the site in relation to the traffic flow and whether the proposed use causes any traffic hazards.
- (d) The site is not located on a curve in the road or where the road gradient is such that any ingress and egress points to the site will create any hazard.
- (e) Ingress and egress points shall be limited in number and designed in a manner which will minimize the danger to vehicular and pedestrian traffic on the Highway. The design of these ingress and egress points must be acceptable to the Ministry of Transportation and Communications.
- (f) The consideration of the surrounding land use; the proposed Highway Commercial use should be compatible with the adjacent land use and provisions made to protect adjacent land uses.
- (g) That the site and the development will be able to conform to the standards for Highway Commercial uses in the Zoning By-law.

- (h) That the development will not prejudice the financial situation of the former Township, or prejudice the Ministry of Transportation and Communications in its consideration of the proposal.

When any application for the division of land under The Planning Act, R.S.O. 1970, as amended is requested for the purposes of developing a Highway Commercial use, then the above principles governing location and development shall be satisfied before the division is granted.

No specific sites will be designated for Highway Commercial uses, and no amendment to the Official Plan will be required for the establishment of a Highway Commercial use, provided that the principles governing location and development as stated above are adhered to. A land use classification Highway Commercial will be established in the Zoning By-law including necessary standards for such use. However, the By-law will not designate a parcel of land for Highway Commercial use except when an application is made for such use and such site has been approved in accordance with the above principles governing location and development. In each instance each application will be considered in accordance with the above principles and then the By-law amended accordingly to permit such development. As part of the consideration of each application and before the By-law is amended, a public meeting will be held to give the local surrounding ratepayers an opportunity to review the application and voice their opinions.

## 2.0 Service Station Policy in Residential Areas

Today, within residential areas, some gasoline service stations are being developed apart from the general commercial or shopping centres. There are instances where the service station is on its own with no other commercial use in the vicinity and need not be integrated with other commercial uses to carry out the service to the residential area. It is extremely difficult and impractical to set aside sites for such uses within the Official Plan ahead of time. Similarly it is difficult, expensive, and time consuming to amend the Official Plan for each service station when it is required. Therefore, it is necessary to have a "floating" policy for gas stations within residential areas to permit their development when deemed appropriate without the necessity of amending the Official Plan for each instance. This Chapter proposes a policy for permitting gas stations in residential areas under certain principles and conditions.

The following policy is added to the Official Plan:

### 2.1 Policy for Gasoline Service Stations in Residential Areas

The purpose of this portion of the Chapter is to provide for a gas station policy within residential areas.

This policy is to apply to residential areas only.

This policy is to apply to service stations that are not located within a general commercial area or shopping centre.

Gasoline service stations may be permitted in residential areas provided that they can be located and developed in accordance with the following principles:

- (a) The traffic flow on any street shall be examined at any particular point and shall be found not to be excessive to the extent that the development of a gas station at that point would give rise to serious congestion or danger to vehicular or pedestrian traffic;
- (b) The road grade adjacent to any particular site shall not be in excess of 2% for a distance of 500 feet in any direction;
- (c) The site will not be permitted on any curve of the road. An intersection of two roads shall not be considered to be a curve;
- (d) Sites will not be permitted adjacent or opposite to school property;
- (e) Each lot shall be large enough to permit proper siting of the building and gas pumps and the lot shall be as nearly rectangular as possible;
- (f) In respect of any site, it shall be possible to apply the relevant standards of the Restricted Area By-law for gasoline service stations;
- (g) Access points to each site shall be limited in number and designed in a manner which will minimize the danger to vehicular and pedestrian traffic in the immediate area;
- (h) Adequate buffering shall be provided on the site between the development and adjacent residential properties. Such buffering may include the provision of grass strips and appropriate planting of trees and shrubs;
- (i) Sites will be permitted only on major roads and will not be allowed in areas where the amenity of a residential neighbourhood would be adversely affected. Major roads are considered to be King's Highways, Concessions Roads and major collector streets within the residential neighbourhoods.

No specific sites will be designated for gasoline service stations in the Official Plan and no amendment to the Official Plan will be required for the establishment of gasoline service station, provided that the principles governing location and development as stated above are adhered to. However, the Zoning By-law will designate gasoline service station sites,

but will not designate any particular parcel of land for a gasoline service station until an application is made for such use and the site has been approved in accordance with the above principles governing location and development. In each instance each application will be considered in accordance with the above principles and then the By-law amended accordingly to permit such development. As part of the consideration of each application, and before the By-law is amended, a public hearing will be held to give the local surrounding ratepayers an opportunity to review the application and voice their opinion.

3.0 Amendment to Phasing - Part of Phase #8 to Phase #2

The purpose of this portion of the Chapter is to provide for the extension of Phase #2, to include certain lands at present included under Chapter C2 within Phase #8.

The overall concept of the Bramalea Development Plan, logically takes into consideration the living requirements of the different family groups which make up the population of an urban and suburban area. In order to meet the needs of this population, it will be necessary to produce a variety of house-types and dwelling units which will differ from one to another in the matter of individuality, size, price, density of lot area, and standards of Municipal facilities.

In Phase #2 of the Bramalea Development Plan, it is intended that provisions be made for the lower density type of development together with the higher valued home.

The lands most suitable for this type of development, and which can readily be serviced with municipal services, are located north of Highway Number 7 in Phase #8 of the Phasing.

This section of Chapter C3 proposes to amend the phasing program to permit those lands shown on Plate 27 attached hereto to be developed and form part of the Phasing #2.

The Amendment

The area on the attached Plate 27 is amended from Phase #8 of the Official Plan as set out in Chapter C2 and included in Phase #2.

4.0 Residential to Industrial

The purpose of this portion of the Chapter is to change the land use of certain lands lying to the east of the former Town of Brampton, north and south of Highway Number 7 from their present Residential category to Industrial.



These lands at the time of writing of Chapter C2 were considered suitable for residential purposes, however after further consideration and as a result of interest by prospective industrialists, it is the firm opinion of Council that these lands should be used for show-case industrial and also to extend the industrial development already established on the south.

Policy

The lands on either side of Number 7 Highway and to the east of Brampton on Lots 4 and 5 Concession 3 East as more fully shown on the attached Plate 11 and 12 are changed from residential to industrial. It is desirable that the lands fronting on Highway Number 7 be developed with prestige industry.

CHAPTER C4

1.0 Purpose and Location

The purpose of this Chapter is to change the land use designation of Lot 1, Concession 5 East from "Rural" to "Industrial".

See Plate 15 and 16.

2.0 Implementation

The restricted area By-law which implements the Official Plan will be amended upon the approval of this Chapter to zone the subject lands as Industrial.

3.0 Interpretation

The provisions of the Official Plan as amended from time to time regarding the interpretation of that plan, shall apply in regard to this Chapter.

CHAPTER C5

1.0 Purpose and Location

The purpose of this Chapter is to provide for the enlargement of the Shopping Centre facilities presently serving the Bramalea Residential Areas Numbers 1 and 2. (See Plate 13, 14)

2.0 Description of Lands

Blocks G, H & I - Plan 613

South side of Avondale, opposite existing Shopping Centre

Present Land Use: Residential

Proposed: Commercial

Adjacent Land Use:

South --- Industrial

West --- Greenbelt

East --- Residential

## CHAPTER C6

### 1.0 Purpose

The purpose of this Chapter is to combine neighbourhoods 3a, 4a, and part of 5a as outlined on the attached Plate 27 so that this area can be developed as one neighbourhood unit which shall be known as neighbourhood 3a.

### 2.0 Location

Part of Lots 3, 4, and 5, Concession 4, E.H.S. former Chinguacousy Township.

### 3.0 Basis

The basis of this Chapter is to permit the development of an integrated plan of subdivision which would be impossible to implement within existing phasing areas.

### 4.0 Policies

The following policies shall apply to the implementation of this Chapter:

The implementing zoning by-law initially will permit a total of approximately 800 single family and multiple family dwelling units. Additional development will be permitted through appropriate amendments to the zoning by-law only after it has been established that the development to date has not had an adverse financial impact on the former Township of Chinguacousy and it has been determined that adequate municipal services are available.

CHAPTER C7

1.0 Purpose

The purpose of this Chapter is to change the land use category of certain lands as hereinafter defined from rural agricultural to Industrial.

2.0 Location

Part of Lot 16, Concession 1, W.H.S. and as outlined in Plate 1 and 2 and attached hereto.

3.0 Policy

The policies affecting the development of these lands will be as presently constituted in the Official Plan and subject to the M1 and M2 regulations contained in the Zoning By-law.

CHAPTER C8

1.0 Purpose

The purpose of this Chapter is to amend the urban development requirements of the Official Plan with respect to the subject lands only.

2.0 Location

Part of Lot 6, Concession 3, E.H.S. and as outlined on Plate 19 and 20 and attached hereto and forming part of this Chapter.

3.0 Basis

The basis of this Chapter is to provide for the development of an Estate Plan Subdivision on the subject lands. This development to have one-half acre lots with septic tank sewage disposal as opposed to the present Official Plan requirement of sanitary sewers.

4.0 Policy

The policies affecting the development of the lands covered by this Chapter will be as presently contained in the Official Plan and Zoning By-law with the exception of providing sanitary sewers. The size of lots and houses proposed plus all service requirements will be the subject of an agreement between the owner of the lands and the former Township.

## CHAPTER C9

### 1.0 Purpose

The purpose of the Chapter is to permit the development of Stage 9A of Bramalea in accordance with the principles laid down in the Official Plan and in accordance with a community structure and pattern of layout prescribed by the municipality which satisfies municipal purposes in relation to the public interest with respect to patterns of land use, density distribution, open space system, school location, servicing networks, circulation by vehicle and on foot, community development, and the general health, safety, economy and welfare of the people of former Chinguacousy both present and future.

The area covered by the Chapter is the area required by the municipality in order to achieve coherent patterns of development subject to the safeguards respecting the impact of urbanization.

Stage 9A is part of an orderly process of building a new town, and is the next logical step.

### 2.0 Location

The lands affected by this Chapter lie east of Bramalea Road, South of Highway Number 7, north of Steeles Avenue and West of Fifth Line East, and are more specifically located in Lots 2, 3, 4 and a small section of Lot 5 bounded by Clark Boulevard, Avondale extended and by the connecting links between these roads as shown on Plate 15, 16, and 27 and substantially Stage 9A. The major portion of Stage 9A relates to Bramalea Road but access is also provided to Fifth Line East for proper circulation.

### 3.0 Basis

Stage 9A is the next logical counterpart to the existing urban area and allows the rounding out of the neighbourhood patterns, the improvement of circulation, and economical use of community facilities.

Its limits and extent are to establish a proper pattern of community development to enable such matters as school and park facilities to be sensibly located, and to establish a basis for guided development over the next period of growth. The limits and extent are within municipal servicing capability and are as required by the municipality to secure logical units of development rather than piecemeal growth.

It is intended that the open space pattern be reviewed in the light of overall standards to be applied to the whole new town. It is deemed at this stage to satisfy the needs of Stage 9A which may have between 4,000 and 5,000 people; but the larger park in the northern part of Stage 9A is to be part of a pattern of open space affecting more than this Phase. Though this may be

larger than is now required for the immediate locality, the municipality is seeking to plan ahead by securing this space now.

The layout of Stage 9A is based on the principle of securing spokes of greenery through the whole area by grouping park and school areas in the most meaningful system related to the existing parks and the future structure of the town. This principle will apply to future layout. It also seeks to secure, wherever possible:

- (i) green areas to limit access to new major arterials and to prevent adverse effects on housing.
- (ii) buffer areas adjoining industrial and non-residential areas,
- (iii) integration of public and separate school systems into a pattern of public open space,
- (iv) civic design by the grouping of churches in relation to open space and major junctions, and the use of multiple dwellings as significant architectural features by establishing such locations at this time.

The aim is to secure a circulation system capable of future use for public transport; easy for service vehicles; general segregation of traffic and hence a definite hierarchy of roads down to the pedestrian ways; a road pattern which has minimum servicing difficulties; short culs-de-sac; and designed for easy winter maintenance.

Stage 9A includes a proper range of social and community facilities related to the structure as set out in the open space and circulation patterns.

The aim has been to combine with these objectives the proper desire of the developer for cluster-type housing layout, and to allow for the provision of a balanced housing stock covering a range from single-family dwellings to apartments.

#### 4.0 Regulation of Development

Stage 9A as designed establishes the desired pattern of urbanization for the next period of growth, to provide the basis for development within the context of the fundamental premise of the plan that urbanization shall not occasion a tax burden to the municipality and that there shall be a balanced provision of residential, industrial and commercial development consistent with the creation of a new town.



5.0 Financial Principles

The financial principles on which this Stage 9A is to proceed are as follows:

- (i) Urbanization shall not be a tax burden on the municipality.
- (ii) There shall be a balance between residential assessment on the one hand and commercial and industrial assessment on the other, consistent with that premise so that residential development will only be released when additional non-residential assessment is secured.
- (iii) On the basis of this premise, the developer shall cause the necessary balance between the residential and the commercial and industrial assessment to be maintained and the developer shall indemnify the municipality for expenditures made and debentures issued for public services including schools, water and sewers, including guarantee bonding where necessary.
- (iv) The above requirements shall be subject to any adjustments as the municipality may deem advisable to prevent a tax burden, or the imposition of unnecessary burdens on the developer.

6.0 Servicing Principles

The basic servicing principle is the economic installation of municipal services, and systematic extension and development within the available facilities.

Existing servicing capabilities are adequate for a population up to 10,000 people in the Bramalea area. Plans have been approved for extension and the creation of additional sewage treatment facilities to service Stage 9A.

Policy for Implementation

The planning policy will be implemented by zoning for the balanced housing stock required; these categories to be provided now in whole or in part so that there is clear understanding of the land use policy. The municipality shall control the implementation of the servicing and financial requirements through Subdivision Agreements related to successive plans of Subdivision.

Stage 9A will also be controlled by municipal regulation as set out in this Chapter and in accordance with the basic policy of the Official Plan. The municipality will have staging control in the aforesaid subdivision agreements based on these principles and on progress in blocks or building permits issued.

Due to the uncertainty with regard to the possible future channelization of the watercourses along the northerly boundary of the lands concerned, this

boundary is intended to be flexible so as to take care of alternative solutions. In the present state of the watercourse, lands which are subject to flooding or are filled in, will not be used for any development. The road and lot structures of the northerly section will be adjusted accordingly.

8.0 Interpretation  
See Chapter C4.

## CHAPTER C10

### 1.0 Principles of the Official Plan

The policies and land use definitions in previous Chapters with regard to urbanized areas shall also apply to this Chapter unless specified to the contrary in this Chapter.

### 2.0 Location and Purpose

This Chapter covers the balance of lands lying between Stage 9A as approved in Chapter C9 and Highway Number 7 on the north, Fifth Line East on the East, Bramalea Road on the West and the industrial area on the South. The purpose of this Chapter is to redesignate the area described above and shown as Stage 10A on Plate 15, 16 and 27 Chapter C10 from Rural to Residential and Public Open Space.

### 3.0 Basis

Stage 10A is the next logical counterpart to the existing urban area and allows the rounding out of the neighbourhood patterns, the improvement of circulation, and economical use of community facilities.

Its limits and extent are to establish a proper pattern of community development to enable such matters as school and park facilities to be sensibly located, and to establish a basis for guided development over the next period of growth. The limits and extent are within municipal servicing capability, and are as required by the municipality to secure logical units of development rather than piecemeal growth.

The road system established in Stage 9A has been completed by extending the system over the whole area, giving smooth and efficient internal circulation; and establishing one access to Highway Number 7 between Bramalea Road to Fifth Line East; to access points on Fifth Line East. Junctions are indicated internally to reflect the new pattern of internal circulation and external relationship.

Stage 10A is characterized by an extension of the open space system diagonally across from the junction of Highway Number 7 and Bramalea Road to Fifth Line East at the industrial area.

Two new local shopping centres (not to exceed 5 acres) are indicated. They are centrally located and one is in the north. They are used as the basis for a structuring of developments, in that medium and higher density uses are related to them and grouped around them.

At the junction of Bramalea Road and Highway Number 7, higher density uses are proposed since this is in effect, the eastern end of the ultimate central area of the new town.

A separate school is proposed at the midpoint on Highway Number 7 between Bramalea Road and Fifth Line East.

There are three new public schools related to the open space and parks systems.

There are three church sites, a community centre and a museum (an old farmhouse of historic and community interest).

The completion of this development is anticipated to raise the total population to approximately 20,000 people and to take approximately five years.

Plate 15, 16 and 27 are intended to serve as a guide for the layout of development as envisaged in this Chapter and only minor alterations to the scheme may be undertaken without the necessity of a further official plan amendment.

#### 4.0 Financial Principles

The financial principles safeguarding the Municipality are those already established in the Official Plan, as amended.

#### 5.0 Policy for Implementation

The planning policy will be implemented by zoning for the balanced housing stock required. These principles are provided now so that there is a clear understanding of the planning policy. The Municipality shall control the implementation of the servicing and financial requirements through subdivision agreements related to successive plans of subdivision.

Stage 10A will also be controlled by municipal regulation as set out in detail in accordance with the principles of financial control set out in this Chapter and in accordance with the basic policy of the Official Plan. The Municipality will have staging control based on these principles and on progress in blocks of building permits issued.

New development will only be allowed to occur on the basis of adequate services being provided and to the satisfaction of the Ministry of the Environment. By services it is meant, sanitary sewers, sewage treatment facilities, and piped water. No new intensive residential development will be allowed to occur unless adequate community facilities such as, schools and parks are also made available.

#### 6.0 Interpretation

See Chapter C4.

## CHAPTER C11

### 1.0 Location

The Chapter deals with two adjacent parcels of land owned by Bramalea Consolidated Developments in Stage 10A, fronting on the Fifth Line East midway between Clark Boulevard and Balmoral Drive. These parcels are in effect isolated from the main part of Stage 10A by a watercourse which was defined as park area. Block D (R.P. 817) to the north has 7.2 acres, Block B (809) south of it and contiguous to it has an area of 3.376 acres. The open space area on the Registered Plan continues through to the Fifth Line (about 700 feet in width on the Fifth Line Frontage) on the north side of Block D. Block "B" abuts on to residential parcels in separate ownership. The park again cuts through to Fifth Line East south of these parcels, which antedate Bramalea. (See Plate 15 and 16).

### 2.0 Purpose

The purpose of Chapter C11 is to change the Official Plan policy. Presently these parcels are shown as "Open Space" on the Official Plan (the total block being about 34 acres). The purpose is to change these to an industrial designation to permit the flatter lands between the watercourse park area and the Fifth Line East, north of the existing residential lots, to be used for compatible and good-quality (environmentally) industrial purpose, subject to further controls of:

- (a) special zoning,
- (b) a holding category in the zoning, and
- (c) agreement.

The lands were originally designated as Open Space since there was, on the part of the former Township:

- (a) a declared policy of industrial development in the whole concession block east of Fifth Line East (Airport Road Industrial Area).
- (b) no desire to link this isolated site across the parkland to the residential development in the southern part of Stage 10A, since it was felt to be undesirable to break the open space.
- (c) no desire to see the site used for residential purposes as the people involved would be cut off from the main neighbourhood.

The owners, in further examination of the lands at Registered Plan stage, indicated the Blocks B and D indicated industry, and the Minister approved these registered plan designations. The former Township to exercise control, did not change its Official Plan. The owners of all lands (i.e. Blocks B and D and the adjacent residential parcels) have now requested the changes in the

Official Plan and the owners of Blocks B and D have requested a zoning change which necessitates this prior amendment to the Official Plan.

3.0 Policy

The lands involved in Block D (R.P. 817) and Block B (R.P. 809) are hereby designated as "Special Industrial" lands. This reduces the Open Space designation to approximately 24 acres.

The following policy is to apply:

- (i) the sites are to be developed for "special", "prestige" or "showcase" industry.
- (ii) development is intended to be environmentally compatible with the residential areas to the West and fully landscaped in total site development so as to be "all-round" architecture of a superior quality, which will have site planning, which respects the park area, the adjacent housing to the south and the frontage on Fifth Line East.
- (iii) there is to be the provision of proper "buffer" treatment (e.g. a 20 to 30 foot area to be thickly planted in trees) adjacent to the existing residential areas on Fifth Line East.
- (iv) there is to be strict control of access points to the Fifth Line East by the former Township, and the provision of necessary setbacks and widenings as may be determined in the discussion of the site plans.
- (v) there is to be no outside storage and no noxious activity on these sites.

Implementation

The implementation will be as follows:

- (a) by designation of these sites to MI Special (Holding) zoning category: MIS(H)
- (b) by negotiation of an agreed site plan before the Holding category is removed by the municipality.
- (c) A public meeting was held prior to the enactment of this Chapter by the former Planning Board, the owners directly concerned were given time to consider the implications of the proposal, and subsequently requested the change: no objections were lodged.

## CHAPTER C12

### 1.0 Purpose

In any urban community there is need for a considerable range of public service facilities for purposes such as:

- (a) rehabilitation of people who have been in various forms of institutions, to act as half-way houses to normal life.
- (b) workshops and the special training centres for those who have need to learn social skills and new ways of life.
- (c) special care facilities for people who may have various handicaps or special needs.
- (d) institutional arrangements which are seeking a form and structure resembling that of a social community, domestic settings and such architectural or environmental characteristics as existed in hamlets or small villages or cottage colonies.

These may be established and operated with the assistance of senior levels of government, or directly, and may involve benevolent, humanitarian, religious or special purpose societies or agencies. They operate under a general public concern to move to preventive measures and curative measures rather than primitive or adversely discriminatory measures.

The purpose of this Chapter is to establish social policies for such facilities.

A guiding principle involved in setting out such a policy is the great need in our society for enlightened attitudes and local regulations to meet the great demand and need for such facilities.

A further guiding principle is to respect the delicacies and sensitivities involved, with respect to those who may be in need of such facilities, those who operate them, and the communities in which they are located.

A further purpose of this Chapter is to list such typical facilities and to set out locational principles to be followed in dealing with them.

The list of typical facilities, in all zoned areas, includes the following kinds of activity:

- (1) Service Clubs (e.g. Rotary, Kiwanis, Lions, Optimists, Elks, Legion, Moose, etc.) and similar fraternal lodges or organizations.
- (2) Community Centres (public ownership)

- (3) Community Centres (privately owned) (including banquet halls, recreation facilities, etc.)
- (4) Community Service Organizations (including half-way homes for the rehabilitation of prisoners, the mentally disturbed, etc.)
- (5) Foster Homes and the like for retarded or emotionally disturbed children.
- (6) Social Service Agencies (Family services, e.g.) needed to support the above and similar facilities.
- (7) Nursery Schools and similar day care facilities.

## 2.0 Policy

Public service facilities as expressed include a wide range of operations. Some of these are clearly suitable for a domestic and residential setting, others are clearly suitable for non-residential locations even though they may be domestic in character.

Examples as a general guide are not easy to use since there are constantly emerging new needs as new ways of dealing with social problems achieve public acceptance. Nevertheless the above classification may be typified by:

- (a) foster-homes and homes for disturbed or handicapped children capable of living in normal community life under care and in a domestic setting; half-way houses from psychiatric-care institutions where a normal community setting is desirable.
- (b) rehabilitation homes for those who have emerged from training institutions or penal institutions, and who are in essence learning again to adjust to normal community life.

Those characteristic of (a) can be received in residential areas provided the concentration is not such as to create an impact which results in a local community which is not normal.

Those characteristic of (b) are at the present stage of public acceptance, outside metropolitan centres, not normally accepted in residential areas, and thus have special locational characteristics.

The policy with respect to (a) type facilities is:

- (i) to accept them in residential areas subject to a spacing of locations which ensures the predominance of normal residential dwellings. This



spacing will vary from area to area depending on density and characteristics. It is also undesirable to single out such facilities since this destroys the community integration which is desired.

- (ii) to establish normal residential buildings of various kinds, by accepting such facilities as if they were normal families or households without other or special identification.
- (iii) to govern these by the same regulations as would apply to normal households or families subject to the spacing characteristics in (i) which can be determined in relation to the specific situation by site-plan control if applicable due to special needs over and beyond the normal. (e.g. in the case of a day-nursery or day-care or homes for the aged where special visitation, parking or other facilities are needed).

The characteristics of those in (b) are different and the policy with respect to (b) is:

- (i) To acquire locations which are not in residential areas but which are close to public buildings, open space and which can be absorbed into the on-going development of the surrounding areas without difficulty.
- (ii) To acquire lots large enough to establish grounds around such facilities to ensure adequate privacy both for those living therein and those surrounding such facilities in their normal operations.
- (iii) It is not intended however, to permit (b) type facilities in Industrial areas.

As a general policy such public service facilities are acceptable and desirable in the urban or rural areas of the former Township.

With respect to the rural area, agricultural areas and potential urban areas, the same general principles shall apply.

### 3.0 Implementation

Implementation shall be by "Special Category" zoning amendment by-laws with specific site plan control for all facilities.

## CHAPTER C13

### 1.0 Purpose

The purpose of this Chapter is to set out policies to govern the future use of eight parcels of land on Highway Number 7 in the vicinity of Bramalea.

### 2.0 Background

The parcels in question essentially constitutes blocks of land which were or are in highway commercial uses oriented to the former function of Highway Number 7 as a rural highway.

With the rapid development of the Bramalea new town area, the areas flanking Highway Number 7 (which is essentially the east-west "spine" of the new (town) between the Second Line East at the westerly limit of Bramalea and the Sixth Line East (also the limit of the former Township of Chinguacousy bordering the former Township of Toronto Gore), were zoned "agricultural".

The exceptions to this rule were:

- (aa) the new "City Centre" which was zoned for central area commercial purposes, in Concession 4, E.H.S., south of Highway Number 7 and east of Dixie Road, in Lot 5. This area is now developing as the central area, and an adjacent Civic Centre was designated in Chapter C17.
- (ab) Certain appropriate Highway Commercial parcels zoned C2 in accordance with the standards set out in the Official Plan.

The great majority of the remaining parcels fronting on Highway Number 7 were thus of two kinds:

- (ba) the independently owned parcels mainly zoned for agriculture with a series of non-conforming uses.
- (bb) the frontages of the interior blocks held by Bramalea Consolidated Development for the development of the new town.

During 1966 and 1967 tentative and then formal applications were made by the owners in category (a) either to the former Committee of Adjustment, the former Planning Board or to the former Council, to change the status of these parcels. No change was made in the 1966 to 1968 period for the following reasons:

- (a) Planning of the area of the new town to the south of Highway Number 7 was committed and actual development occurred up to Fifth Line East.

- (b) Chapter C17 set out policies for the areas lying north of Highway Number 7, also up to Fifth Line East.
- (c) It became evident that the Ministry of Transportation and Communication would be reconstructing Highway Number 7 and would require substantial additional properties to carry out its program.
- (d) It was hoped that these parcels presently affected might generally be integrated with the developments described in (aa) and (ab) above.

In January 1968 the former Committee of Adjustment asked the former Planning Board and the former Council for policy direction in the area. It was evident that properties were not being integrated into the major holdings and the Ministry of Transportation and Communication plans were not clear, and it was represented by the owners that their situation was unfair and unrealistic.

The former Planning Board directed a study of the area and made a six month moratorium on zoning changes pending completion of the study. (Deadline June 22nd, 1968). The study "Policy for Highway Number 7" was submitted 20th May, 1968.

By October 1968 all parcels had been dealt with in accordance with the former Board's desire to zone to the existing use wherever possible to protect the rights of land owners.

This Chapter establishes the policies which are to be reflected in subsequent zoning by-laws.

### 3.0 Policy

- 3.1 Parcels (HC 1, 2, 3, 4, 6, 8, 9 and 11) shown on Plates 14, 16, 24, 26, which forms part of this Chapter shall be designated as "Special Policy Areas" subject to the provisions indicated below:
  - 3.1.1 HC 1 shall be used only for purposes of a welding shop. (Amended-See Chapter C27)
  - 3.1.2 HC 2 shall be used only for purposes of an animal hospital.
  - 3.1.3 HC 3 shall be used only for purposes of a service station.
  - 3.1.4 HC 4 shall be used only for purposes of a fruit and vegetable market.
  - 3.1.5 HC 6 shall be used only for purposes of a motel.
  - 3.1.6 HC 8 shall be used only for purposes of a furniture store.

3.1.7 HC 9 shall be used only for purposes of auto repairs and the sale of new and/or used cars. (Amended-See Chapter C43)

3.1.8 HC 11 shall be used only for purposes of a drive-in food restaurant centre.

3.2 All 8 parcels described above and shown on Plate 14, 16, 24, 26 which form part of this Chapter shall be governed by a special zoning category related to their respective uses, and site planning controls will be required upon redevelopment or modification of the present uses to ensure compatibility with the City Centre and adjacent uses.

3.3 On parcels HC 9 and HC 11, any new development or substantial redevelopment shall adhere to the criteria of note "F" of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.

4.0 Implementation

This Chapter will be implemented by:

- (a) Zoning by-laws in accordance with Section 3.0, and
- (b) Site plan control as indicated.

## CHAPTER C14

### 1.0 Purpose

The purpose of this Chapter is to provide for the residential subdivision of a block of land approximately 16 acres in extent being part of the West Half of Lot 16 Concession 2, E.H.S. adjacent to Heart Lake Conservation Area. (See Plate 1 and 2).

### 2.0 Policy

The area is hereby designated for a registered plan of subdivision to create one-acre residential lots subject to the following policy:

- 2.1 Prevention of possible pollution of Heart Lake.
- 2.2 Septic tank systems to the requirements of the Ministry of the Environment and the Conservation Authority with respect to item 2.1.
- 2.3 Establishment of piped water supply related to the Mayfield and Snelgrove area (respectively east and west of the area).
- 2.4 Provision of water supply, street lighting, underground wiring, street signs and roads and dedications as specified by The Planning Act and municipal policy.
- 2.5 A paved road with open ditch drainage for storm water run-off, with a cul-de-sac and provision for the eventual extension of this road allowance 2,000 feet north to meet No. 17 Side Road at mid concession.
- 2.6 Minimum lot frontage to be 120 feet and each lot 1 acre approximately; area to be restricted to single family dwellings; part-lot control when the plan of subdivision is in effect; dwellings to be a minimum of 2,000 square feet living space.
- 2.7 This Chapter is not in any way to be considered as a precedent for similar residential development.

### 3.0 Implementation

This Chapter will be implemented:

- (a) by registered plan of subdivision,
- (b) by a zoning by-law as indicated, and
- (c) by a subdivision agreement negotiated with the former Township.

CHAPTER C15

1.0 Purpose

The purpose of this Chapter is to designate part of the East Half of Lot 6, Concession 3, W.H.S. (just under one acre) being a former old brick school house at the most westerly limit of the former Town of Brampton at the junction of the road allowance between the East Halves of Lots 5 and 6, and the Road Allowance between Concession 2 and Concession 3, W.H.S., from Agricultural to Special Commercial uses. (see Plate 1 and 2).

2.0 Policy

The property is to be governed by a Special Commercial by-law restricting the uses.

3.0 Implementation

This Chapter is to be implemented by a special zoning by-law as indicated above.

## CHAPTER C16

### 1.0 Purpose

The purpose of this Chapter is to provide for village crafts and home workshops in the smaller communities of the former Township. The map (Plate 1 and 2) illustrates these localities: Alloa, Snelgrove, Mayfield, Tullamore, Pleasant, and Huttonville. These are small hamlets or villages and the areas affected by this Chapter are those related to each community as understood by common usage and reasonable interpretation by Council. (Until such time as these areas can be examined in detail and defined by further amendment). These are all old communities which constitute local entities and in which village crafts and workshops attached to home or on residential lots exist, and where a limited and legitimate demand exists for certain new facilities to be designated. The blanket Official Plan policy and implementing agricultural zoning do not presently recognize these. It will be some time before detailed studies in each village can accurately define a specific pattern. In the interim a policy is needed.

### 2.0 Policy

Village crafts, small village industries such as woodworking and cabinet making, hand crafting, tourists crafts and arts and handicrafts home workshops will be permitted and approved subject to the following criteria:

- 2.1 No interference with the surrounding residential amenities and quiet enjoyment;
- 2.2 Limitations upon the expansion of the use where such expansion would constitute a radical change in the character of the operation or would impinge on adjoining uses;
- 2.3 Detailed development control and special zoning in each case, and a public meeting to hear local views.

### 3.0 Implementation

This Chapter will be implemented as follows:

- (a) By special zoning in each case, and
- (b) By public meetings to hear local views in each case.

CHAPTER C17

The following text and maps constitute a consolidation of O.P.A. 19 as modified by the former Minister of Municipal Affairs and this Chapter is an exact reproduction of said Official Plan Amendment Number 19 to the Official Plan of the former Township of Chinguacousy Planning Area as modified. (see Plate 21, 22, 23, 24, 28).

1.0 Purpose, Basis & Fundamental Provisions

1.1.1 The purpose of this Chapter is to set out policies for the development of the central section of the northern part of the new town of Bramalea, lying north of Highway Number 7 and more particularly between Dixie Road and Fifth Line East, including parts of Lots 6 and 7 Concession 4, E.H.S. and parts of Lots 6, 7, 8 and 9, Concession 5, E.H.S. These lands lie immediately north and east of the City Centre which is now under development and is premised upon the completion of arrangements to develop the major portion of the lands immediately south of this submission. All of the lands in Bramalea new town south of Highway Number 7 are now designated for development and in active development. The lands covered by this Chapter include approximately half of the concession block between Dixie Road and Bramalea Road and the greater part of the concession block between Bramalea Road and Fifth Line East. These are the main central parts of the two central concession blocks of the four which remain north of Highway Number 7 and will accommodate approximately 31,300 people and some 8,000 units more or less approximately made up as follows:

<u>Housing-Type</u>	<u>Units</u>	<u>Population</u>
Non-family apartments	1,582	3,164
Medium density low rise dwellings	720	2,735
<u>Housing-Type</u>	<u>Units</u>	<u>Population</u>
Town Housing	3,870	17,414
Single Family	887	3,902
Semi-detached	926	4,074
	<hr/>	<hr/>
TOTAL	7,985	31,289

This will accommodate approximately 31,300 people on 1,030 acres more or less in two communities on either side of a Central Park of about 100 acres, with part of a third community North of these in between Bramalea Road and Fifth Line East. The Westerly community has about 13,200 people on 360 acres (about 3,700 units) at about 37 persons per acre average. The easterly



community has some 14,000 people on 490 acres approximately (about 3,600 units) at about 29 persons per acre average. The Northerly section (the part of the third community previously mentioned, immediately north of the afore-mentioned Easterly community) has about 4,100 people on some 180 acres (about 910 units) at an average of about 23 persons per acre. These villages set out an overall structure into which the proposed units can be fitted.

1.1.2 The second purpose of this Chapter is to set out an Open Space Policy for the former Township.

1.2.1 Basis

The total development will provide for approximately 31,300 people on about 1,030 acres for an overall average density of about 30 persons per acre. Open space constitutes about 230 acres (about 7 acres per 1,000 persons and about 22% of the total area).

1.2.2 These density patterns are appropriate in the vicinity of the core of Bramalea new town.

1.2.3 This Chapter is in response to a recognition that to build a new town on this scale with a full range of housing as established in the present Official Plan, new policies must be developed permitting the creation of housing which will be available to all income groups in society within reach of their available purchasing power. The former Township also recognizes that it has a social responsibility to respond to a request by Bramalea Consolidated Developments Limited and Ontario Housing Corporation to receive 4,700 dwelling units and sets out in this Chapter the policies to do so.

1.2.4 The original policies of developments had required the developer to pay the following:

- (a) the capital cost of external servicing, ground water supply, storm water and sewage treatment occasioned by urbanization.
- (b) the former Township's share of the capital cost of school construction required as a result of the subdivision released for urbanization.
- (c) the maintenance of a defined ratio of residential/non-residential commercial-industrial assessment, which governs the release of residential lands and the staging of development; and payments to the former Township in lieu of non-residential assessment.

1.2.5 The Provincial Government's South Peel Servicing Scheme now will provide upon its implementation, water supply and sewage treatment facilities

sufficient to accommodate the completion of the urban area of the former Township of Chinguacousy known as Bramalea.

1.2.6 This Chapter further recognizes that to reduce the cost of housing it is necessary to relieve the developer of certain capital obligations.

1.2.7 This Chapter recognizes that the demand for residential growth has been demonstrated to exceed reasonable rates of growth of the industrial development which would be needed to maintain the previously established ratio. The former Township, after thorough financial and social investigation recognizes that urban development has proceeded in this area to a point where the limitations imposed by the present staging are not consistent with the diversity and the pace of development required if the housing stock is to be augmented to meet demonstrated need and if the Province is to receive the 4,700 dwelling units requested, as indicated in 1.2.3 above.

1.2.8 This Chapter recognizes that Bill 44 (1968) creating a County Board of Education as of the 1st day of January, 1969, and Bill 168 (1968) creating a Combined Roman Catholic Separate School Board transfers the responsibility for primary and secondary education to the County of Peel Board of Education and the Combined Roman Catholic Separate School Board. The former Township in assessing the requirements for this Chapter has recognized that the transfer of responsibility to the said Boards will result in the ratepayers of the former Township of Chinguacousy receiving an educational tax burden greater than that which would have been received without said Bill 44 and said Bill 168.

1.2.9 This Chapter recognizes that the former Township is only prepared to accept the financial obligations and the responsibilities resulting from this Chapter in order to accommodate the desire of the Ontario Housing Corporation to build approximately 4,700 dwelling units in the former Township.

1.2.10 This Chapter recognizes that both the developer and the former Township will continue to encourage industrial development.

1.2.11 This Chapter recognizes that the construction of the dwelling units by the Ontario Housing Corporation will occur over a period of years.

### 1.3.1 Fundamental Provisions

This Chapter therefore establishes:

That the area shown in the attached Plates as Phase 11A (comprising all the lands for the three communities for about 31,300 people, at the gross density structure indicated in 1.0 above) be now released for development, subject to the subsequent Implementation provisions.

1.3.2 That the former Township by the approval of this Chapter, shall proceed with the release of a plan of subdivision of some 6,800 units of which

approximately 4,700 units will be available for sale to the Ontario Housing Corporation in a manner suitable to the requirement of the Corporation and the provisions of the subdivision agreement for this area will require that all cash levies be paid to the municipality upon registration of the plan, sufficient to provide a fund to be administered solely in the discretion of the former Township for the construction of municipal and other facilities necessary for the reasonable development of the urban centre created within the former Township of Chinguacousy known as "Bramalea". The use of this fund to permit the construction of such facilities will avoid the necessity of imposing a burden on the mill rate, by debenturing the cost of such municipal and other facilities, and thereby assist in establishing a sound financial base as a continuing condition within the municipality.

- 1.33 The Minister, by approval of this Chapter, and by the letter of draft approval of the plan of subdivision, shall acknowledge that the former Township has changed the development policies as referred to herein and shall authorize the former Township to enter the necessary subdivision agreement in order to implement the revised development policies.
- 1.3.4 The aforementioned provisions have been adopted as the policy of the former Township in the light of the comprehensive Clarkson Gordon study "Report on Estimated Financial Impact of Constructing a further 5,825 Units in the Bramalea Area: July 1968".

These provisions constitute the fundamental provisions of this Chapter.

## 2.0 Central Park and Civic Centre

The Central Park is to consist of approximately 100 acres lying immediately north of the Civic Centre and the City Centre, north of Highway Number 7.

The Civic Centre is to consist of approximately 20 acres for public buildings (federal, provincial, regional and municipal functions) integrated into the City Centre area south of Highway Number 7.

Detailed development schemes are to be subsequently developed and incorporated into the Official Plan by amendment for both of these areas.

### 2.1 Central Park

Few urban parks of this size have been created in contemporary Canada due to piecemeal development increasing costs and pressure for building land. With a comprehensive development such as Bramalea, it is possible to reserve this space for significant landscape design. The municipality establishes in this Chapter the open space standards which ensure that this generous provision is for the whole urban area and that open space is established in accordance with a systematic concept across the whole northern area, and in the town as a whole.

A comprehensive plan for the Central Park is to be established:

- (a) To avoid the accumulation of miscellaneous activities seeking a vacant and easily occupied site and to prevent the wastage of this significant open space by unrelated piecemeal development.
- (b) To ensure that the open space becomes a significant central feature in the new town.
- (c) To establish unity in the development of a new amenity which is to be related to the central area (e.g. by means of related landscape treatment and direct connections such as pedestrian underpass or overpass linkages across Highway Number 7).
- (d) To set out in advance the ultimate landscape development pattern to ensure the wise use of this reserved open space.

The main principles to be observed are:

- (i) The maintenance of this Central Park as a unified open space for the enjoyment of the whole urban area.
- (ii) The creation of a campus setting for a pleasure park from which vehicles are excluded, except for peripheral access and services.
- (iii) The establishment of a unifying landscape concept which allows staged development of the park.
- (iv) The development of internal circulation patterns for pedestrian movement, riding trails and possible cycles paths, peripheral parking for motor vehicles, accessory buildings and proper entrance points for bus access and the exclusion of vehicles other than service vehicles so that the unity of this open space is not severed by traffic.
- (v) The creation of a new landscape of significance as an attractive central focus for a landscape which has few natural features of significance.
- (vi) The use of the watercourse as the basis for a possible lake system or for water-gardens and ornamental feature.
- (vii) The provision of formal and informal gardens and a varied and mutually supporting range of park functions.
- (viii) The provision of tree shelter belts and area to enhance the form of the landscape and provide visual unity.
- (ix) The provision of a series of park, garden, and recreational spaces and functions

for active and passive use and enjoyment linked together to form a unity on an urban scale.

## 2.2 Civic Centre

The 20 acres for civic purposes is to be governed by a master plan which relates this area:

- (a) to the City Centre commercial, office and shopping area to the west;
- (b) to the Central Park to the north and which integrates it to form a related central focus for the public and communal uses of a town capable of being developed in stages.

Appropriate functions for this area are:

- (a) municipal offices
- (b) city hall
- (c) law courts
- (d) related government offices
- (e) central post office
- (f) arts centre and gallery display centre
- (g) social and community facilities
- (h) central library including reference library
- (i) computer centre
- (j) municipal and public agencies
- (k) central police facilities
- (l) central communications facilities

## 3.0 Public Open Space Policy

In recognition of the creation of a substantial central park on prime development land the municipality establishes the following open space policy to ensure that there is an adequate distribution of open space in the northern half of Bramalea and that,

- (a) the central park is for the whole town, and
- (b) adequate credit is given, for this in the subsequent development.

The following standards are adopted for the former Township:

- (i) A total provision of public open space for the urbanized area of Chinguacousy within and adjacent to that urbanized area is to be at the standard of 10 acres per 1,000 people.
- (ii) Of this standard, some 3 acres per 1,000 people is to be provided on a regional or area municipality basis outside the urban area or in green belts at the edge of the urban area.

- (iii) Upon completion of the urban area the balance of 7 acres of public open space for 1,000 people is to establish the standard within the urban area.
  
- (iv) This 7 acres per 1,000 people is to be inclusive of:
  - (a) Central and district facilities.
  - (b) Village open spaces.
  - (c) School play areas where these are integrated into and accessible as part of the public open space system but not otherwise.
  - (d) Children's play parks in residential areas.
  - (e) Smaller public parks and ornamental gardens.
  - (f) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group.
  - (g) Field paths, footpaths, linking greenways and bridle paths.
  - (h) Buffer strips and protective planting areas which are accessible to and usable by the public but not otherwise.
  - (i) Large organized sports areas for intensive activity.
  
- (v) As a general guide there shall be provided within the urbanized area 70 acres of public open space for each 10,000 people. A possible distribution for this may be as follows, but it is recognized that there may be variations from this to provide a better total system or depending on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

General Guide per 10,000 people

Minimum parks within area housing the population concerned:

Children's play areas	5 acres
Local park which may include junior games, tennis and adult sports such as green bowling	7 acres
Ornamental parks and field paths	18 acres
Buffer areas, greenways, floodways and planted areas of trees or bedding plants	6 acres

Minor parkways or special feature parks	10 acres
<u>Basic Minimum Total</u>	<u>46 acres</u>
<u>Provided in the neighbourhood or immediately adjacent to it</u>	
Organized games areas	14 acres
School playing fields which may be used as or integrated with the games areas	10 acres
<u>Minimum Additional Total</u>	<u>24 acres</u>
<u>Total Minimum</u>	<u>70 acres</u>

Where two "villages" taken together as adjacent areas can use combined facilities and meet these standards this is acceptable provided a systematic approach is used allowing for a very high degree of convenience and accessibility measured by a few minutes of walking time from all the units in the areas concerned.

- (vi) Approximately 1 acre per 500 persons measured in Bramalea as a whole shall be for central functions:
- (a) central park provision,
  - (b) ornamental open space in the central area excluding land occupied by buildings,
  - (c) active "central" sports facilities serving the whole urban area but not necessarily at the "core".

This establishes a standard at about 300 acres as the need for the completed community. (This may be deducted from the total of 7.0 acres per 1,000 if provided, but the total of 7.0 acres per 1,000 shall be maintained overall.)

This means that open space not provided to this standard for central functions shall be provided elsewhere in the urban area to make up the balance.

The Central Park and the open space in the Civic Centre indicate an approximate balance of 200 acres yet to be provided for such uses as:

- (a) a public cemetery area with park-like atmosphere and quiet contemplative areas,

- (b) public golf courses which include areas for walking and general access,
- (c) winter sports areas,
- (d) a large arena and stadium and active sports area and sports centre,
- (e) sailing and similar lake areas such as can be established in former gravel pit areas, for general use.

Such areas for local use would need additional acreage.

(vii) Private open space is excluded from these calculations.

This covers:

- (a) Private clubs of all kinds
- (b) Private golf areas
- (c) Private or restricted open space primarily intended for local housing areas
- (d) Other public lands specifically closed from the general public for special purposes (e.g. closed school grounds).

Local areas so favoured may need only minimal public open space of 7 acres per 1,000.

(viii) Wherever feasible, school and central park sites in village area shall be adjacent.

(ix) Open space, both public and private, shall be grouped systematically to provide:

- (a) A network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges.
- (b) Large integrated usable public open space areas capable of development as designed landscapes for amenity and use.
- (c) A methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well served by a broad range of local facilities.
- (d) A footpath system aimed at providing a possible off-street walking network traversing the whole town area and linking the main social facilities and key local centres and main open space areas, which can be made clear to the public and used by the public.



#### 4.0 Industrialized Building

It is recognized that one hopeful method of accelerating the provision of adequate housing at the lowest possible cost within reach of all sectors of the public commensurate with a standard and reasonable proportion of income is the introduction of industrialized building or "systems-building". This is acceptable in Bramalea new town in conformity with the principles of the Official Plan and its implementing instruments.

The northern half of Bramalea is appropriate for such an approach if desired, since the land is open and held in large blocks, predominantly under one ownership. It is recognized that this may not occur immediately. To this end the municipality is prepared to consider new kinds of housing and to establish zoning standards to make possible such vitally important development of a great range and variety of housing stock. Particular emphasis will be placed on careful site planning and to the following criteria:

- (a) Avoiding excessive concentrations of a single house type (e.g. a whole "village" of one or two types is not acceptable).
- (b) Where densities exceed 15-20 units per acre, the provision of additional facilities in terms of potential day-care facilities, local personal services, local "block" or "building" commercial facilities, private open spaces, recreational rooms, places for social clubs and youth facilities, and provision for social services will be given great emphasis by the municipality.
- (c) Proper relationship of such provisions to the open space and community-facilities pattern in each "Village".
- (d) The grouping of new kinds of housing to provide aesthetic urban design.
- (e) The juxtaposition of higher densities and larger areas of public and private open space.
- (f) The most socially advantageous site development for multiple functions.

#### 5.0 Village Areas: Principles

This Chapter establishes the following general provisions for the three "village" areas as follows:

##### 5.1 Westerly Village Area

This includes the area designated for development bounded generally by Crescent Hill, Dixie Road and the eastern limit of Bramalea Woods, Highway Number 7 and the new road skirting Central Park.

The main principles are as follows:

- (i) A central park of about 11 acres with radiating walkways and green areas respectively to Crescent Hill, to the Central Park (via a pedestrian underpass where these cross main internal roads), and to an ornamental park facing the City Centre and again with a pedestrian crossing under Highway Number 7; pedestrian underpasses from higher density housing areas across main routes.
- (ii) A protective green wedge, buffer strip and local park of approximately 10 acres between Crescent Hill and this new development; and a further green wedge north from the Central Park.
- (iii) An internal roads system consisting of one crossroute from Dixie Road across the area to the new loop road (the boundary of Central Park; a loop road running from this approximately parallel to Dixie Road and Highway Number 7, through to the Central Park loop road and a further loop in the northern area).
- (iv) Within the centre block so formed, a separate school immediately north of the core park and a Public School on the south west of the park. Immediately adjacent to these, on the western part of this central block, two areas of town housing for about 300 units in all. The eastern section of the block, opposite the Central Park to be reserved for about 300 units of medium density low-rise dwellings at about 28 units per acre (density to be similar throughout all villages) with a church site mid way on the frontage facing the park. (A site of about 1.25 acres). Commercial facilities of a local nature to be provided in this higher-density core at a standard of not less than 0.5 square feet per person and not exceeding 1.0 square feet per person on the ground floor of the higher density area at the core of this village at the junction of the main roads, south-west quadrant (immediately west of the central park).
- (v) The area along the Dixie Road Frontage is generally reserved for town housing (about 580 units).
- (vi) The area along Highway Number 7, back to the internal development road is reserved for high rise development, immediately adjacent to the City Centre (about 1300 units or some 22 acres at about 60 units per acre) almost equally distributed between two sites, one at each side of the aforementioned ornamental park fronting on Highway Number 7.
- (vii) The area along the northern margin of the area to be developed between the Crescent Hill park buffer and the internal cross-street is set aside for a senior public school adjacent to the greenway and park and the balance for town housing flanking the second green wedge running north

from the Central Park independently of the other open space system, with a public school on its eastern side. This general block of town housing permits some 1200 units in four large blocks allowing good internal site planning.

The balance of this village up to the new projected cross town route is not to be developed at this time.

## 5.2 Easterly "Village" Area

This includes the whole area between Bramalea Road, Highway Number 7, Fifth Line East and the new cross-town route at the northern limit. This is a complete "village" in the concept which has been established for the northern half of the area.

This Chapter establishes the following general provisions for this area:

- (i) A new cross-route internally developed, linking the loop road in the previous villages across to similar internal routes to the east of this village. This will feed the City Centre and give controlled internal circulation.
- (ii) A connecting route from this south to link with Finchgate Boulevard in Phase 10A.
- (iii) A connecting link from the central "spine" cross-route north to the cross-town route.
- (iv) These connecting links are to be well staggered to minimize potential through movement unrelated to the area, and for safety.
- (v) A "village centre" including commercial facilities for the 14,000 people and their local needs and related social and cultural facilities, with a tower apartment area integrated therein, and if necessary above the centre buildings, reserved for non-family accommodation (250 units), plus a church site to assist in the core function of this area.
- (vi) Adjacent to the "village centre" and along the main internal east-west road provision for groupings of high density low rise dwellings, at the core of the village (about 420 units on 2 sites).
- (vii) A central village green park area adjacent to the north-east of the main village centre (about 14 acres) and a smaller green park north-west of the core (about 10 acres), with a related open space system which encircles the core area and radiates with one arm reaching south to Highway Number 7; east of the main internal north-south route and

approximately parallel to it; and two others which effectively function as buffers between a central corridor of consolidated town housing (about 680 units) flanked by semi-detached and single family dwellings.

(viii) School sites in each quadrant are related to and integrated with this open space system.

(ix) Two further areas of town houses are provided as follows:

One area comprising two blocks for about 300 units between the road linking Highway Number 7 and the village core, and east of it; and a further block of 280 units on the south side of the core area.

(x) The balance of the village, effectively corridors between the open space system and Bramalea Road on the west and between the open space system and Fifth Line East on the east, are established for semi-detached and single family development, in a balanced allocation.

(xi) There are four public schools, one on each quadrant as indicated in (viii) above; and a senior public school immediately east of the core area and on the north side of the east-west cross-route, since it serves a wider area than the local schools in each quadrant of the village. These are set out in a balanced pattern in relation to population distribution and are tied in to the open space system and grouped adjacent to the parks and walk-ways.

(xii) As in the other villages, there is to be provision for reversed frontage on all external arterials and controlled access on all internal main roads (as in the other village) excepting a small section adjacent to Finchgate Boulevard where a less vigorous situation exists (one side restricted only) and where it is of no advantage to increase the standard already set.

(xiii) A full internal circulation is possible by a completely interconnected circulatory route parallel to the external arterials and mid way between them and the internal core. This follows the topography and is designed for internal collection and for visual interest as well.

### 5.3 North-Central Village Area

The north-central village area is only to be partly developed at this time. It follows the same general principle indicated in the description of the easterly village. For the southern part of this village there is to be:

(i) One main north-south spine road.

- (ii) Two corridors of open space flanking a central town house area developed on either side of this road (about 500 units in 4 large blocks);
- (iii) The southern section of an internal ring road similar to that already described;
- (iv) A large high school site at the junction of the north-south spine and the east-west crosstown route which is the southern boundary of this village;
- (v) A public school on the east side of the eastern Open Space Buffer, and
- (vi) Single-family and semi-detached units in the south-west and south-east quadrants.

The bulk of the north-east and north-west quadrants is at this time excluded from the staged development but the layout has been developed in detail at this time to maintain these principles, and so that this reserved area is fixed for the time when it is appropriate to complete this "village". The effective easterly limit of the area which is to be developed will be a block of open space and school facilities, for the most part.

#### 6.0 Implementation

This Chapter will be implemented by:

- (i) Zoning By-laws provisions, including Holding Zones.
- (ii) Plan or plans of subdivision with supporting subdivision agreements.
- (iii) Site Plan control as indicated.

With respect to the town housing and the higher density areas, the former Township hereby establishes and requires, before development can occur on these blocks, that City approval be obtained with respect to:

- (a) comprehensive site planning and internal layout provisions for these areas prior to the approval of each block,
- (b) site planning approval of each individual block within the aforementioned comprehensive studies, and
- (c) the access and egress, layout, massing and grouping of buildings, parking, landscaping, elevational treatment of the component buildings or building groups, and location of areas for recreational purpose.

7.0 Flexibility

This Chapter recognizes that notwithstanding specific designation by number or by designation upon maps included in this Chapter or other precise terminology, the implementation of this Chapter shall permit minor variance, alternation or enlargement consistent with the general intent and purpose hereof.

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APPENDICES

8.0 APPENDIX A

DETAILS OF VILLAGES

(a) Westerly Village

	<u>AREA</u>	<u>UNITS PER ACRE</u>	<u>UNITS</u>	<u>PERSONS PER UNIT</u>	<u>PERSONS</u>
Non-Family Apartments (reserved blocks)	22.2	60	1,332	2.0	2,664
Medium Density Low Rise Dwellings	11.5	26	299	3.8	1,136
Town Houses	119.5	17.5	2,091	4.5	9,409
Schools	38				
Church	1.2				
Open Space	138.1				
	<u>360 Acres</u> Total Area (incl. roads)		<u>3,722</u> Total Units		<u>13,209</u> Total Population

The density is as follows:-

$$360 \text{ Acres} \quad 13,209 \text{ Persons} = 36.7 \text{ persons per acre}$$

(b) Easterly Village

The general density is as follows:-

$$492.1 \text{ Acres} \quad 14,035 \text{ persons} = 28.5 \text{ persons per acre}$$

	<u>AREA</u>	<u>UNITS PER ACRE</u>	<u>UNITS</u>	<u>PERSONS PER UNIT</u>	<u>PERSONS</u>
Non-Family Apartments	Village Centre		250	2.0	500
Medium Density Low Rise Dwelling	16.2	26	421	3.8	1,599
Town Houses	72.6	17.5	1,270	4.5	5,715
Singles			658	4.4	2,895
Semis			756	4.4	3,326
Schools	50				
Churches	2.5				
Open Space	59				
	<u>492.1</u> Total Area (incl. roads)		<u>3,355</u> Total Units		<u>14,035</u> Total Population

(c) North-Central Village Area

	<u>AREA</u>	<u>UNITS PER ACRE</u>	<u>UNITS</u>	<u>PERSONS PER UNIT</u>	<u>PERSONS</u>
Town Houses	29.1	17.5	509	4.5	2,290
Singles			229	4.4	1,007
Semis			170	4.4	748
Schools	44				
Open Space	33.5				
	<u>180 Acres</u>		<u>908</u>		<u>4,045</u>
	Total Area		Total		Total
	(incl. roads)		Units		Population
180 Acres:	4,045 persons		=22.4 persons per acre.		

(d) School Provision

(i) PUBLIC SCHOOLS

6,403 units (excluding non family units)

- @ 1 pupil per unit =6,403 pupils
- @ 30 pupils per classroom =213 classrooms
- @ 24 classrooms per school =say 9 schools

Therefore, 10 public school sites are provided in all:

(ii) WESTERLY VILLAGE

- 2,390 family units =2,390
- @ 30 pupils per classroom = 80 classrooms

Three 10 acre sites are provided - Two 27 classroom schools and  
One 26 classroom school.

(iii) EASTERLY VILLAGE

- 3,105 family units = 3,105 pupils
- @ 30 pupils per classroom = 104 classrooms

Four 8 Acre sites are provided each with a 20 classroom school.  
One 10 Acre site is provided with a 24 classroom school.

(iv) NORTH-CENTRAL VILLAGE

- 908 family units -908 pupils
- @ 30 pupils per classroom =31 classrooms

Two 8 Acre sites are provided.



(v) HIGH SCHOOL

31, 289 persons @ 6% = 1,878 pupils  
@ 27 pupils per classroom = 70 classrooms

One 20 Acre site is provided.

(vi) SEPARATE SCHOOLS

31,289 persons @ 5% = 1,565 pupils  
@ 30 pupils per classrooms = 53 classrooms

Three 8 Acre sites are provided.

Westerly Village: 13,209 @5% = 660 pupils = 22 classrooms

Easterly Village: 14,035 @5% = 700 pupils = 23 classrooms

North-Central Village: 4,045 @ 5% = 205 pupils = 7 classrooms

(e) Main Elements: Summary

The main elements may be summarized as follows:

1. A basic arterial road pattern north of Highway #7 which will ultimately produce eight self contained village communities, each roughly one mile square.
2. A major collector ring road designed so that it will ultimately link all the village centres to the City Centre.
3. Each village is divided by staggered major north-south collector roads in order to discourage through traffic.
4. A concentration of medium density residential development is located in the village community adjacent to and north of the City Centre.
5. A major town park of approximately 100 acres in area is located immediately north of the City Centre.
6. Higher density development is related to either collector roads and open space or to commercial and community facilities.
7. High buildings are oriented to and accentuate the City Centre and the village centres.
8. A continuous system of open space separates low density development from multiples and link housing to schools and village centres.

These characteristics will govern the subsequent layout.

9.0 APPENDIX B

Basic Principles:

The following basic principles govern this Chapter.

- (i) The total 8,000 acres of Bramalea new town are planned to accommodate a total population of 150,000.
- (ii) The northerly half of the new town, constituting approximately 4,000 acres, consists of Lots 6 - 10 in Concession 3, E.H.S. - 6, E.H.S. This area is divided into four approximately equal blocks by the main north-south Concession Roads (Second Line East, Dixie Road, Bramalea Road, Fifth Line East, Airport Road) between Highway #7 (the southern limit) and #10 Sideroad (the northern limit). This area is as yet relatively undeveloped: Only two residential areas have been established; (See Plates 19, 20, 21, 22.)
  - (a) Crescent Hill, east of Dixie Road in Lot 7, Concession 4, E.H.S. (Chapter C22)
  - (b) Bramalea Woods, West of Dixie Road In Lot 6, Concession 3, E.H.S. (Chapter C8)
- (iii) This northern area is to be predominantly residential with supporting community facilities and the main principle governing this development is the creation of eight approximately equal "villages", two in each of the four Concession blocks. The basic framework of routes for these villages is to be the main road network as described plus a new main east-west route approximately along the boundary of Lots 7 and 8 between Second Line East and Airport Road.
- (iv) This Chapter establishes two of these "villages": the southerly halves (approximately) of the two central blocks, and part of a third lying north of the easterly village.
- (v) A subsequent Amendment currently being developed will establish the more detailed application of these principles to the whole of the remainder of this northern half of the new town.
- (vi) At the very core of the new town immediately north of the City Centre, and lying between these two "villages" there is to be established a major Central Park area of approximately 100 acres, serving the whole new town for which a detailed plan is to be drawn up.

- (vii) This Central Park is bounded by Bramalea Road on the East, Highway #7 on the South, and on the North and West by a new road which curves north and then east from the Town Centre and which then cuts across the other "village" to Fifth Line East.
- (viii) South of Highway #7 and immediately east of the City Centre which is now under development, this Chapter establishes a civic centre of approximately 20 acres as a focus for new public buildings for which a detailed plan is to be drawn up.
- (ix) The westerly "village" is to be bounded by the new east-west cross-route, Dixie Road, Highway #7 the Central Park and Bramalea Road.
- (x) The easterly "village" is to be bounded by the new east-west cross-route, Bramalea Road, Highway #7 and Fifth Line East.
- (xi) The westerly village, being closer to the City Centre is to have a gross density (excluding the Central Park) of approximately 50 persons per acre in the southern part. This is balanced by the fact that the total village when completed will have included the existing low density area of Crescent Hill and adjacent similar areas as well as the Central Park, and the overall density will thus be considerably reduced. This permits a greater concentration of town houses in the area now to be developed. Local commercial facilities in this village are to be provided at a standard not less than 0.5 square feet per person and not exceeding 1.0 square feet per person, on the ground floor of the higher density area at the core of this village, and integrated within centrally located multiple family blocks at the junction of the main roads, south-west quadrant (immediately west of the Central Park).
- (xii) The easterly village will have a gross density of about 29 persons per acre with a mixture of high rise, medium density low-rise, town housing, single family and semi-detached units since it is also central.
- (xiii) The village north of this easterly village, to be only partly designated now, has a similar mix of housing types, but the density average is lower (23 per acre) since it is more peripheral.
- (xiv) The need for accommodation at the present time, the former Township policies of requiring mixed development, and the avoidance of unduly massive concentration of one house type, combine to the effect that,
  - (a) the full development of all three villages is not yet required, and
  - (b) the potential Ontario Housing Corporation units (town houses) are organized in blocks appropriate for O.H.C. development, but balanced with adjacent blocks of other housing types.

(xx) This Chapter therefore sets out for these reserved areas only the main uses, densities and roads structure and the implementing plans of subdivision only show part of these areas developed. The western "village" will effectively only be developed in the southern section to fill in the lands lying between Bramalea Woods, Crescent Hill, the City Centre and Central Park, and to provide the linking road from the City Centre to the easterly village, which will augment the growth of the Centre and make it accessible to the remainder of this stage, while providing an essential part of the ultimate road system. The internal structure of each "village" is to be the creation of establishing a general "core" consisting of:

- (a) Village commercial facilities,
- (b) high rise buildings where appropriate,
- (c) a grouping of the higher density housing around the core.
- (d) a central village green or village park,
- (e) a grouping of public buildings,
- (f) a focussing system of radiating public open space and walkways, and
- (g) main internal development roads which encourage circulation within each village, exclude unnecessary through traffic and encourage general amenity of the residential areas.

## CHAPTER C18

### 1.0 Purpose

The purpose of this Chapter is to designate an area of approximately 200 acres in the West Half of Lots 9 and 10, Concession 1, W.H.S. for industrial purposes for the establishment of a major national photographic industry with an ultimate potential work force of 3,000 persons approximately. (See Plate 1 and 2)

### 2.0 Policy

It has been recognized since the first major land use proposals of the former Chinguacousy Planning Area that there is considerable industrial potential in the central area of the former Township of Chinguacousy. Parallel road and rail facilities and the major Highways Number 10 and Number 7, and studies for further expressways and future land use concepts from time to time prepared by the former Planning Board have reinforced this view. The principle is correct. The site is ideally suited to the purpose. It is large enough to permit staged development working south from Highway Number 7, for the re-location of a major natural industry in this field, with manufacturing, distributor, and allied office and storage functions.

The policy is therefore as follows:

- (i) The area shall be zoned for M1 (the most restrictive) industrial category once designated for industrial use, with a "holding" category.
- (ii) Development is to be in accordance with a site plan showing the ultimate development of the site, and the "holding" zoning is to be removed at such time as this is satisfactorily negotiated and approved, at the time of actual development.
- (iii) In recognition of the proposed and existing residential use of land in the former Town of Brampton near and adjacent to the proposed industrial area the range of industrial uses that will be permitted will be of types that will produce little or a low level of adverse influence upon the nearby residential land use area and in general will be of a high quality. Development standards will be determined to ensure that the adjoining non-industrial use areas in Brampton will not suffer unduly and to this end adequate yard requirements, planting strips and screening will be required at those locations to protect the amenity of existing and future uses.

Surface parking and ancillary areas, including open storage areas, shall be located and suitably screened to reduce the adverse influence of outdoor activities upon adjacent uses in the former Town of Brampton. Off-street parking and loading facilities will be provided and the design

of these facilities shall be in accordance with desirable standards of traffic engineering. The quantity of off-street parking and loading facilities to be provided shall be determined on the basis of use of different class of use (ie office, warehouse and storage, manufacturing, and processing), type and purpose of parking (i.e. short term parking for visitors, long term parking for employees), availability of and probably use of public transportation, car pools, shift operation etc.

- (iv) The initial development will be permitted on the basis of a private sanitary sewerage system (septic tank and disposal field) until such time that the desired and necessary sanitary sewer mains are constructed to provide permanent means of sanitary sewer disposal and treatment. In recognition of the desirability to provide permanent sanitary sewer connections and that the likely location of such connections will be through the former Town of Brampton, negotiations will be commenced with the former Town of Brampton and such other authorities as are necessary to settle matters of an engineering, financial and staging nature.

In recognition of the effect that the disposition of surface drainage waters will have upon the use of lands in the former Town of Brampton, the former Township of Chinguacousy will ensure that adequate provision is made to permit the construction and maintenance of drainage works to reduce to a minimum the adverse influence upon the use and development of lands in the former Town of Brampton. Towards this end the former Township of Chinguacousy will co-operate with public authorities including the affected conservation authorities to ensure the proper disposal of the surface waters.

- (v) The development of the proposed industrial use area will be staged in such a fashion that temporary facilities will be replaced with permanent facilities prior to the over-extension of the temporary facilities. Development will be controlled by means of a site plan and a holding zone procedure pending the resolution of such matters as roads, surface drainage, sewerage, land use, and other matters that are of concern to the former Township of Chinguacousy and other authorities.
- (vi) Development of the proposed site for uses which produce types of sewage and/or industrial waste other than those which in the opinion of the Ministry of the Environment may be treated by septic tank system, shall not take place until such time as a municipally operated piped sanitary sewer and water system is available.

This approval will not prejudice the future ultimate land use of the area. A comprehensive study of the area affected by the South Peel Water and Sewer Scheme is presently under way and will be forthcoming in the near future as a declaration of public policy.

3.0 Implementation

This Chapter is to be implemented:

- (a) by a zoning by-law as indicated with "holding" provisions to be removed at the time of development upon the negotiation and approval of an agreement regarding site development to the satisfaction of the former Township.

## CHAPTER C19

### 1.0 Purpose

The purpose of Chapter C19 is to set out planning policies for social facilities of all kinds needed in the urban community.

### 2.0 Policy

Public service facilities as expressed include a wide range of operations. Some of these are clearly suitable for a domestic and residential setting, others are clearly suitable for non-residential locations even though they may be domestic in character.

Examples as a general guide are not easy since there are constantly emerging new needs as new ways of dealing with social problems achieve public acceptance.

Nevertheless the above classification may be typified by:

- (a) Individual foster homes, group foster homes and hostels for children who have experienced or are experiencing, some form of mental or physical handicap or who require such care, supervision, and training as can best be provided in the context of a domestic setting within the community.
- (b) Hostels, halfway houses and rehabilitation homes for adults who have undergone treatment and/or training in a hospital or other institutional setting and who are learning to re-adjust to normal community life.

Those characteristic of (a) can be received in residential areas provided the concentration is not such as to create an impact which results in a local community which is not normal.

Those characteristic of (b) are, at the present stage of public acceptance outside metropolitan centres, not normally accepted in residential areas, and thus have special locational characteristics.

The policy with respect to (a) type facilities is as follows:

- (i) To accept them in residential areas subject to a spacing of locations which ensures the predominance of normal residential dwellings. This spacing will vary from area to area depending on density and characteristics. It is also undesirable to single out such facilities since this destroys the community integration which is desired.
- (ii) To establish normal residential buildings of various kinds, by accepting such facilities as if they were normal facilities of households without other or special identification.



- (iii) To govern these by the same regulations as would apply to normal households or families subject to the spacing characteristics in (i) which can be determined in relation to the specific situation by site-plan control if normal. (e.g. in the case of a day-nursery or day-care homes for the aged where special visitation, parking or other facilities are needed).

The characteristics of those in (b) are different and the policy with respect to (b) is:

- (i) To require locations which are not in residential areas but which are close to public buildings, open space which can be absorbed into the ongoing development of the surrounding areas without difficulty.

It is not the intention of the former Township of Chinguacousy generally to locate these uses in industrial areas. Situations may arise, however, that such a use may be located within an industrially designated area. Where such a situation exists such location shall be on the periphery of the industrial area and shall not be completely surrounded by industrially designated lands.

- (ii) To require lots large enough to establish grounds around such facilities to ensure adequate privacy both for those living therein and those surrounding such facilities in their normal operations.

As a general policy such public service facilities are acceptable and desirable in the urban or rural areas of the former Township.

With respect to rural areas, agricultural areas, and potential urban areas, the same general principles shall apply.

### 3.0 Implementation

Implementation shall be by a special category of zoning amendment with specific control for all facilities.

## CHAPTER C20

### 1.0 Purpose

The purpose of Chapter C20 is to provide for sales to the general public from certain industrial activities where this is an integral part of the operation, to set out the policies which will govern such uses, the criteria to be applied, and the methods of implementation, to recognize existing uses in appropriate areas, and to prevent spot rezonings in an indiscriminate way by setting up appropriate areas in schedules to this and succeeding amendments in order to regulate the location of such uses.

The operations which need such facilities include such examples as:

- (i) manufacturing and warehousing where there is a public market for direct sales on site to the visiting public,
- (ii) the various sectors of the food industry which may both serve a national or regional market and at the same time be conveniently available for direct local sales,
- (iii) specialized general merchandize industries serving a wide variety of commercial needs and also meeting a local direct-purchase need,
- (iv) many aspects of the agricultural industry including specialized agricultural machinery, specialized intensive crops, seed plants, market gardening related to sales outlets, landscaping enterprises, nurseries and specialized greenhousing operations, and
- (v) aspects of the building and construction industry including industrialized building components, the manufacture and supply of building components and materials and building supplies.

### 2.0 Policy

Uses from such examples as those listed in 1.0 (i)-1.0 (v) or similar uses are permitted in the industrial area of the former Township as shown on Plate 1 and 2 attached, providing also that the associated direct sales to the public of products which are either produced on site or stored on site or related to the manufacturing or processing or handling or production functions on site, are part of the operation.

These uses shall conform to the following policy requirements:

- (i) Shall meet the criteria set out in Section 3.0
- (ii) Shall not require further Amendment to the Official Plan but shall require specific rezoning to result in special zoning regulations within the confines of this policy to govern these uses,

- (iii) Shall be subject also to an agreed site plan setting out the location of buildings, including direct sales outlets, parking and road junctions for traffic entering and leaving the site, and
- (iv) Shall be subject to an agreement with the former Township respecting such special uses and site plan.

3.0 Criteria

The following criteria shall apply:

- (i) uses as described in 1.0 (i)-1.0 (v) or similar uses,
- (ii) minimum site area 2 acres,
- (iii) additional parking as provided for commercial areas to be provided on site for the visiting public,
- (iv) uses to be restricted so that these sites do not become commercial areas but remain essentially industrial areas with direct sales outlets as a subsidiary use,
- (v) controlled access to the site for proper traffic handling, and
- (vi) lands adjoining major highway intersections as may from time to time be designated in the Official Plan of the former Township.

4.0 Implementation

This Chapter is to be implemented by:

- (a) Particular and specific zoning requests as indicated and passage and approval of all zoning by-laws.
- (b) Site plans to the satisfaction of the former Township within this general policy.
- (c) Agreements negotiated with the former Township.

## CHAPTER C21

### 1.0 Purpose

The purpose of this Chapter is to set out planning principles and a guiding concept for the Bramalea City Centre, establishing policies which will allow reasonable flexibility in the subsequent more detailed internal planning consistent with the principles and policies set out herein; to establish and to safeguard the related systems of land use, services, roads, densities and intensities of development, and social facilities needed to achieve a City Centre; to establish a proper relationship between the City Centre and the surrounding area; and to allow the full potential of a planned area of public, commercial, related, and peripheral uses to evolve harmoniously.

The approval of this Chapter is in no way to be construed as supporting any future amendment to permit further expansion of the existing urban area. (See Plate 13, 14)

### 2.0 Policy

2.1 THE CITY CENTRE is defined as the area circumscribed by Provincial Highway Number 7 to the north, Bramalea Road to the east, Clark Boulevard to the south, and Dixie Road to the west, (approximately 165 acres) it includes all lands bounded thereby, save and except Block C2 (in the N.E. corner) which is specifically excluded.

### 2.2 General Concept

The general concept is as follows:

- (i) To provide a City Centre which will contain commercial facilities of a retail and complementary nature, public and private office building, the main municipal buildings for Bramalea and the municipality as a whole, social and cultural facilities, and other amenities, offices and facilities for Federal, Provincial, urban and local functions. It is also to provide a residential community of approximately 8,200 persons, public parkland and private recreational and social facilities, public commercial deck parking structures, ancillary, supplementary and related functions for all of these, and the full range of defined peripheral uses generated by the commercial core.
- (ii) To permit within the City Centre such additional facilities as central public utility functions, public institutional uses of various kinds, transport facilities including terminal facilities for public and private transport, together with associated commercial and other amenities, residential uses and associated facilities, space and facilities for clubs and societies, medical and clinical facilities, sports and amusement facilities and work shops, studios and specialized central area activity.

(iii) To guide the development of these lands and these varied uses so as to provide a real focus for the various aspects of the civic life of Bramalea.

(iv) To establish three main areas as follows:

#### Area 1

A central spine of public lands on both sides of Central Park Drive including the lands for public buildings and the channel of the watercourse and greenbelt. This is to provide a link in a continuous system of open space in Bramalea which cuts across the area immediately to the east of this road and includes the park and school site immediately to the east in the residential area, plus the buffer strips and parks along Clark Boulevard. The watercourse is part of the Etobicoke Creek watershed system. The municipal area west of Central Park Drive constitutes some 22 acres including the buffer strip along Clark Boulevard. The lands in Area 1 total approximately 42 acres.

#### Area 2

West of this and encompassing the whole of the lands between Area 1 and three boundary roads (Highway Number 7, Dixie Road and Clark Boulevard), a main commercial core area for central commercial and related, ancillary, and peripheral uses, including business offices, hotel, entertainment, and a great variety of associated uses, as well as a limited residential development, to have very great freedom and flexibility so as to encourage imaginative and creative private development, within broad municipal controls. (about 86 acres).

#### Area 3

East of the public lands, and encompassing all the remaining lands to the boundary roads except Block C2, a residential community of high-rise multiple dwellings developed in accordance with a comprehensive design scheme and a registered plan of subdivision so as to produce a proper and open environment and so as to relate properly to adjacent housing areas. This community is to have a recreational centre and school site, which will lie immediately adjacent to and east of the public lands, park and greenbelt, and be central to the residential community which it serves. (About 36 acres of housing). These and other high buildings have been checked with M.O.T. and the former Township has been advised that they pose no problems subject to site plan scrutiny.

- (v) To establish the policy of linking the public lands to the commercial core area. This is in recognition of the desire of the municipality and of the developer to achieve a real city centre with an effective inter-play between the various uses and functions involved. There are two related principles: (1) To give the public the control over a spine of public lands located so that a great variety of public uses can be accommodated without adversely affecting adjacent areas, and with reasonable flexibility and freedom, and (2) to give the developer of the commercial core maximum flexibility within that area to allow prompt response to market needs and changing tastes. The aim is to link these two areas together at the point where there is a mutual interest in seeing that effective pedestrian connection occurs in accordance with an agreed design.
  
- (vi) To define at this time the ultimate general pattern of land uses, densities and functional relationships and intensities of development, along with the road patterns and access policies which are related to these, such that the balanced equilibrium thus set out functions effectively as it evolves, and when it is completed internally and in relation to the new town and surrounding urban area as a whole. To this end, supporting consultant traffic studies and parking studies have been carried out and the land use and roads policies, and densities and intensities set out herein are in accordance with such studies.
  
- (vii) To establish the general principles governing the residential community east of Central Park Drive.
  
- (viii) To properly relate the City Centre to the established and committed adjacent land uses, and existing and proposed adjacent residential areas, by establishing buffer areas, setbacks and access controls, certain holding zoning provisions, site plan controls, and ultimate uses and zoning clearly apparent to existing and future citizens. This general concept is the basic guiding policy for this Chapter.

## 2.3 Policies

In accordance with the general concept this Chapter establishes the following additional policies:

### 2.3.1 Roads

- (i) The internal road system, in accordance with Section 2.2 (vi) derives from studies of the internal traffic circulation, its relationship to external roads and studies of the proper relationship between the City Centre and the surrounding roads systems both urban and regional.

- (ii) In order to improve the general road system of the Bramalea area in relation to the City Centre and to improve access to and external circulation around the City Centre, various widenings and such items as deceleration lanes are needed on the external roads (Highway Number 7, Dixie Road, Bramalea Road and Clark Boulevard) and are deemed to be in accordance with this Chapter.
- (iii) An internal ring road is to be provided as set out herein in section (ix) below, within the commercial core area.
- (iv) CLARK BOULEVARD is to be widened to 130', but such widening is to take place entirely on the north side of Clark Boulevard, as the area to the south is built-up. The specific design of those predominantly residential areas in these southern areas included buffer strips which are both proper and essential to maintain. There will also be a 50' buffer strip on the north side of this road, and a setback of 150' from centre line, as noted subsequently. West of Central Park Drive a 700 foot apartment restriction limit is imposed measured from the nearest lot line of any single family detached dwelling south of Clark Boulevard.

Notwithstanding the 700 foot Apartment Restriction Line the municipality recognizes the need to limit the height of all buildings located between that line and the 150 foot setback from the centre line of Clark Boulevard, as to protect the amenity of the low density residential area to the south.

The main north-south internal road is to be CENTRAL PARK DRIVE which links the newly developing residential areas north of Highway Number 7 (Chapter C17) to the City Centre. This is also to be 130 feet, in view of the essential function it performs between Highway Number 7 and Clark Boulevard. The road will join Highway Number 7 and Clark Boulevard at T-junctions and the junctions of Central Park Drive and of existing Crawley Drive with Clark Boulevard will be designed to prevent non-essential traffic from disrupting the residential area to the south and so as to keep main traffic flows on the main roads as set out. Many possible options are to maintain these roads in their proper functions without inconvenience to the public and without adverse effects on the adjacent residents. Similar care will be exercised at the junction of Clark Boulevard and Cloverdale Drive, and at the junction of Braemar Drive and Clark Boulevard, for the same reasons. These related junctions will be designed as one unit, and the design may include such measures as an island limiting access to Crawley Drive and a fenced walkway to the school.

- (vi) On DIXIE ROAD, access to the commercial core area shall be limited to two defined points approximately equidistant from each other and from Highway Number 7 and Clark Boulevard. The balance of frontage on

Dixie Road except where public land is being dedicated as otherwise set out in this Chapter is to be controlled by the dedication of a one-foot reserve to the former Township so that in this and other cases access is controlled. This is essential to ensure proper functioning of the external roads and to allow peripheral uses to locate in reliance in a properly functioning road access system. Similarly, 1-foot reserves vested in the former Township are provided around C2 on Road E3.

- (vii) On CLARK BOULEVARD and Highway Number 7 in each case access to the commercial core area shall similarly be limited to two defined points in the same fashion as (v) above and subject to the same provision for the same reasons. If other access points are needed they shall be dedicated and constructed to the standards of the former Township by the developer.
- (viii) On CENTRAL PARK DRIVE this Chapter establishes one 100' public road (Road E6) and one 86' public road (Road E1) being extensions of the road pattern established to the east, as controlled access points to the commercial core area in similar fashion to (v) and (vi) above. These link to the ring road as set out in (ix) below. The routes as set out between Blocks A1 and A3, and between A3 and A5 are to be dedicated at the widths as indicated on Plate 13 and 14 and there is to be a 1-foot reserve on the balance of the frontage of these Blocks, along such Road E1. All remaining land on this frontage is dedicated as public lands and is therefore subject to public control and in this instance no 1-foot reserve is needed. Where such access roads run between public lands the former Township may deck over them where the levels permit this, or depress them and deck them over.
- (ix) Within the COMMERCIAL CORE AREA an internal ring road as referred to in (iii) above shall be provided. This is to be generally located approximately midway between the Central Shopping Mall area and the boundary public roads. The defined public access points shall link to the ring road and this whole system shall be established to insure efficient and safe traffic flows. The precise location of the system and individual parts may vary from the general concept indicated in Schedule "A" and precise locations may be changed as development proceeds so long as this principle is maintained.
- (x) The section of this ring road adjacent to public lands laying between Roads E1 and E6 shall be dedicated as a public road with the option open to depress the road if necessary.
- (xi) Beyond these controlled access points and the dedicated roads indicated there will be no other public roads inside the commercial core area.



- (xii) East of Central Park Drive the area will be served by one road running generally parallel to Central Park Drive and Bramalea Road and approximately mid-way between them, linking Highway Number 7 and Clark Boulevard. These will be two east/west roads generally parallel to Highway Number 7 and Clark Boulevard respectively, linking Central Park Drive and Bramalea Road. These roads are to be 100' wide to provide for future needs, and access to them is to be carefully controlled to ensure that this total system functions properly now and in the future. (The various junction points set out in this Chapter have been determined on engineering advice in relation to the characteristics of surrounding roads and land uses and in relation to the development commitments for such areas; in the same way the road locations have been determined). These roads may vary in detailed location from the precise location shown on Plate 13 and 14.
- (xiii) Access to the nine main blocks thus formed by the roads in the area bounded by the commercial core area to the west, Highway Number 7 to the north, Bramalea Road to the east, and Clark Boulevard to the south will be only from the internal road system. (i.e. Central Park Drive and the roads noted in (ix) above) at defined points. To ensure that the roads system functions, the former Township will insist on comprehensive integrated development of whole blocks in accordance with an overall design scheme to prevent piecemeal development and uncontrolled access. There will be one-foot reserves so as to prevent other uncontrolled access to Block C2, provided by Bramalea Consolidated Developments Limited and dedicated to the former Township as a condition of the approval of this Chapter on Road E3 as shown on Plate 13 and 14. There will also be one-foot reserves so as to prevent other uncontrolled access to Highway Number 7, Bramalea Road and Clark Boulevard, and one-foot reserves so as to ensure block access control, dedicated to the former Township as a condition of this Chapter. The main external roads will carry high volumes of traffic and this policy ensures that the key junctions (Highway Number 7 and Central Park Drive, road E3 and Bramalea Road; road E5 and Bramalea Road; Clark Boulevard and Bramalea Road; Central Park Drive and Clark Boulevard roads E4 to E6 and Central Park Drive; roads E1 to E2 and Central Park Drive) will not be adversely affected by conflicting access points. The internal roads N2, N3, E1 to E6 are designed to deal with designated access points in accordance with the land use and density pattern established by this policy. These will be determined either by registered plan or at the time of site plan approval.
- (xiv) Lands for the external road widenings, for CENTRAL PARK DRIVE, for the widening of CLARK BOULEVARD, and for the other public roads and streets N2 and E1 to E6 indicated in this Chapter, as well as for

modifications to CLARK BOULEVARD, and the section of Road E1 between Blocks A1 and A3 and the dedication referred to in (x) above will be dedicated by the developer of the City Centre as a condition of approval of this Chapter, and the former Township shall receive as a condition of the approval of this Chapter the dedication of one-foot reserves on road frontages as noted and on road frontages around the commercial area between the points of access set out herein. The former Township shall receive the right to designate and approve specific access points to the blocks set out on all lands and to require comprehensive development of such blocks as a condition of the approval of this Chapter which sets out the densities and land uses which will enable such blocks to develop in harmony with each other and with the public lands and the commercial core.

- (xv) Within the area covered by this Chapter on the external roads, and in relation to the commercial core, no other access points will be provided save by amendment to this Official Plan. On the internal roads, the controlled access points may be designated by registered plan or by agreement with the former Township and such controlled access points are deemed to be in accordance with this Official Plan.
- (xvi) The blocks created by the road pattern and by the road dedications set out herein shall be governed by the provisions of this Chapter. Access to Block C2 from Road E3 will be governed by the one-foot reserves.

### 2.3.2 Watercourses

- (i) There are two watercourses in the City Centre area. One lies generally parallel to Dixie Road and east of it, and is within the commercial area for the greater part of its length but crosses the dedicated lands comprising public parkland and buffer area, then crosses Clark Boulevard to flow south. This watercourse originates north of Highway Number 7 and enters the City Centre area immediately east of the junction of Dixie Road and Highway Number 7. The other enters the City Centre area from Central Park, and crosses Highway Number 7 east of the junction with Central Park Drive to flow generally parallel to it and east of it to cross Clark Boulevard flowing south in a channel immediately west of Cloverdale Drive.
- (ii) The watercourse running through the commercial core area may be relocated in a defined channel closer to Dixie Road to permit a more effective use of the commercial area and peripheral areas, and such relocation, subject to provision to the former Township of an approved condition at the point where such watercourse enters and crosses public lands, is deemed to be in accordance with the Chapter.
- (iii) The watercourse lying east of CENTRAL PARK DRIVE is to be relocated, placed in a designed channel and landscaped at the expense

of the developer on the course shown on the map which is attached, (Plate 13 and 14) and the adjacent greenbelt lands are to be dedicated to the former Township as a condition of approval of this Chapter.

### 2.3.3 Public Lands

While no maximum or minimum density for the public lands is included in this Chapter the municipality recognizes the need to relate the density of any development on these lands to the adjacent land uses in order to protect the amenities of existing or proposed development which might not be compatible with high density.

- (i) Public lands directly adjacent to, and capable of development to link with, the commercial core area, have been a basic element in the evolving city centre planning. In the stage of development immediately prior to the present concept, a complex commercial megastructure was intended, parallel to and slightly south of Highway Number 7, with a much more rigid development concept than that presently being pursued to allow public buildings to develop and be directly "plugged-in" to the multiple-decked megastructure, a site A1 and a smaller projection A2 south of it, were agreed, along Highway Number 7, and between it and the megastructure. The smaller projection of 0.286 acres was related to a very specific and precise design, to allow close integration of public and commercial uses. This general concept was abandoned, as being too rigid for the needs and potentialities of the area. The problem was then to redefine the relationships to maintain the same principle and yet allow increased flexibility within the core area. The next possibility which was explored was that of moving the municipal lands to Central Park Drive and maintaining the A2 area as a projection into a generally defined commercial core area, with peripheral lands in broadly controlled zones, and with multiple dwellings between it and the residential areas to the south. It was at this point agreed that the Block A4 was an appropriate and proper place on which to build the police station and in view of the urgency of that need this was done. When the megastructure concept was being pursued, Clark Boulevard was then intended to be relocated north of its present location so as to provide a closer relationship to the core to allow apartments and a school site south of it, and to allow a buffer park area between it and the residential areas to the south. It then, however, became apparent that the commercial area needed more flexibility, and the feasibility of creating as a first stage, around and related to the present existing commercial structures, a major shopping mall with at least two major department stores, and the possibility for a third and fourth, led to the view that there should be public control over the lands on both sides of Central Park Drive with a much more flexible commercial core to the west, within which defined uses could occur. In order to achieve a basis within which the developer and the municipality would have freedom to

evolve on their own lands within a context of integration and without rigidity, it was further agreed that the A2 small blocks as no longer relevant, and an arbitrary line was struck with which, upon consultant advice, both sides could readily live. The megastructure was abandoned and a more conventional layout was envisaged. This led to the concept of linking such a shopping layout to the public lands by an agreed design, and by a landscaped mall.

- (ii) While this decision was reached, the principle was put forward of greater flexibility, by allowing a range of defined uses including apartment facilities (not more than 1,000 units of non-family dwelling units) which could be placed with considerable flexibility anywhere within the defined commercial core area, subject to site plan control for the dwelling units, and subject to the provision of a buffer strip along the southern boundary of the site, a setback from the centre line of the proposed relocated Clark Boulevard then under consideration of 150', within which no such units could be constructed, and the dedication of the equivalent accumulated external surrounding landscaped area which would have resulted had these dwelling units been built in a district zoned area along side the north of Clark Boulevard. This produced an area of approximately eight acres, which together with the minimum buffer strip of fifty feet, resulted in a substantial area of public lands on the south of the commercial core to add to those on the east. This area was subsequently grouped into the consolidated public holdings.
  
- (iii) The increased flexibility within the commercial core area and removal of the proposed precisely defined apartment zone then led to the realization that it was not now necessary or desirable to relocate Clark Boulevard. The widening, to take place on the north side of existing Clark Boulevard, left the land which had been proposed immediately north thereof (for proposed relocated Clark Boulevard) as additional dedication to the approximately eighteen acres on either side of Central Park Drive and the approximately eight acres north of Clark Boulevard, and a small addition to the greenbelt area on either side of the dedicated watercourse east of Central Park Drive. The retention of Clark Boulevard on its existing site also resulted in a triangular parcel of buffer strip on the north side of Clark Boulevard east of that greenbelt, and the intended apartment setback limitation of 150' from the centre line of, then intended, relocated Clark Boulevard was left as a further buffer. (This explains why both setbacks differ from the line of existing Clark Boulevard). It was felt to be highly advisable to retain these arrangements as a practical means of protecting adjacent amenities. They also increased public control over the edge of the core area. After the public meeting on the August 15th proposals for a 700 foot apartment restriction area was included for the further protection

of adjacent residential amenities. Notwithstanding the 700 foot apartment restriction line the municipality recognizes the need to limit the height of all buildings located between that line and the 150 foot setback from the centre line and Clark Boulevard so as to protect the amenity of the low density residential area to the south.

(iv) The watercourse area as the western limit of the eastern residential area became the logical place within which to meet the need for an open space link between Central Park and the parklands to the south. This is in accordance with the municipal principle of ensuring a continuous public walkway and parkland system throughout the new town of Bramalea. This land was therefore required as a dedication.

(v) Subsequently it was recognized that, the method of linking described in item (i) above was not the kind of actual physical integration both parties were seeking. A number of possible methods were then explored and for various reasons rejected as being unworkable. It was then decided by Council, with whom close liason has been maintained, that it would in fact be preferable to group all the public lands west of Central Park Drive into one large block capable of being developed as a designed public campus area, and also capable of being directly linked into the proposed mall area.

It was also felt that the junction of Clark Boulevard and Central Park Drive was ideal, and that the eight acre park noted in item (ii) above should be included, but that the buffer strip indicated should remain.

(vi) This policy decision thus released certain lands now in Blocks A1 and A3 for special controlled commercial uses such as offices or hotel and residential apartment tower, and it was decided that this should be accompanied by site plan control to protect the special character of Central Park Drive, set by the predominance of public lands thereon.

(vii) This resulted in the 11th August, 1970 revision which included a municipal and public "campus" area of about 20.5 acres and which also retained the buffer strip, and the building setback along Clark Boulevard. (This was as set out in the August 15th proposals and subsequently in the September 14th proposals).

(viii) The concept which resulted was the direct entry of public buildings into the commercial mall.

(ix) Following adoption of the September proposals by the former Planning Board and Council, proposed Official Plan Amendment No. 29 was submitted to the Minister of Municipal Affairs on September 28th, 1970. (subsequently superseded).

- (x) As noted above this set of proposals was then modified. For the reasons set out therein, the need arose to define the ring road principle in the Official Plan to align public lands along the west side of Central Park Drive without crossing the ring road and to link private and public lands across the ring road via a permanent pedestrian route.
- (xi) The resulting public lands on the west side of Central Park Drive constitute some twenty-two acres exclusive of roads E1 and E6.
- (xii) East of Central Park Drive the municipal principle of joint school-park and recreational facilities indicated that the school site and park site to serve the residential area should be in the central block abutting the other public lands adjoining the greenbelt and adjacent to each other.
- (xiii) While detailed explanatory notes of this kind are not normally part of an Official Plan, the complex and protracted discussions and negotiations regarding this area and the valid comments and public representations made at public meetings on the first version of this proposed Chapter require such a commentary in order that the resulting policy may be better understood by the public for whom it is intended as a guide. This Chapter has been considerably modified in the light of public comment and there has been considerable public involvement in its preparation, and it is important that the public be able to see what is suggested, as well as how it emerged.
- (xiv) The public lands are as follows in the above areas:  
 The following lands are relinquished:  
 Block A is exchanged with the developer for the other public lands herein. Block A2 is similarly exchanged with the developer. The following lands are dedicated to the former Township as a condition of the approval of this Chapter and apply dedications relative to all lands owned by Bramalea Consolidated Developments including those in Block C2:

I MUNICIPAL & PARK PURPOSES

(Including Federal-Provincial Government buildings and uses as set out in 2.3.6)

Block A4: Municipal (Police Building) approx. 2.1 acres

Blocks

A1, A3 & A5 Municipal purposes including additional lands not now needed for relocated Clark Boulevard approx. 19.3 acres

Block A6      Municipal purpose                      approx. 1.2 acres

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TOTAL of lands on CENTRAL PARK DRIVE                      approx. 22.6 acres

II      GREENBELT AND WATERCOURSE

Block P1      greenbelt and watercourse                      approx. .7 acres

Block P2      (as above)    approx. 2.8 acres

Block P3      (as above)    approx. 2.4 acres

Block P4      additional lands not now needed  
                    for relocated Clark Boulevard                      approx. .4 acres

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TOTAL of lands related to WATERCOURSE                      approx. 6.3 acres

III      PARK, AMENITY & BUFFER STRIP

Lands adjacent to CLARK BLVD. south of the  
main COMMERCIAL CORE for buffer and park  
purposes plus lands not now needed for relocated  
Clark Boulevard    approx. 4.0 acres

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TOTAL of lands related to CLARK BOULEVARD                      approx. 4.0 acres

IV      SCHOOL AND PARK SITE

Lands in residential area for PUBLIC SCHOOL  
site approx. 7.5 acres. Lands to be dedicated as  
public parkland and open space approx. 2.4 acres

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TOTAL of lands in residential area                      approx. 9.9 acres

The total of all of these public lands to be dedicated as a condition of the  
approval of this Chapter is as follows:

Municipal and park purposes related to	
Central Park Drive	22.6 acres
Greenbelt and Watercourse	6.3 acres
Park, amenity and buffer strip related to	
Clark Boulevard	4.0 acres
School and park site	9.9 acres
	<hr/>
TOTAL (approximate)	42.8 acres

(xv) In the residential area, the balance of the block in which the school and park facilities are located (a site of approximately four acres) is to be established as a project recreation centre for the surrounding high-rise residential area and while this is not to be dedicated land it is intended to pursue methods of integrating the school, park and private recreational facilities to take maximum benefit from the planned proximity of these elements, so as to make a significant and attractive social focus to this area. Designs and structures which implement this general principle are deemed to be in accordance with the policies set out in this Chapter.

#### 2.3.4 Commercial Core Area

- (i) The COMMERCIAL CORE AREA is defined as the total area bounded by Highway Number 7, the municipal lands along Central Park Drive and Clark Boulevard, the amenity and buffer strip along Clark Boulevard, and Dixie Road, with two main access points on each of these four frontages as indicated in the roads policy. (This is an area of about 86 acres).
- (ii) This area is envisaged as containing a modern commercial core area of several major department stores to be developed in conjunction with a series of pedestrian covered malls, with freedom for the developer and the commercial elements herein to develop this concept in stages appropriate to the needs and the market, in consultation with the municipality but with as much flexibility as possible consistent with this general concept. The aim is to create a viable and attractive commercial core for the City Centre, linked to the public buildings to be built on the public lands.
- (iii) The uses permitted within this commercial core area shall not exceed the following:
  - 1,200,00 sq. ft. of commercial uses space
  - 1,000,000 sq. ft. of business office space and non-retail commercial uses
  - 910,000 sq. ft. of multiple residential apartment space
  - 350,000 sq. ft. of hotel space and convention facilities.



- (iv) The 910,000 sq. ft. of multiple residential apartment space is to be contained within not more than 1,000 dwelling units (non-family units), which may be integrated directly into the mall area. These units are to be subject to holding "H" Zoning.
  
- (v) All office uses regardless of their location shall be regulated by site plan controlling such elements as location, building block development, massing, grouping, spacing, access, servicing, parking, landscaping, and allowing for the satisfaction of normal municipal requirements for fire, police, garbage disposal, and the general protection and well-being, including matters relevant to the health, safety, welfare and convenience of the general public and the specific occupants or users. The former Township will pay particular regard to the amenities of the area and will seek to work with the developer to ensure a high standard of architecture and of landscaping, and to provide the same on its own lands. Servicing is to be deemed to include consideration of water, sewerage, roads, and sidewalks, hydro, access for emergency facilities including fire, ambulance, police and other public services and utilities, parking, landscaping and waste disposal. The former Township retains control of the height of all buildings in the City Centre.
  
- (vi) The 1,000 dwelling units set out in (iv) above are to be subject to approval by the municipality of a site plan indicating location, building block development, control of building height, massing, grouping, spacing, access, servicing, parking, landscaping and allowing for the satisfaction of normal municipal requirements for fire, police, garbage disposal, and the general protection and well-being, including matters relevant to the health, safety, welfare and convenience of occupants of such dwelling units within the commercial core area. The former Township, in reviewing site plan for approval will be particularly careful to protect the amenities of existing residential areas adjacent. No building can be built closer to Clark Boulevard than the "defined 150' setback" as shown on Plate 13 and 14. No residential units (i.e. apartments) can be built closer to the residential area south of Clark Boulevard than 700' and this "700' Apartment Restriction Limit" is a precise line measured from the lot line of any single family detached dwelling south of Clark Boulevard, and shown on Plate 14 and 30. Notwithstanding the 700 foot Apartment Restriction Line the municipality recognizes the need to limit the height of all buildings located between that line and the 150 foot setback from the centre line of Clark Boulevard, so as to protect the amenity of the low density residential area to the south. Servicing is to be deemed to include consideration of water, sewerage, roads and sidewalks, hydro, access for emergency facilities including fire, ambulance, police and other public services and utilities. No multiple dwellings may be located within the 700' setback area indicated.

- (vii) Within or immediately adjacent to all residential buildings or structures west of Central Park Drive in the commercial core area there shall be provided indoor and outdoor recreational facilities, and siting areas and patios. A minimum of three square feet of swimming pool water surface for each dwelling unit (minimum total 3,000 square feet) shall be provided for the use of apartment residents in the commercial core area, and such facility shall be located by the developer to the requirements of the former Township.
- (viii) The uses set out in (iii) above are capable of being accommodated within the commercial core area in terms of land availability, and in the light of related parking demands, and in the light of the internal City Centre and external Bramalea road pattern.
- (ix) The uses permitted within the commercial area include within the general limitations set out in (iii) above retail commercial uses, hotel and convention facilities, non-retail commercial and office uses, complementary and related and ancillary commercial functions, recreational and social facilities, surface and deck parking, transport terminal facilities related to the concept of a City Centre, medical and clinical facilities, and certain limited public uses agreed between the developer and the former Township. All such uses are subject to building height control.

**Residential Area**

- (i) The residential area consists of approximately 36 acres of housing plus residential amenities such as a park and school site east of Central Park Drive and the adjacent public lands, specifically excluding Block C2, wherein lands of Bramalea Consolidated Developments are located.
- (ii) The general concept is that of an area bounded by Highway Number 7, Bramalea Road, Clark Boulevard and the municipal lands and greenbelt area alongside Central Park Drive. This area is intended to develop as a community or highrise apartments with a social and recreational core and a school and park site all combined in the most central Block C3 all related to the adjacent park site and public lands. This in effect results in a semi-circle of residential use around this core area. The further idea is to have high buildings (up to twenty-eight storeys) with underground parking, so as to have an "open" character and central identity.
- (iii) The residential component of the total City Centre area is some 3,400 units allocated to all the holdings of Bramalea Consolidated Developments Limited in the area including a section of Block C2. Because of the exclusion of Block C2 not all of this allocation is available within the area covered by this Chapter, of which 1,000 units

**MODIFICATION**

**NO 5**

**UNDER SECTION 14(1) OF  
THE PLANNING ACT**

are to be essentially non-family units west of Central Park Drive properly capable of being integrated into the development of the commercial core as noted previously. The balance of some 2,400 units calculated on the basis of sixty units per acre overall acreage on lands of Bramalea Consolidated Developments Limited is to be provided in the easterly residential area. This might result in an eventual population of about 8,200 people, approximately 6,000 east of Central Park Drive and the balance of about 2,200 west of it, and after discussion with the School Board it appeared that one school site can adequately deal with the school children generated by this development, provided it was as centrally located as possible. This resulted in the 7.5 acre public school site to be provided in Block C3, immediately north of E4.

NOTE: The Block C2 lands of Bramalea Consolidated Developments excluded from development by the exclusion of that Block are included in the total of 2,400 units and the units calculated from this acreage on such lands can not be transferred into the area covered by this Chapter nor developed piecemeal. Nor will the total allocation to lands of this development exceed 2,400 units in the area bounded by Highway Number 7, Bramalea Road, Clark Boulevard and Central Park Drive.

- (iv) With the proximity of Central Park Drive to this population it was agreed that a park of about 2.5 acres in the same block provided an adequate addition to the public lands along the creek and Central Park Drive, capable of being related to the proposed campus development, and in accordance with the open space standards of the former Township. The park, school, recreation, public lands and greenbelt lands are set out as shown.
- (v) The balance of the area can be best developed by a registered plan of subdivision to include all the balance of the lands within this residential area governed by the general provisions of this Chapter and such plan is deemed to be in accordance with this Chapter.
- (vi) The road pattern set out in the roads policy is essential for the proper development of the commercial core area and for the development of the lands east of Central Park Drive, since the total development of the new town requires that all future land uses and road accesses be carefully designated and controlled for proper efficiency and equilibrium in the relationship between the City Centre and the remainder of the new town, as well as between the commercial core area and the residential area to the east. The roads will therefore be dedicated and the blocks developed comprehensively in accordance with an approved site plan and building layout plan, as a basis for "envelope" zoning to govern the subsequent development. There will be one-foot reserves and

no additional external access points other than the main junctions shown in this Chapter on HIGHWAY #7, BRAMALEA ROAD AND CLARK BOULEVARD as noted in the roads policy. This road system will not function if the land uses set out herein are changed, save and except the substitution of office uses for residential.

- (vii) The road system for the City Centre is a total system. The roads in this residential area are primarily part of that system, as well as serving the area itself. The road system within this area requires a 100' road allowance on roads, N2, N3, E2, E3, E4 and E5 giving five lanes of pavement with the middle lane for left turns only. The external roads, Central Park Drive and Clark Boulevard, are to be 130' right-of-way with a six-lane divided pavement and left-turn lanes at all access points. The road system is in balance with the land uses proposed.
- (viii) The lands east of Central Park Drive will not, when developed or redeveloped to the uses designated in the Amendment, be able to have vehicular access provided from HIGHWAY #7, BRAMALEA ROAD, CLARK BOULEVARD or CENTRAL PARK DRIVE because of the functional characteristics of these routes. The roads internal to this area (E2, E3, E4, E5, N2, and N3) are further to be classified as LAND SERVICE roads. Vehicular access to all blocks is of necessity to be restricted to one or two designated access points from roads E2, E3, E4, E5, N2, and N3. The actual and precise location of these access points is to be determined during the site plan review treating each Blocks as a unit and such designation is deemed to be in accordance with this Chapter.

The general principle to be followed is that the number of access points is to be kept to a minimum in order to maintain a high level of efficiency on the road system, and such access points should be located midway between junctions. The former Township will not permit piecemeal development to disrupt the road network, and for this reason maintains the one-foot reserve on Block C2.

- (ix) As a further policy to reinforce the designated land use and roads policies, blocks for residential use (i.e. all blocks except the public lands and recreational area) must be developed comprehensively and as a unit. Piecemeal redevelopment can not be permitted, as it will undermine the balance and effectiveness of the system and imperil other uses and functions. It will also benefit some individual or group at the expense of all the other land owners and the public as a whole.
- (x) Development on all blocks in the residential area must be subject therefore to site plan approval, as set out in 2.3.4 (vi) above and all Blocks will be subject to holding (H) zoning until a satisfactory site plan

has been approved by the former Township regarding financial and related matters. Where there are a number of owners in one blocks the municipality will prevent piecemeal development or redevelopment and insist on comprehensive development in accordance with an approved site plan, if existing uses are to be changed. All Blocks will have (H) holding zoning.

- (xi) Save and except the units allocated to Bramalea Consolidated Developments holdings in Block C2, units allotted to the area designated for the private recreational facilities (four acres at 60 units per acre for a total of 240 units) may be redistributed over the balance of the lands owned by the same developer (i.e. excluding C2 lands) to allow for the increased social advantage created by grouping such facilities in one location. This redistribution is to apply only within the remaining blocks designated for high-rise use (i.e. Blocks C1, C4, C5, C6) in accordance with the provisions of the registered plan required in (v) above and in accordance with the site plan zoning required by item (vi) above approved by the former Township. The total number of units will not exceed 2,400 and the densities on any individual block may not exceed 80 units per acre average, where such redistribution is carried out. Such redistribution can not be made from C1, C4, C5, C6 to C2; nor from C2 to C1, C4, C5 and C6. Thus the units capable of being built on C2, C4, C5 and C6 include units transferred from C3 only.
- (xii) The site plan zoning noted in (vi) and in (x) above will establish for each block the number of units, development envelopes, amenity standards, building height, access and parking (and all cases shall establish for each block 75% underground parking and 25% surface parking), building envelope and heights, as well as the items set out in 2.3.4 (vi) above. The former Township in reviewing site plans for approval will be particularly careful to protect the amenities of existing adjacent residential areas, and at the southern part of Blocks C5 and C6 will ensure that high buildings are set back at least their own height from the southerly limit of Clark Boulevard. No buildings of any kind may be built south of the defined setback area.
- (xiii) At the southerly end of blocks C5 and C6 adjacent to Clark Boulevard, no buildings shall be established south of a defined setback line. (note: this setback line was originally defined as 150', from the centre line of a proposed Clark Boulevard relocation as previously noted, but it remained in that location when the proposed relocation was abandoned. It is now an arbitrary line, but maintains a fixed distance from the southern limits of these blocks (i.e. parallel to the buffer strip and then to the Clark Boulevard line) and then extended eastwards as a 50' strip. The purpose of this line is to ensure an adequate setback of buildings from the adjacent housing to the south, as a further aid to the relationship between the design for the new area and the existing one and to further enhance the amenities provided by the designated public lands.

- (xiv) The balance of Block C3 (otherwise comprising the school site, municipal lands, greenbelt and watercourse and parkland) is the four acre site from which allocated density is transferred to the remaining blocks as noted in (xi) above. This area is therefore specifically excluded from residential development and is specifically designated as a HIGH-RISE RESIDENTIAL PROJECT RECREATION CENTRE to serve the surrounding residents in the blocks C1, C4, C5, and C6.
- (xv) This recreation area is to be achieved by, in effect, grouping on one site the recreational amenities which a developer would normally provide over and above municipal requirements in each building site. The following outline illustrates as an example, the kind of facility which is envisaged: a building of approximately 50,000 square feet in size including such facilities as a fitness room, large sauna baths, an indoor enclosed swimming pool, hand-ball and squash courts, a large assembly room capable of being partitioned to provide smaller meeting-rooms and activity-rooms, workshop facilities for individual activities and hobbies, and a tuck shop giving combined variety store and snack-bar facilities. In addition, there shall be a day-care nursery centre serving the entire development. This will be operated on a commercial basis and may have its own separate structure which may be either on the recreation-school-block or related to one of the apartment buildings, or may be incorporated within the project recreation centre provided that at least 35,000 square feet floor area of the said project recreation centre is devoted to non-commercial recreational facilities.
- (xvi) In the area of apartments (C1, C4, C5 and C6) there is to be established by the developer to serve the residents, on one of the large sites east of Central Park Drive or on the lands of the project recreation centre, a major play area which will include the following kinds of activities; tennis courts, wading pools, outdoor shuffle boards, outdoor natural skating, bicycle and tricycle pathways, and play equipment for children.
- (xvii) In the area of apartments (C1, C4, C5 and C6) in addition to landscaped areas, walkways, sitting areas, patios and the like, each apartment site will provide a small enclosed tot-lot area located outdoor which will be well equipped with such facilities as imaginative play equipment, wading pool, and a curbed play area for games and ice-skating. The indoor facilities in each aptment building will include such facilities as a laundry lounge and a children's play-room located adjacent to the laundry lounge, and which will direct access to the outside tot-lot.
- (xviii) For the 1,000 units to be provided west of Central Park Drive, in view of the policy of encouraging single perons and childless couples to such

units, the specific site amenities to be provided by the developer include the following: such recreational facilities as social rooms, swimming pools, sauna baths and fitness room facilities, tuck shops and outdoor facilities including passive recreational landscaped areas, and sun-bathing decks to be provided in the apartments.

- (xix) The general provisions of the existing RM4 standards in concept are to apply with the following modifications reflecting the special character of the central location: maximum lot coverage by all buildings is not to exceed 20%, minimum landscaped openspace of 70% of the lot area is to be provided, meaning open, unobstructed space on a lot which is suitable for the growth and maintenance of grass, flowers, bushes, unoccupied by any building or structure by reason of the setback regulations, and notwithstanding the foregoing, including (a) any surfaced walk, patio or similar area, (b) any tennis or badminton court or similar sports or recreation area, and (c) any swimming or decorative pool; but not to include any driveway or ramp, whether surfaced or not, nor any curb, retaining wall, motor vehicle parking area or any open space beneath or within any building or structure. Parking of 1.25 spaces per unit is to be provided with not less than 75% underground and/or in structures.
- (xx) The residential population east of Central Park Drive is planned at approximately 6,000 persons (i.e. 2,400 units at 2.5 persons per unit), and that west of Central Park Drive as 2,200 persons (i.e. 1,000 units at 2.2 persons per unit) approximately, for a total of about 8,200 people in all.
- (xxi) The residential areas shall be zoned for this purpose but shall be set out as a "holding" zone pending agreement with the former Township.
- (xxii) Since Block C2 is excluded, its subsequent redevelopment shall not be such as to create planning problems for the lands included in this Chapter.
- (xxiii) That all the high rise apartment buildings proposed for the Bramalea City Centre that touch upon, or lie east of, a line that joins a point on the south boundary of the King's Highway #7 that is sited 500' west of the west boundary of the Bramalea Road right-of-way, to a point that is sited on the west boundary of Bramalea Road right-of-way, to a point that is sited on the west boundary of Bramalea Road 1500' south of the south boundary of the King's Highway #7 will not exceed 18 storeys (plus ten feet allowance for an elevator penthouse) in elevation. The establishment of the two aforementioned points to be predicted upon measuring along the south and west boundaries of the King's Highway #7, and Bramalea Road respectively, with the measurements to start at the junction of the two subject boundaries.

For the remainder of Blocks C4, C5 C6 of Plate 13, 14 the buildings proposed for said areas are not to exceed 28 storeys (plus ten feet allowance for an elevator penthouse) in elevation.

#### 2.3.6 Municipal and Public Area

The public lands on Central Park Drive are to be linked to the commercial core area. This area is to include federal, provincial and municipal buildings in a campus-setting with the municipal buildings including civic buildings, administrative offices, library and cultural centre and those public functions appropriate to a central area, and related to the needs generated by the urban population.

#### 2.3.7 Linking Commercial Core and Civic Buildings

It is the intention of the municipality and of the developer to link the commercial core area and the civic buildings by designing at a mutually agreeable location a pedestrian walkway connecting the civic and public buildings with the commercial mall. In principle the linking is to be achieved as follows: the developer upon fixing a general site arrangement for the shopping mall including provision for the walkway will locate the end of the mall and the most easterly department store: and the municipality will develop a general site arrangement for the public buildings including the capability for the aforementioned pedestrian walkway to connect the easterly end of the commercial mall or extension thereof to the public buildings. The former Township will develop a general master plan for its own area which extends this principle and which results in a civic square. The developer will provide this link. The link will be continuous at all times.

#### 2.3.8 Special Study Area

The area outlined on Plate 13, 14 designated "Special Study Area" shall be the subject of further special planning studies by the former Township in regard to traffic volume and movement, detailed highway design, and land use designation. The finally determined highway pattern and land use designations shall be added to this plan by further amendment.

### 3.0 Implementation

This Chapter will be implemented by any or all of the following:

- (a) By Agreements between the former Township and Bramalea Consolidated Developments Limited.
- (b) By Agreements with other landowner or landowners within the defined area.
- (c) By rezoning of lands in accordance with these policies.
- (d) By any Agreement subsequent to (a) regarding the disposition of Block A and Block A2.
- (e) By the dedication of roads and the conveyance of lands as required.



- (f) By relocation of the Etobicoke Creek to an approved plan.
- (g) By the development of any or all zoned lands in accordance with these policies.
- (h) By the approval of a plan of subdivision for the area east of the public lands on Central Park Drive.
- (i) By subsequent Official Plan Amendments where required.
- (j) By municipal and public buildings on the public lands.

4.0 Interpretation

This Chapter recognizes that notwithstanding specific designation included in this Chapter the implementation of this Chapter shall permit minor variance, alteration or enlargement consistent with the general intent and purpose thereof.

## CHAPTER C22

### 1.0 Purpose

The purpose of this Chapter is to:

- (a) Recognize certain existing low density residential development presently designated as agricultural under the Official Plan, and
- (b) permit the limited extension of said residential development within the area shown on Plate 21 and 22.

### 2.0 Policy

The lands covered by this Chapter are designated as low density single family residential, where the lot area may range from 3/4 to 1 acre.

Development on these lands is on the basis of full urban servicing including connection to central sewage and water supply systems.

### 3.0 Implementation

This Chapter is to be implemented by:-

- (a) Subsequent zoning in accordance with the policy set out herein,
- (b) approval of a plan of subdivision which is in conformity with this Chapter, and
- (c) Subdivision Agreement.

## CHAPTER C23

### 1.0 Purpose and Location

The purpose of this Chapter is to designate an area of approximately 700 acres including the north half of Lot 2, and all of Lots 3, 4, 5, Concession VI East of Hurontario Street for industrial and related uses, and to establish policies for the orderly development of this area.

The subject lands are bounded on the north by Highway #7, on the east by Airport Road, on the west by Torbram Road and on the south by the north half of Lot 2. The area thus circumscribed completes the development of Bramalea between Steeles Avenue and Highway #7 and supplements existing industrial development to the west extending to Heart Lake Road.

### 2.0 Policy

It is intended that the defined industrial area will function as a unit providing a range of sites for both intensive, extensive and showcase industries and for limited service commercial and automotive uses as designated on Plate 17 and 18.

The supporting road pattern is as follows:

1. Encompassing the industrial area are Highway #7 to the north, Airport Road on the east and Torbram Road on the west. These roads form an integral part of the main road structure for the Bramalea area and, to protect their function as key traffic arteries, all are envisaged as controlled access routes.
2. The internal road pattern consists of three north-south roads, namely roads N1, N2 and N3, and two east-west roads, namely Clark Boulevard extended and the E2 road.

Clark Boulevard is envisaged as a controlled access route by virtue of its link with Bramalea development to the west including the City Centre. To protect this function, one-foot reserves shall be dedicated to the former Township on lands adjacent to Clark Boulevard and the former Township shall receive the right to designate specific access points to the blocks set out.

Additional internal roadways including cul-de-sacs and crescents may be developed and dedicated to the former Township to facilitate the development of industrial lands providing they do not impede the safe and efficient functioning of the internal road system as defined subject to the controls set out in Section 3 for the external road pattern.

In this instance, a further Official Plan Amendment is not required.

Internal roads, N1, N2, N3 and E2 shall be dedicated at a width of 86' with Clark Boulevard to be dedicated at 100' width.

Lands required for road widening along Torbram Road to 100' shall be dedicated by the developer.

To ensure controlled access and protection of key junctions' of the external road pattern formed by Highway #7, Airport Road and Torbram Road, the following policies will be implemented:

- (a) On lands adjacent to Torbram Road, there shall be permitted a maximum of one access point per minimum frontage of 400' on Torbram Road to a maximum of eight access points between the southern boundary of the Chapter and Highway #7. The former Township in addition, reserves the right to control the location and spacing of access points.
- (b) On Highway #7, no direct access shall be permitted save and except by Road N1.
- (c) No direct access will be permitted to Airport Road save and except by Clark Boulevard and the E2 road.

The road pattern thus described supports the following land use configuration:

- (i) Blocks A1 through A6 are designated as industrial use areas subject to more specific policies as follows:
  - 1. One-foot reserves shall be dedicated to the Township on those portions of Blocks A1, A2, A3, A4, and A5 abutting Clark Boulevard to ensure control on the number and location of access points.
  - 2. Development on all Blocks shall be on the basis of full urban servicing.
- (ii) 1. Block C1 near Highway #7 and Airport Road is designated as a combined service commercial and automotive centre. Commercial and automotive uses oriented to the wider Bramalea area will be grouped comprehensively on this site rather than allowing them to ribbon main roads. This will involve specialized uses including those requiring showroom facilities and comparative displays. Access to Block C1 will be limited to the internal road pattern with no direct

access permitted to Highway #7 or Airport Road. At the same time, provision shall be made for lands abutting Highway #7 to tie in with the internal circulation pattern of Block C2.

- (iii) Block C2 is designated as a service commercial area located centrally to serve surrounding industrial development. Access to Block C2 from Clark Boulevard shall be controlled by means of a one-foot reserve dedicated to the former Township.

Any development of the lands described in Plate 17 and 18 attached shall adhere to the applicable criteria of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.

### 3.0 Interpretation

Extant municipal policies relating to the Bramalea area are still extant except where specific new proposals are advanced herein.

The terms, boundaries, uses, lines, figures, and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur, they are deemed to be in accordance with the Chapter. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfills the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

### 4.0 Implementation

This Chapter is to be implemented by:

- (i) Approval of plans of subdivision in conformity with this Chapter,
- (ii) subdivision or development agreements between the developer(s) and the former Township, and
- (iii) subsequent zoning in accordance with the principles and policies set out herein, or developed in accordance with (i) above.

## CHAPTER C24

### 1.0 Purpose and Location

The purpose of this Chapter is to permit the development of a convenience grocery store and service station on the west half of Lot 5, Concession 5, E.H.S. adjacent to the intersection of Bramalea Road and Highway #7. See Plate 15 and 16 attached

### 2.0 Policy

Present approved Official Plan policies under Chapter C10 designate the subject lands for medium density residential development with the easterly portion set aside for public open space.

The above policies are amended as follows:

- (a) The westerly portion of the lands, formerly designated as medium density residential development, shall be dedicated as public open space to the former Township and will be linked by a walkway to the existing open space system to the south.
- (b) The easterly lands formerly set out as public open space are designated for the specific commercial uses of a convenience store and service station.

To allow a more compatible relationship between the commercial uses and adjacent existing residential development, extensive screen planting and berming shall be incorporated in the site works.

### 3.0 Implementation

This Chapter is to be implemented as follows:

- (a) By special site plan zoning for the specific uses of a convenience grocery store and service station, and
- (b) by agreement (s) between the former Township and the developer.

## CHAPTER C25

### 1.0 Purpose

The purpose of this Chapter is to establish land use and related transportation policies within a defined "Special Study Area" relating to the Bramalea City Centre. These policies flow from special planning studies by the former Township with regard to traffic volume movement, detailed highway design, and land use designation with the intent of ensuring the health, safety, convenience and welfare of the inhabitants of the area.

The "Special Study Area" and the terms of its examination were set by the former Minister of Municipal Affairs, 1971, as Modification No.15 to Chapter C21 for the Bramalea City Centre. The attached Plate 13 and 14 shows the extent of the defined special study area and its relationship to the City Centre and adjacent residential areas.

### 2.0 Policy

The "Special Study Area" encompasses generally an area of land some 300' to 400' in width extending from the most easterly access point to the commercial core from Clark Boulevard to a point east of Cloverdale Drive. This area is more precisely delineated on Plate 29.

Approved Official Plan policies have now defined the nature and extent of adjacent uses together with the supporting road pattern to the extent that it is now both necessary and proper to establish detailed planning policies for the Special Study Area. This Chapter sets forth these policies as follows:

Plate 30 shows the ultimate land use and related road pattern for the Special Study Area.

#### 2.1 Traffic Movement and Road Design Policy.

2.1.1 The existing Clark Boulevard alignment between the westerly public school site and a point east of Cloverdale Drive will be relocated northward with the right-of-way to be enlarged to accommodate the relocation.

2.1.2 The relocation is so devised as to preserve a road joining Cloverdale and Crawley Drives and linking with the existing westerly public school. This road system provides ready vehicular access to the school from adjacent residential areas including Crawley and Cloverdale Drives separated from heavier traffic to be experienced on Clark Boulevard.

2.1.3 A one way northbound link from the road to relocated Clark Boulevard will be developed in association with the intersection design for Central Park Drive. In this way, traffic proceeding southward from the City Centre will not be permitted to enter the southerly residential areas via Crawley and

Cloverdale Drives. At the same time, residents on Crawley and Cloverdale Drives will be permitted to proceed northward to the City Centre via the road. A controlled intersection at Central Park Drive will regulate traffic proceeding north.

2.1.4 The plan proposed by this Chapter provides for solution of problems created by increasing traffic on Cloverdale, Crawley and Braemar Drives and related road systems between Clark Boulevard and Balmoral Drive in the following manner:

(a) Cloverdale Drive

When traffic on Cloverdale Drive becomes excessive a By-law restricting right turns at point "A" Plate No. 30 will prohibit access from Cloverdale Drive to relocated Clark Boulevard and the City Centre.

(b) Crawley Drive

When traffic on Crawley Drive becomes excessive a By-law prohibiting left turns at point "A" on Plate 30 will prohibit access from Crawley Drive to relocated Clark Boulevard and the City Centre.

(c) Braemar Drive

Studies have confirmed that restrictions on the flow of traffic on Cloverdale and Crawley could affect the extent of traffic on Braemar. To provide for this eventuality it would be proposed to treat traffic on Braemar in the following manner:

(i) Reduce traffic on Braemar by Traffic Control By-laws making Braemar one way northbound from point "B" to point "C" on Plate 30.

(ii) If traffic becomes excessive, a further restriction on Braemar would be a Traffic Control By-law restricting vehicular traffic northbound and southbound between points "B" and "C" retaining pedestrian and emergency vehicular access.

This solution would retain and protect all existing accesses but would separate the traffic generation from the multiple family use to the arterial Clark Boulevard and the lower density residential uses south of point "B" to the use of Braemar as an interior subdivision road with access to Balmoral Drive.

2.1.5 The special study for this area has shown the difficulty of defining precisely the point in time when traffic volumes require the implementation of the respective solution set out in 2.1.4 and as shown on Plate 30. This Chapter therefore recognizes that the aforesaid traffic control by-laws necessary to implement the aforesaid solutions may be initiated:



- (a) At the initiative of Council, or
- (b) by Council in response to a petition signed by not less than 60% of the owners in the respective areas outlined in Plate 29. For the purpose of computing the 60% there shall be deemed to be one vote per residential unit.

This Chapter recognizes that nothing herein contained shall be deemed to conflict with the rights of the ratepayers or Council pursuant to existing legislation.

2.1.6 A further Amendment will not be required for the implementation of the options defined in Section 2.1.4.

## 2.2 Land Use Policy

In addition to detailed policies and procedures relating to traffic movement and road design, consideration has been given to landscape design.

The relocation of Clark Boulevard will generate additional buffer lands on either side of the service road. These lands are incorporated with existing buffer areas to be bermed and screen planted as shown on Plates 31 and 32.

## 3.0 Implementation

This Chapter will be implemented in the following manner:

- (a) By Agreement between the former Township and Bramalea Consolidated Developments Limited,
- (b) by the conveyance to the former Township of the lands required for road dedication,
- (c) by a Zoning By-law Amendment lifting the Holding Zone designation presently attached to those portions of the lands contained within the Special Study Area, or
- (d) by Traffic Control By-laws implementing the traffic regulations referred to herein.

## CHAPTER C26

### 1.0 Purpose

The purpose of this Chapter is to set out policies for the development of the Central Park for Bramalea, lying north of Highway #7 between Bramalea Road and Central Park Drive and constituting some 100 acres. This Chapter establishes a detailed development scheme and staging policy for the park pursuant to general guidelines established previously, under Chapter C17. Such detailed policy for Central Park is necessary to prevent unrelated piecemeal development of miscellaneous activities and to insure that the park is developed and protected as a significant central feature and a complement to the town centre which has now been defined in some detail under Chapter C17. It is envisaged that the park will be developed in stages, recognizing its' function of ultimately serving the population of Bramalea. See Plate 21, 22 attached.

### 2.0 Policy

#### 2.1 General policies forming the basis of this Chapter are as follows:

- 2.1.1 Central Park will incorporate both active and passive use areas allowing a variety of recreation activities for all ages at varying intensities. These use areas are defined in Section 2.2.
- 2.1.2 In light of the few existing natural features of significance, extensive landscaping works shall be undertaken in a manner which reinforces the watercourse as a focal point and encourages varied environmental units.
- 2.1.3 Central Park is to function as a unified open space for pedestrians. Vehicular access, save for emergency and service vehicles, shall be confined to designated peripheral areas of the park to ensure this unity.
- 2.1.4 Internal circulation patterns for pedestrians together with riding trails and cycle paths shall link various use areas. Open space connections and under passes to Central Park provided in previous planning policy shall be incorporated in the design of pedestrian walkways.
- 2.1.5 Recreational and related ancillary commercial uses within Central Park shall not be permitted to 'ribbon' or directly front on the main road structure defined by Highway #7, Central Park Drive, and Bramalea Road. Vehicular access to such uses shall be via controlled access points linked to peripheral parking areas.
- 2.1.6 A variety of uses and treatments shall be permitted for the watercourse area on the basis of sound ecological practice.
- 2.1.7 Whenever possible, educational facilities geared to aspects of the park environment will be encouraged.

2.1.8 The development of Central Park will be staged to allow an orderly advance of uses, facilities and landscape treatments into the area in the context of the growing Bramalea community.

It is not the intent of this Chapter to limit development to those specific uses defined on Plate 33. At the same time, the park must not act as a reservoir for piecemeal unrelated uses not suited to a park of this nature. For this reason a set of four 'use areas' have been generally defined which establish guidelines for the evaluation of future use proposals.

2.1.9 Central Park is to retain in its entirety as publicly owned and controlled open space.

## 2.2 Use Areas

This Chapter establishes four land use areas for Central Park as follows:

Retreat Area	- 37 acres approx.
Aquatic Area	- 20 acres approx.
Garden Area	- 14 acres approx.
Active Sports Area	- 29 acres approx.

TOTAL AREA            100 acres approx.

### 2.2.1 Retreat Area

This area is reserved for passive recreational activities within a peaceful and informal setting. Extensive tree plantings and the replanting of hawthorn and other idigenous flora will encourage a more natural environment with an emphasis on randomness and variety.

Activities such as picnicking and nature walks will predominate. No commercial development shall be permitted in the retreat area save within the nature museum complex as an ancillary use. Peripheral parking and access for vehicular traffic shall be strictly limited.

To the north-east, an extensive hill area will be developed and will allow varied seasonal activities including tobogganing in the wintertime as well as providing an interesting vista the year round.

The creek bed and its banks will be retained in their natural state rather than being channelized as in other areas to the south.

Through careful management over the years there is the unique opportunity to provide a quiet natural setting in the core of Bramalea.

### 2.2.2 Aquatic Area

This area focuses on the creek environment and two man-made ponds intended for both summer and winter use. A range of recreational activities

which either utilize directly or complement the water bodies will be encouraged. Full urban servicing will be required for any facilities which might otherwise threaten to pollute the Aquatic Area.

Landscape treatments which encourage ecological stability in the area will be provided.

The opportunity exists for stocking the northern pond with fish. During the winter the pond areas can be utilized for ice skating. Complementary uses including a bandshell and restaurant or tavern will be permitted as shown on Plate 33. Peripheral parking areas abutting Central Park Drive will provide controlled yet convenient year round access to the area. At the same time facilities will not be permitted to front on Central Park Drive and so create ribbon development and related traffic problems.

### 2.2.3 Garden Area

This area encompasses passive recreational activities in a formal setting. In this instance the creek bed will be channelized and incorporated as an integral part of a complex of gardens and patios with emphasis on the pedestrian scale. Linked with the formal gardens to the east will be horticultural display, pavilions, greenhouses, a park maintenance headquarters, and children's domestic animal farm. A small restaurant or cafe will also be permitted to develop in conjunction with the display pavilions and as a use complementing the formal gardens and patios.

The Garden Area relates in a key way to the City Centre. A pedestrian underpass presently links Central Park with high density residential development to the south. The design of the garden area shall incorporate this key entrance point to the park.

The unity of this area will not be interrupted by roadways or parking areas or by piecemeal commercial developments.

### 2.2.4 Active Sports Area

The opportunity exists, in such an urban centred park for the encouragement of active recreational activities. The character and scale of uses or facilities in this area shall be governed by the following policies:

- (a) The adjacent Retreat, Aquatic and Garden areas shall be protected from an overflow or such uses beyond the designated acreage or the conflicting effects therefrom in terms of noise or vehicular traffic.
- (b) Traffic to the interior of Central Park shall be strictly limited to emergency and service vehicles, and
- (c) No 'ribbon' development shall be permitted on Bramalea Road or Highway Number 7. Vehicular access and egress shall be restricted to

specific control points and parking facilities shall be limited to peripheral areas adjacent to Bramalea Road.

The following uses and activities shall be permitted in the active sports area subject to the above conditions:

- |                      |                               |
|----------------------|-------------------------------|
| (i) Tennis Courts    | (vii) Shuffleboard            |
| (ii) Soccer fields   | (viii) Lawn Bowling           |
| (iii) Football field | (ix) Track and field          |
| (iv) Baseball field  | (x) Curling                   |
| (v) Field hockey     | (xi) Buildings and structures |
| (vi) Miniature golf  | ancillary to the above uses.  |

### 2.3 Development and Landscape Plans

Attached to this Chapter as Plates 33, 35, 36 are specific development and landscape plans implementing the policies set forth above. These plans may be modified without a further amendment providing the intent and policies set forth in sections 2.1 and 2.2 are maintained.

Attached as Plate 34 is the staging plan implementing Plates 33, 35, 36.

### 2.4 General

While it is not usual to define Official Plan policies in such detail, the significance of this major park in relation to the developing City Centre and the overall Bramalea urban area is a critical one and its potential should be protected and enhanced for future generations. This Chapter in conjunction with Chapter C21 (City Centre) now completes the detailed planning policy for the Bramalea urban core and sets the stage for a fully rounded community.

### 3.0 Interpretation

While the boundaries between the various uses areas outlined in Plate 21, 22 are not intended to be rigid the acreages cited are to apply.

Where minor variations and modification occur they are deemed to be in accordance with this Chapter.

A minor variation or modification is one which fulfills the basic intent and the general policies set out. A major variation is one which varies those so as to fundamentally change the intent and general policies.

Major variations require an amendment to the Official Plan.

4.0 Implementation

This Chapter is to be implemented by:

- (a) A staging plan as set out herein, and
  
- (b) specific zoning designations in accordance with the policies set out herein.

## CHAPTER C27

### 1.0 Purpose

The purpose of this Chapter is to amend existing Official Plan policies for a parcel of land located on Highway Number 7, in the East half of Lot 5, Concession 4, E.H.S. (Plate 13, 14).

### 2.0 Background

The subject lands are presently designated for the specific use of a welding shop under the former Chapter C13 (HC 1)

It is now the intent of the former Planning Board to amend this use designation under Chapter C13 to allow the uses of a service station and car wash.

### 3.0 Policy

The parcel shown on Plate 13, 14 shall be used only for the purposes of a service station and car wash.

This parcel shall be governed by a special zoning category related to the respective uses and site planning controls will be required upon redevelopment of the designated uses to ensure compatibility with adjacent lands.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific site plan zoning for the designated uses.
- (b) by agreement(s) between the former Township and the developer.

## CHAPTER C28

### 1.0 Purpose

The purpose of this Chapter is to set out land use policies for a parcel of land in Part of the West Half of Lot 5, Concession 2, W.H.S., and fronting on Queen Street West. (See Plate 1 and 2).

### 2.0 Background

The parcel shown on Plate 1 and 2 is presently utilized for a furniture store as a legal non-conforming use to agricultural zoning. The expansion of this use has been limited to various applications to the former Committee of Adjustment.

The former Planning Board deems it proper to recognize the existing use and proposed additional uses by way of a specific amendment to the Official Plan.

### 3.0 Policy

The parcel shown on Plate 1 and 2 shall be used only for the purposes of a furniture store and farmers market and auction hall.

This parcel shall be covered by a special zoning category related to the respective uses, and site planning controls will be required for any extensions to or redevelopment of these uses.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific site plan zoning for the designated uses, and
- (b) by agreement(s) between the former Township and the developer.



## CHAPTER C29

### 1.0 Purpose

The purposes of this Chapter are as follows:

- 1.1 To provide increased flexibility to develop varied housing forms and sitings on the blocks shown on Plate 21, 22, 23, 24 and at low to medium densities.
- 1.2 To establish the principles, policies and implementation procedures for such development to allow maximum design flexibility and economy in the siting of buildings, creation of enclosed and open spaces and road layouts within each block.

### 2.0 Policy

2.1 At the present time, the text of Chapter C17 specifically refers to town house development at a maximum density of 17.5 units per acre on the subject lands. At the same time, Plate 22 and 24 of Chapter C17 designates these lands for "multiple dwellings". In order that there be no lack of clarity between the strict interpretation of Chapter C17 and the need for flexibility to allow development of varied housing forms, this Chapter sets the following policies for the blocks shown on Plate 22 and 24.

- (a) The subject lands are designated Medium Density Residential, and
- (b) Within this designation, one of the following residential groups are permitted on each of the blocks shown on Plate 22 and 24.
  - (i) Single Family Detached or Semi-detached dwellings on separate lots are permitted to a maximum density of 12 units per gross acre subject to the provisions of section 2.5 of this Chapter, provided that where the site plan dictates, a density not exceeding 13 units per gross acre may be permitted.
  - (ii) Town Housing, Terrace Housing and similar forms of multiple housing are permitted to a maximum density of 17.5 units per gross acre per block.

2.2 Each of the subject blocks will require a single site plan prior to issuance of building permits. Since some of the blocks are particularly large and most are under one ownership, the former Township is prepared to consider in some instances development of the two residential groups listed in section 2.1 on one block providing:

- (a) The residential groups are in distinct and designated areas and are carefully related to each other on a site plan for the entire block considering such aspects as:

- (i) Height relationship between buildings,
  - (ii) relation to enclosed and open space both public and private,
  - (iii) daylighting,
  - (iv) relation to internal and external road patterns, and
  - (v) relation to adjacent land use designations.
- (b) The dwelling density does not exceed 17.5 units per gross acre for the block as a whole, and the density for such portion of the block designated for the uses set out in section 2.1 (b) (ii) shall not exceed 17.5 units per gross acre.
- (c) No transfer of permitted units from block to block is permitted.
- 2.3 Since the maximum density on all blocks within this Chapter is maintained at 17.5 units per acre as set out in Chapter C17 no additional burden will be placed on the main road pattern, open space provisions, schools and other facilities in the area with Chapter C17.
- 2.4 Controlled access and reversed frontage policies shall, where applicable apply for roads external to each block to protect their traffic function and maintain safe access and egress.
- 2.5 Various forms of single family dwelling development on the subject blocks will be permitted at a greater gross density than now achieved in 'conventional' low density subdivisions. This will involve utilization of various siting techniques to more effectively and efficiently articulate open spaces and building relationships. Emphasis will be placed on relating usable outdoor spaces to living areas within dwellings by way of private courtyards and patios. Architectural innovations will be encouraged and there will be flexibility to mix dwelling sizes and types. To this end the former Township will initiate changes in its zoning by-law. Road allowance and servicing requirements within blocks will be related to functional requirements. This Chapter is based on the premise, that, upon request, the Minister of Housing may approve a by-law of the former Township of Chinguacousy pursuant to The Planning Act, removing the said blocks from part lot control. Development of the said blocks shall be controlled by a zoning by-law and site plan agreements with the developer of the said lands including a site plan giving consideration to such matters as set out in section 2.2(a), (i) to (v).

Upon completion of construction of the units and the conveyance lease or other transfer thereof by the developer for all of the units or any of the said blocks, the Minister shall approve the by-law of the former Township

repealing the said by-law previously passed under The Planning Act thereby reinstating part lot control over the said lands.

**3.0 Implementation**

This Chapter is to be implemented as follows:

1. By Agreement or Agreements between the Developer or Developers and the former Township to implement the provisions set out herein.
2. By subdivision plans for each block showing internal roadways only.
3. By detailed Restricted Area By-laws for each block indicating:
  - (a) Traffic access and egress, road layout and parking,
  - (b) dimensions and layout of buildings and open space, and
  - (c) other matters competent to such zoning by-laws relating to the implementation of the site plans referred to herein.
4. Enactment by the former Township and approval by the Minister of a by-law or by-laws exempting the whole or any part of the lands of this Official Plan from the part lot control provisions of the Planning Act which by-law or by-laws would be pursuant to the Planning Act, R.S.O. 1970, as amended and subsequent enactment of a by-law by the former Township to be approved by the said Minister repealing the whole or any part of the said by-law or by-laws passed pursuant to said Planning Act.

## CHAPTER C30

### 1.0 Purpose

The purpose of this Chapter is to provide for a road link between Hanover Boulevard and the developing City Centre area via an underpass to Highway #7 as shown on Plate 21 and 22.

### 2.0 Policy

This Chapter makes provision for a road and pedestrian underpass link between the City Centre commercial core area and Hanover Road as set out in Plate 22. This road link is designed to provide convenient and safe pedestrian and vehicular access to the City Centre for future residents in the area immediately north of Highway Number 7 and west of Central Park Drive.

The road and pedestrian underpass extend through the easterly portion of a previously dedicated greenbelt. The whole shall be treated as a design unit with appropriate landscaping related to the remaining greenbelt lands and the pedestrian link.

This Chapter recognizes that certain lands to the east of the road link previously zoned for high density residential development will be utilized for a related traffic circle. This Chapter provides that the dwelling units generated from these subject lands at a density of 60 units per acre may be transferred to the abutting easterly and westerly high density residential blocks providing that the resultant block densities do not exceed 62 units per gross acre.

### 3.0 Implementation

This Chapter is to be implemented as follows:

- (1) By Agreement(s) between the former Township and the Developer(s),  
and
- (2) By Amendment to the Restricted Area By-law.

## CHAPTER C31

### 1.0 Purpose

The purpose of this Chapter is to amend existing Official Plan policies for a parcel of land located on Highway #7 in the East half of Lot 6, Concession 6, E.H.S. near the intersection of Highway #7 and Airport Road, to allow the specific use of a service station. (See Plate 25, 26).

### 2.0 Policy

Parcel HC12 shown on Plate 26 shall be used only for the purpose of a service station and shall be governed by a special zoning category for the permitted use. Site planning controls shall be required upon redevelopment of the designated uses to insure compatibility with adjacent lands.

Any site plan used to develop these lands will show the location of all buildings and structures and final grades, and will be approved prior to construction by the Metropolitan Toronto and Region Conservation Authority.

Fill and Construction Regulations of the Metropolitan Toronto and Region Conservation Authority will be followed on this site.

All development or redevelopment on the designated lands shall adhere to the land use compatibility table for aircraft noise implemented by the Provincial Ministry of Housing.

### 3.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific commercial zoning for a service station, and
- (b) By agreement between the former Township and the developer.

CHAPTER C32

1.0 Purpose

The purpose of this Chapter is to set out land use policies for a parcel of land in part of the West half, Lot 18, Concession 1, E.H.S. (Village of Snelgrove), at the north-east corner of Highway #10 and 17th Sideroad, and fronting on Highway #10.

2.0 Policy

The parcel of land shown on Plate 1 and 2 shall be used only for the purposes of a service station, general store, office space and related apartment dwellings.

This parcel shall be covered by a zoning category related to the respective uses and site planning controls will be required for any extensions to, or redevelopment of, these uses.

3.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific site plan zoning for the designated uses, and
- (b) by agreement(s) between the former Township and the Developer.

CHAPTER C33

1.0 Purpose

The purpose of this Chapter is to establish policies for the regularization and expansion of an industrial use located on some 107 acres of land in the West half Lot 2, Concession 6, W.H.S. (See Plate 1 and 2).

2.0 Policy

The following policies shall apply:

- 2.1 The lands shown on Plate 1 and 2 are hereby designated industrial with the industrial designation being restricted for the specific use of a poultry and egg processing plant and ancillary uses including field and grain crops, ponds and lagoons.
- 2.2 The plant shall be served by a waste water treatment works approved by the applicable Federal, Provincial and Municipal governmental departments and agencies. It is envisaged that existing waste water lagoons will gradually be phased out as more effective means of treating effluent from the plant are developed.
- 2.3 The subject lands shall be fully serviced by the owner with sewer and water facilities at such time as these become available.
- 2.4 A heavily landscaped buffer shall be provided around the entire site for screening and amenity purposes. This is required to provide a more compatible relationship with adjacent rural lands.

3.0 Implementation

This Chapter is to be implemented:

- (a) By a site plan restricted area by-law for the designated use, and
- (b) by agreement(s) between the former Township and the Developer(s).

## CHAPTER C34

### 1.0 Purpose

The purpose of this Chapter is to amend and establish the policy including the approximate distribution of land uses for the orderly development of approximately 2,300 acres of land as shown on Plate 12, 20, 22 and 24 within the Bramalea urban area as outlined on Plate 11, 19, 21 and 23. This Chapter carries forward the intent and general policies previously set out in the former Township's proposed Official Plan Amendment No. 30- a master plan for the Bramalea area submitted to the former Minister of Municipal Affairs in September, 1970.

### 2.0 Policy

The following policies, and Plates 12, 20, 22, 24 form the basis of Chapter C34.

#### 2.1 Population in the Bramalea Area

The total population for the Bramalea urban area generated by existing committed development and by this Chapter shall not exceed 125,000 persons.

The estimated population generated by previous development releases in the Bramalea area is approximately 71,000 persons. This leaves a balance of some 54,000 persons which is being accommodated on the approximately 2,300 acres of land shown on Plate 12, 20, 22, 24 at a density of some 24 to 26 persons per gross acre.

#### 2.2 Financial

Subdivision and other agreements between the former Township and developers of lands proposed for development shall contain provisions designed to recognize the financial impact of each area of land proposed for development and to protect the existing stable financial position of the former Township while meeting the social, environmental and financial needs of a rapidly growing urban area.

##### 2.2.1 Servicing and Staging

This Official Plan recognizes that urbanization is to be permitted in stages implementing the land use as shown herein and on the basis that the major trunk sewers and watermains shall be designed to service all lands shown on Plate 12, 20, 22, 24 to this Chapter and shall be the responsibility of the developer of the said lands to be released such that the major trunk sewer and water distribution systems shall be constructed by the developer as a condition of any subdivision agreement. Nothing in this Official Plan shall be deemed to alter the rights of the former Township of Chinguacousy under the provisions of the South Peel Servicing Scheme.



### 2.2.2 Open Space

The land uses reflected herein establish public open space lands which are deemed to be part of the active urbanization of the said lands to the end that the responsibility of the developer developing any area in the said Official Plan shall be to provide by dedication or conveyance the public open space areas or to provide a proportionate per acre levy to permit the municipality to assemble the public open space areas. This concept is necessary to recognize that the population permitted is allocated to the aforesaid land uses to provide an ultimate population in a meaningful environment, an essential part of which is the public open space system established herein. A policy of public acquisition shall be established at the time of release of development to ensure that economic hardship does not result from the ownership of lands designated for public open space as opposed to other areas for urbanization.

### 2.3 Community Structure-"Villages"

This Chapter establishes three new and distinct "village" areas north of Highway #7 and provides for the completion of two villages which were partially developed under Chapter C17 and provides a policy for lands south of Highway #7 within Plate 12.

#### 2.3.1 Population

Each village generates a population varying from 10,000 to 15,000 persons depending on design and location.

#### 2.3.2 Village Core

Each village has a central area or core including a local commercial area supporting some 20,000 - 50,000 square feet of floor space which is centrally located and related to medium and high density residential development. The core also incorporates, wherever possible, the main local public open spaces, high school, senior public schools, and church sites. Due to the relatively flat topography of the Bramalea area, high buildings and institutional facilities centrally located can give a visible identity and focus to each village.

#### 2.3.3 Neighbourhoods and School Sites

Each village incorporates two to four distinct local neighbourhoods generally defined as residential areas bounded by arterial roads and with linked public school and park areas as the focus. These neighbourhoods are generally large enough to generate from 500-700 public school students within six to eight minutes walk of a school unrestricted by major public roads. Provision is also made for separate school sites at the rate of one site per village. These are combined with church sites so as to relate to a convenient service area and to the concept of schools and churches as focal points.

School or church sites if not needed in the measure indicated in the general plan Plates 12, 20, 22, 24 can be redistributed in line with the neighbourhood design principles outlined above or may be reallocated for residential use providing the social need for such facilities is met.

#### 2.3.4 Village Road Pattern

The villages are generally divided into two to four neighbourhoods by a system of north-south and east-west roads. All of the villages are interconnected by an internal loop road, Howden Boulevard, feasible for future transit facilities and connecting village centres to the City Centre via Central Park Drive.

#### 2.3.5 Public Open Space

The former Township hereby establishes an open space policy of ten acres per 1,000 people made up as follows:

2.3.5.1 Three acres per 1,000 people on an area municipality or regional basis outside the urban area or in green belts at the edge of the urban area.

2.3.5.2(i) Seven acres per 1,000 people inclusive of:

- (a) Village Open Spaces,
- (b) School play areas where these are integrated into and accessible as part of the public open space system but not otherwise,
- (c) Children's play parks in residential areas,
- (d) Smaller public parks and ornamental gardens,
- (e) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group,
- (f) Field paths, footpaths, linking greenways, natural watercourses and bridle paths,
- (g) Buffer strips and protective planting areas which are accessible to and useable by the Public but not otherwise, and
- (h) Large organized sports areas for intensive activity.

(ii) Of the above seven acres per 1,000 people, up to two acres per 1,000 will be allowed for central functions such as:

- (a) Central Park provision,
- (b) Ornamental open space in the central area excluding land occupied by buildings,

- (c) Active central sports facilities serving the whole urban area but not necessarily at the core,
- (d) A cemetery area with park-like atmosphere and quiet and contemplative areas,
- (e) Public golf courses which may include areas for walking and general access,
- (f) Winter sports areas,
- (g) A large arena and stadium and active sports area and sports centre, and
- (h) Natural or artificial lake areas for sailing or other aquatic activities.

This establishes a standard at about 250 acres as the need for the completed Bramalea urban area. Central Park and the open spaces in the Civic Centre already established amount to approximately 140 acres, leaving a balance yet to be provided of 110 acres for the uses set out above in 2.3.5.2 (ii) (c) to (h).

2.3.5.3 It is recognized that there may be variations from this open space policy to provide a better total system and will depend on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

2.3.5.4 Wherever feasible, school and park sites in village areas shall be adjacent.

2.3.5.5 Open space, both public and private, shall be grouped systematically to provide;

- (a) A network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges,
- (b) large integrated usable public open space areas capable of development,
- (c) a methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities and
- (d) a public footpath system aimed at providing a possible off-street walking network traversing the whole Bramalea area and linking the main social facilities, key local centres, and main open spaces areas.

## 2.4 Housing Stock

The villages are generally conceived as being made up of a balanced housing stock including conventional and industrialized buildings. The "mix" will vary according to proximity to the City Centre (where higher densities have already been set out) and according to the particular character of each village. Generally the mix will consist of 50% in various forms of low density dwellings, 35% in medium density dwellings and 15% in high density dwellings.

## 2.5 Each of the villages included in this Chapter have a distinctive and potentially different character.

The three new villages are as follows:

### 2.5.1 The village immediately north of Highway #7 and west of Dixie Road in Concession 3, E.H.S. is characterized by:

- (i) Extensive ravines to the west resulting from former mineral workings in the Brampton Esker,
- (ii) existing Bramalea Woods housing area,
- (iii) higher density residential development adjacent to Highway #7 relating to the City Centre,
- (iv) substantial buffer provisions adjacent to the proposed highway right-of-way, and
- (v) a specialized existing industrial use as described in Section 2.6.2 of this Chapter.

### 2.5.2 The village between Heart Lake Road and Dixie Road to the north of the Williams Parkway in Concession 3, E.H.S. is characterized by:

- (i) Buffer provisions adjacent to Heart Lake Road,
- (ii) the East Brampton Reservoir, and
- (iii) a proposed high school site linked to the open space network.

### 2.5.3 The village north of the Williams Parkway between Dixie Road and Bramalea Road in Concession 4 E.H.S., focussing on the Etobicoke Creek Valley with the core linking in with this significant open space feature.

In addition, this Chapter provides for the completion of the following two villages:

2.5.4 The village bounded by Dixie Road, Bramalea Road, Highway #7 and the Williams Parkway. This village contains the Crescent Hill area ( Chapter C22) and Central Park (Chapter C26). Under this Chapter, the approximate 100 acres remaining are designated for residential, open space and school uses as shown on Plates 12, 20, 22, 24.

2.5.5 The village located between Bramalea Road and Torbram Road north of the Williams Parkway in Concession 5, E.H.S. Development is currently underway on the southern part of this village. This area is a unique one by virtue of a man-made lake resulting from former mineral workings. This forms a focus for the village core and is a major asset to the whole Bramalea area. The lake shall be retained as public open space-recreation facility.

2.6 Lands South of Highway#7

Lands south of Highway #7 as shown on Plate 12 covered by this Chapter and the policies applying thereto are as follows:

2.6.1 An area of medium and high density residential uses is established west of Dixie Road and south of Highway #7. This area relates to the now developing Bramalea City Centre to the immediate east. A major open space designation applies for lands to the west to act as a buffer from adjacent industrial areas and to preserve the existing forest cover and man-made lake.

2.6.2 A specialized building construction industry (ABC Structural Concrete Limited property in the south half of the west half of Lot 8, Concession #3, E.H.S.) site is now so well established that it must be recognized as an industrial site of a permanent nature. In view of the location near the proposed highway right-of-way, it is recommended that access onto the Williams Parkway immediately east of the intersection be at a safe and proper distance from it. On this site a suitable buffer strip shall be provided on the lands of the industry, for screening and amenity purposes. Neighbouring residential development will be protected by a permanent all season buffer. This is necessary since the area is one of extensive storage and construction operations which might otherwise be incompatible with the adjacent areas. There is also a need for considerable moving of materials and finished products which might also otherwise be in conflict with residential amenities. This arrangement is further to be supplemented by adjacent public open space immediately abutting the buffer strip and shown on Plate 20.

2.7 Main Roads Structure

The main roads structure for the Bramalea area utilizes the basic Concession and Sideroad system. To this are added major east-west roads (at mid-concession) namely Clark Boulevard and the Williams Parkway.

The main roads are:

- (1) No.10 Sideroad
- (2) Highway #7
- (3) Heart Lake Road (2nd Line East)
- (4) Dixie Road (3rd Line East)
- (5) Bramalea Road (4th Line East)
- (6) Torbram Road (5th Line East)
- (7) Williams Parkway
- (8) Clark Boulevard

All of the above roadways are to be developed as reversed frontage and controlled access routes, as key elements in the circulation system for the entire Bramalea area.

#### 2.7.1 Lane Use and Highway Noise

No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular new residential development should not be permitted in any area where it is anticipated that transportation noises will exceed a level of 56dBA for more than 10% of the time during the peak hours of the day. Determination of the above with regard to specific locations may be obtained from the Environmental and Operational Planning Branch of the Ministry of Transportation and Communications.

#### 2.8 Lake

Through detailed design at the plan of subdivision stage, it is possible the final configuration of the Lake in Concession 5 will differ from that shown on Plate 24. Should this occur, it is not the policy of the Chapter to require further amendment of the Official Plan to permit such changes provided the Public Open Space designation around the perimeter of the lake is maintained and no alternative land use designations for the affected areas are proposed.

#### 3.0 Interpretation

The terms, boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with

the Chapter. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfills the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

#### 4.0 Implementation

This Chapter is to be implemented by:

- (i) Approval of plans of subdivision which are in conformity with this Chapter, and
- (ii) subdivision agreements.
- (iii) Subsequent zoning in accordance with the principles set out herein, and developed in accordance with (i) above.
- (iv) By agreements between the former Township and land owners in accordance with these concepts.

## CHAPTER C35

The policies contained in this Chapter should be read having reference to Plate 1, 2.

### 1.0 General Policy

#### 1.1 Land Use Concept

The land use concept recognizes the following major elements:

- (a) The Etobicoke Creek Valley as a significant local open space system.
- (b) The new Heart Lake community comprising 4 villages, creating recognizable urban entities with a full complement of facilities for people.
- (c) The Heart Lake Town Centre.
- (d) The "rounding out" of North Brampton.
- (e) The South Peel Servicing Scheme.
- (f) The Agreement between the former Township and the former Town of Brampton, pursuant to which the Etobicoke Creek trunk sanitary sewer was extended to the north limit of the former Town of Brampton.
- (g) The existing Mains Creek trunk sanitary sewer extending from the Etobicoke Creek trunk sewer to Highway #7.

#### 1.2 Population

A total generated population of approximately 43,600 persons is envisaged in the two following residential areas shown on Plate 1 and 2.

Heart Lake Community-Village area 29,000 persons on approximately 1,180 acres (gross residential density 24.4 persons per acre)

North Brampton Area-14,600 persons on approximately 600 acres (gross residential density 24.4 persons per acre).

#### 1.3 Financial

Subdivision and other agreements between the Region, the City and the developers of land shall contain provisions designed to recognise the financial impact of each area of land proposed for development and to protect the existing stable financial position of the City and Region while meeting the social, educational, environmental and financial needs of a rapidly growing urban area.



Where the municipality requires developers to make a contribution in consideration of specific expense incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

1.4 Servicing and Staging

Urbanization is to be permitted in stages within the areas as shown on Plate 1 and 2 implementing the land uses as shown. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services. In this connection it is recognized that agreements exist between developers and the former Township of Chinguacousy and these agreements shall be considered.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development. Piecemeal and premature developments shall not be permitted however, it is specifically provided that development of the Heart Lake Community-Villages Area, and North Brampton Area may proceed immediately and coincidentally subject to development agreements including existing agreements as called for herein.

It is intended that trunk sewer and water distribution systems be adequate in size to accommodate the development of all of the lands within the boundaries of Official Plan Amendment No. 52 of the former Township of Chinguacousy Planning Area.

1.5 Open Space

1.5.1 The land use policy reflected herein establishes urban public open space lands which are deemed to be a part of the active urbanization of the area. It shall be the responsibility of the developer developing any area within the Heart Lake Community or the North Brampton Area to dedicate the public open space areas or at the discretion of the municipality to pay a levy to be used by the municipality in the provision of public open space areas. This policy is necessary to ensure that the ultimate population obtains a meaningful community environment, concurrent with residential development. A policy of public acquisition of other than flood plain and

valley lands shall be established to ensure that economic hardship does not result where lands within any area released for development are designated for public open space. Where lands designated as public open space are under private ownership, it shall not be construed as implying that such lands are free and open to the general public.

1.5.2 The City hereby establishes an urban open space requirement of a minimum of 7 acres per 1,000 people inclusive of:

- (a) Neighbourhood children's play parks and tot lots,
- (b) public parkettes and ornamental gardens,
- (c) public community parks and organized game areas,
- (d) field paths, pathways, natural water courses and bridle paths,
- (e) public golf courses,
- (f) natural or artificial lake areas.

1.5.3 It is intended that the Etobicoke Creek Valley area, dedicated or conveyed to the City may be allowed as a partial credit toward this standard on the basis that the valley lands can be substantially utilized for public recreation facilities. However, no permanent buildings or structures of any kind, nor the placing nor removing of fill of any kind whether originating on the site or elsewhere, shall be permitted in areas subject to flooding or physical limitations of any kind without the written consent of the Metropolitan Toronto and Region Conservation Authority.

The City shall require at least 50% of the urban public open space requirement of 7 acres per 1,000 persons to be comprised of table land outside of the flood plain and valley land in locations acceptable to the City. No public open space credit shall be given for any landscaped buffer areas.

1.5.4 It is recognized that there may be variations from this open space policy to provide a better total system depending on the density and environmental character of each area. Wherever feasible, school and park sites shall be adjacent.

Open space, both public and private, shall be grouped systematically to provide:

- (a) A network of linked and related open spaces connected by pathways, pedestrian underpasses and bridges,
- (b) large integrated usable public open space areas capable of development,

- (c) a methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities,
- (d) a public pathway system linking the main social facilities and key local centres to main open space areas.

#### 1.6 School and Church Sites

The subdivision agreements for each stage of development shall require that the area being released shall designate suitable sites for elementary and secondary schools as may be required by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

School or church sites, if not needed in the measure or location indicated on Plate 2 can be redistributed or relocated in line with neighbourhood design principles or may be allocated for compatible residential use without an Official Plan Amendment, providing the social need for church and school sites is met. Additional sites may also be required and, if so, will be selected at the time of detailed consideration of related plans of subdivision.

#### 1.7 Recreation and Community Facilities

The development of recreation and community facilities will be based upon an equitable sharing of costs for such facilities related to residential population generated by any proposed development.

#### 1.8 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with urban development in order to improve the environmental quality of such development.

#### 1.9 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit areas to support structures that may be developed in accordance with the land use designations.

### 2.0 Heart Lake Area Policies

#### 2.1 Concept

This area comprises 4 villages focussing on a town centre. Each village is connected to the Town Centre by a loop collector road and interconnecting pathways related to the open space system.

Each village incorporates one to three distinct local neighbourhoods with combined public school and park areas as the focus. These neighbourhoods

are generally large enough to generate from about 500 to 800 public elementary students within convenient walking distance of a school. Provision is also made for separate school sites. Church and school sites are located to serve as neighbourhood focal points.

The populations of the four villages vary depending on their size which is determined by existing and proposed arterial roads and by the natural features of the area.

The related population allocated recognizes the social need for varied housing forms and densities as set out in Section 2.4.

Each of the 4 villages referred to have a potentially distinctive character and are generally described as follows:

(a) The village bounded by Highway #10, 15th Sideroad, 1st Line East and a new east-west arterial road to the south is characterized by:

- two neighbourhoods abutting the Etobicoke Creek Valley
- the Town Centre linking in with a lake
- central Etobicoke Creek Valley
- extensive tree covered table land to be preserved in public parkland
- landscaped buffer adjacent to Highway No. 10
- the portion of this village adjacent to 15th Sideroad will contain lower density residential development

(b) The village bounded by Highway #10, the new east-west arterial road, 1st Line East and approximately the southern boundary of Lot 12, Concession 1 E.H.S. is characterized by:

- three neighbourhoods abutting the Etobicoke Creek Valley
- landscaped buffer areas adjacent to existing Provincial highways
- a high school site related to the Etobicoke Creek Valley and adjacent recreation centre

(c) The village bounded by the Heart Lake Conservation Area, 1st Line East, the new east-west arterial road and 15th Sideroad is characterized by:

- one neighbourhood
- adjacent major open space in the form of the Heart Lake Conservation Area lands and a recreational area located on a gravel pit which is to be rehabilitated
- an education-recreation campus partly utilizing a former gravel pit
- the portion of this village adjacent to 15th Sideroad will contain lower density residential development.

(d) The village bounded by the new east-west arterial road, 1st Line East, a line running approximately midway through Concession 2 E.H.S. and a line running approximately along the southern boundary of Lot 12, Concession 2 E.H.S. is characterized by:

- two neighbourhoods.

## 2.2 Town Centre

The Town Centre is centrally located within the community and relates to north-south and east-west arterials, the collector ring road and pathways linking the four villages.

An area of approximately 37 acres has been set aside for such uses as:

- (a) Sub-regional retail and service commercial facilities serving the community
- (b) public and private offices,
- (c) hotel facilities,
- (d) social and cultural facilities,
- (e) high density residential development,
- (f) transportation and automotive service facilities.

It is recommended that the westerly portion of the Town Centre will be related to a proposed lake creating a pedestrian precinct.

As the Town Centre cannot be planned in detail at this time, the City shall require a Town Centre study setting out the ultimate general organization of land uses and densities, proposed staging and related pedestrian and vehicular access policies to ensure that development in the Town Centre relates properly to surrounding areas. No development will be permitted in

the Town Centre until the municipality approves a Town Centre Plan and the policies contained therein are implemented by appropriate zoning, site plan(s) and agreement(s).

Grade separated pedestrian crossings of road abutting the Town Centre shall be constructed by the developer where required by the municipality. The City shall require one-foot reserve dedications around the perimeter of the Town Centre to control access points and protect the proper functioning of adjacent main roads.

It is intended that the Town Centre will receive a comprehensive urban design and architectural and landscaping treatment.

2.3 High Pressure Gas Line

There is a high pressure gas line which traverses the area and crosses the lands to be occupied by the two southerly villages in the Heart Lake Community. The open space system and the public rights-of-ways may be designed to coincide with the gas line. Care will be taken in the subdivision design to ensure that there is adequate setback from the gas line to nearby residential properties and to provide access to the right-of-way for inspection purposes. Recognition will be given to the appropriate Federal and Provincial safety standards.

2.4 Housing Stock

The City recognizes its social responsibility to provide for housing development which meets the different needs and incomes of people within a low density residential character established for the Heart Lake Community.

The following general housing mix is envisaged in major developments:

<u>TYPE</u>	<u>PROPORTION OF HOUSING UNITS</u>
High Density (50 Units per net acre)	5%
Medium Density (21-25 units per net acre)	5%
Medium Density (15-20 units per net acre)	15%
Low Density (not exceeding an average of 12 units per net acre)	75%

The term "units per net acre" refers to the number of dwelling units permitted on lands used for residential purposes exclusive of roads, pathways, buffer areas, public open space, schools, churches and other such uses.

Within low density residential areas the City may permit, under appropriate zoning and other controls, the mixture of various dwelling types in clusters according to the following proportions:

Street Town Houses	25%
Link Housing, and Semi-detached Houses and Single-Family Detached Houses)	75%

The areas within which such mixture may be permitted and the nature of such mixture shall be specifically defined in agreements with developers and in restricted area by-laws, provided that the resultant average dwelling density per net acre within each such defined area shall not exceed 12 units per net acre.

The City also recognizes the possibility of devising innovative housing forms and sitings on blocks set aside for this purpose, to be implemented by site plan restricted area by-laws. These would include so called link housing, zero lot line housing, town and terrace housing and similar forms. In each case, careful consideration shall be given to:

- (i) height relationship between buildings,
- (ii) relation to enclosed and open spaces both public and private,
- (iii) daylighting
- (iv) relation to internal and external road patterns
- (v) relation to adjacent land uses
- (vi) landscaping

## 2.5 Local Commercial

Within the villages, 4 small scale commercial areas are provided as shown on Plate No. 2 to serve the convenience shopping needs of local residents. Such areas are located adjacent to medium density residential blocks and each has a maximum floor area of 10,000 square feet. Additional convenience

commercial facilities may be directly incorporated in medium and high density residential blocks at ground floor level providing they are related comprehensively on site plans and, as a guide their floor area does not exceed approximately 1.0 square feet per person within the block.

## 2.6 Roads

- 2.6.1 All of the Main Roads as shown on Plate 2 are to be developed as reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system for the entire Heart Lake Area. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

For the purposes of the area under consideration, the minimum width for 1st Line East shall be 100 feet together with a 30' buffer strip on both sides to be dedicated to the appropriate municipality. The minimum width for the east-west arterial through the Heart Lake Area shall be 120 feet. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.

The collector ring road linking the 4 Heart Lake Villages shall be developed as a controlled access route. Within this requirement limited single family dwelling frontage on the collector ring road may be permitted in areas to be determined by the City.

- 2.6.2 No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will exceed a level of 56 dBA for more than 10% of the time during the peak hours of the day.

## 3.0 "North Brampton" Area Policies

- 3.1 Areas abutting the north limit of the former Town of Brampton have been designated as residential for the purpose of "rounding out" existing and committed residential areas. Notwithstanding Plate 2 the precise design and final population assignment for these residential areas are to be developed by the City at the subdivision stage at a gross density not exceeding 24.4 persons per acre, and further, notwithstanding the Low



Density designation on Plate 2 some Medium Density development will be permitted within Area A providing the overall gross density of Area A does not exceed 24.4 persons per acre.

- 3.2 It is envisaged that this area will be served by an east-west arterial road with a minimum width of 100' - as shown schematically on Plate 2. Notwithstanding Plate 2 it is understood that there will be significant flexibility in the location of this arterial road. All other road widths within the area of Plate 2 shall be determined at the time of subdivision processing.
- 3.3 Two small scale commercial areas may be provided in the "North Brampton" area to serve the convenience shopping needs of local residents. One area is to be located in Concession 1 E.H.S. and one is to be located in Concession 2, E.H.S. and they are to be located adjacent to medium density residential blocks and each will have a maximum floor area of 10,000 square feet.

Alternatively convenience commercial facilities may be directly incorporated in medium density residential blocks at ground floor level providing they are related comprehensively on site plans and as a guide their floor area does not exceed approximately 1.0 square feet per person within the block.

- 3.4 No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular, the City will consult with the Ministry of Transportation and Communications regarding specific locations where residential development should not be permitted. The Ministry of Transportation and Communications will recommend against residential development where it is anticipated that transportation noises will exceed a level of 56 dBA for more than 10% of the time during the peak hours of the day.

#### 4.0 General Policy - Low Density Estates Area

##### 4.1 Land Use Concept

The Low Density Estate designation in the area shown on Plate 1, 2 reflects the desire to accommodate residential land use at a low density in part of Lot 16, Concession 1, E.H.S.

This Low Density Estate area has been designated because of the area's amenity for this type of development in view of the complex topography and drainage characteristics, the location adjacent to a major conservation area - the future Snelgrove Dam, and the existing estate residential development to the east immediately north of the 15th Sideroad.

It is recognized that these lands are suitable for residential development if set carefully in the landscape at low densities. To this end the maximum population density for this area shall be 3.3 units per gross acre with the density decreasing gradually from the 15th Sideroad to the northern limits of Lot 16.

#### 4.2 Main Roads

The main roads serving the estate residential area will be the 1st Line East and the 15th Sideroad. These roads are to be developed with reversed residential frontage and/or controlled access routes as key elements in the traffic circulation system. To this end, the City shall require one-foot reserve dedications and fencing at locations determined by the City at the time of development release for lands abutting these roads.

For the purpose of the area under consideration, the minimum right-of-way width for the 1st Line East shall be 100' together with a 30' buffer strip on both sides to be dedicated to the appropriate authority. All other road widths within the area shown on Plate 2 shall be determined at the time of subdivision processing.

#### 4.3 Financial

Subdivisions and other agreements between the Region, the City and the developers of land shall contain provisions designed to recognize the financial impact of land proposed for development and to protect the existing stable financial position of the City and Region while meeting the social, educational, environment and financial needs of a rapidly growing urban area.

Where the municipality requires developers to make a contribution in consideration of specific expenses incurred, or to be incurred by the municipality within the lands shown, and such contribution is made for a specific purpose, it may be used only to meet expenditures for such purpose.

#### 4.4 Servicing and Staging

Development of the lands within the area shown on Plate 2 shall be carefully staged. It shall be the responsibility of the developers of the lands to be released for development to construct the major trunk sewers and water distribution systems as a condition of any subdivision release or the Region and/or the City may elect to enact a servicing policy for the purpose of imposing and collecting levies for the construction of major trunk services.

Development shall be staged so that urbanization takes place in a systematic and orderly manner according to an overall program wherein roads, water supply, sewers, schools, recreation and community services shall, as nearly as possible, be provided at the time of development.

4.5 Landscaping Policy

The municipality shall establish requirements for the provision of comprehensive landscaping concurrent with residential development in order to improve the environmental quality of such development.

4.6 Gravel Pits

In areas where gravel pits were or are now in operation, before building permits are issued, appropriate engineering studies will be undertaken to determine the suitability of pit access to support structures that may be developed in accordance with the land use designation.

5.0 Interpretation

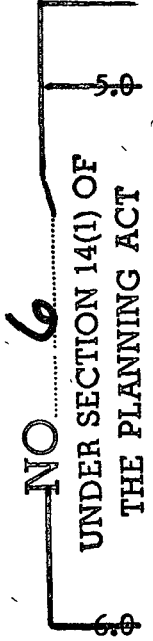
The terms boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with the policies covering the area shown on Plate 1 and 2. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfills the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

6.0 Implementation

The policies covering the area shown on Plate 1, 2 are to be implemented by:

- (a) Approval of plans of subdivision,
- (b) subdivision agreements including existing agreements and any other agreements required between developers, the Region and the City and other public authorities and agencies,
- (c) restricted area by-laws,
- (d) restricted area by-laws which may:
  - (i) be of a detailed site plan nature, or
  - (ii) be of a "Holding Zone" nature.
- (e) by further Official Plan Amendment(s) if required.

MODIFICATION



## CHAPTER C36

### 1.0 Purpose and Location

The purpose of this Chapter is to amend existing Official Plan policies for a 2.9 acre parcel of land (located on part of the West half of Lot 5, Concession 5, E.H.S., at the south-east corner of Highway #7 and Finchgate Boulevard and fronting on Finchgate Boulevard), to recognize the existing medical centre and to allow the specific commercial uses of a pharmaceutical dispensary and office building on the parcel of land more particularly described on Plate 15, 16.

### 2.0 Policy

The parcel of land shown on Plate 16 shall be used only for the purposes of a three-storey combined pharmaceutical dispensary, medical centre, bank and three-storey office building.

This parcel shall be covered by a special zoning category related to the respective uses and site planning controls will be required for any extensions to, or redevelopment of, these uses.

### 3.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific zoning for the designated uses, and
- (b) by execution of a site plan agreement between the former Township and the developer.

CHAPTER C37

1.0 Purpose.

The purpose of this Chapter is to designate for industrial use a 25-acre parcel of City owned land located on part of the East half of Lot 8, Concession 6, E.H.S. at the south-east corner of the extension of Williams Parkway and a proposed north-south road. (See Plate 25, 26).

2.0 Policy

The parcel of land shown on Plate 26 shall be used only for the purposes of a Municipal Works Centre (and Service Complex), a Fire Station and Firefighting Training Facilities.

This parcel shall be covered by a special industrial zoning category related to the respective uses.

3.0 Implementation

This Chapter is to be implemented by specific zoning for the designated uses.

## CHAPTER C38

### 1.0 Purpose

The purpose of this Chapter is to permit the development of Senior Citizens Housing on a 1.1 acre parcel of land in the Bramalea City Centre as shown on Plate 14(Parcel A6)

### 2.0 Background

Under Chapter C21 approved by the Minister on August 2nd, 1971, the subject lands were designated for use as a Municipal and Public area set aside for such uses as "Federal, Provincial and Municipal Buildings in a campus setting with the Municipal Building including Civic Buildings, Administrative Offices, Library and Cultural Centre and those public functions appropriate to a Central Area and related to the needs generated by the Urban population".

The establishment of a provincially owned Senior Citizens Housing project on these lands is deemed to be compatible with adjacent institutional uses on the West Side of Central Park Drive including a Municipal Complex, Cultural Centre and Day Care Centre. It is also considered to be consistent with the general intent of Chapter C21 with regard to the Municipal and Public area.

### 3.0 Policy

The land shown on Plate 14 shall be used only for the purpose of Senior Citizens Housing to be covered by a special Zoning Category.

### 4.0 Implementation

This Chapter is to be implemented by specific zoning for the designated uses.

## CHAPTER C39

### 1.0 Purpose

The purpose of this Chapter is to set out policies to govern the future use of a parcel of land in part of the West half of Lot 6, Concession 6, E.H.S., and fronting on Highway #7. (See Plate 25, 26).

### 2.0 Background

The parcel shown on Plate 26 (HC10) essentially constitutes a block of land which is in highway-commercial use oriented to the former function of Highway #7 as a rural highway. It is one of a number of independently owned parcels zoned agriculturally with an existing commercial use. Under approved Chapter C13 several such parcels were zoned to their existing use, whenever possible, to protect the rights of landowners. In the same fashion, this Chapter designates a specific parcel for a specific set of uses.

### 3.0 Policy

The parcel shown on Plate 26 shall be used only for the purposes of four existing apartments, furniture warehouse and furniture wholesale-retail outlet.

This parcel shall be governed by a special zoning category related to the respective uses and site planning controls will be required upon redevelopment of the designated uses to ensure compatibility with adjacent land uses.

Any substantial enlargement or redevelopment on this parcel shall adhere to the applicable criteria of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) By specific site plan zoning for the designated uses, and
- (b) by agreement(s) between the former Township and the Developer(s).

## CHAPTER C40

### 1.0 Purpose

The purpose of this Chapter is to designate the uses for three parcels of land having frontage on Bramalea Road in an area located between Steeles Avenue and Avondale Boulevard/Dearbourne Boulevard.

### 2.0 Background

Under the currently approved Official Plan, the properties which are the subject of this Chapter are designated as Industrial; by Chapters C2, C4 it was deemed desirable by the former Planning Board and the former Council of the Corporation of the Township of Chinguacousy to amend the Official Plan to recognize the existing uses of Warehousing, Manufacturing, a Medical Centre, Dispensing Pharmacy and a Fire Hall and to permit the additional uses of Business and Professional Offices on the parcels of land more particularly described on Plate 14, 16.

### 3.0 Policy

Parcel #1 shown on Plate 14 shall be designated Industrial for Warehousing, Manufacturing, Business and Professional Offices.

Parcel #2 shown on Plate 16 shall be designated Commercial for a Medical Centre, Dispensing Pharmacy and Business and Professional Offices.

Parcel #3 shown on Plate 14 shall be designated Institutional for a Fire Hall.

These parcels of land shall be covered by Industrial, Commercial and Institutional zoning categories related to the respective uses and site planning controls will be required for any extensions to, or redevelopment of, these uses.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) By Industrial, Commercial and Institutional zoning for the designated uses, and
- (b) by agreement(s) between the former Township and the Developer(s), where deemed necessary.



## CHAPTER C41

### 1.0 Purpose

The purpose of this Chapter is to designate for institutional use ("Health Care Services Campus") a 46.34 acre parcel of City-owned land (located on part of the West half of Lot 11, Concession 5, E.H.S. at the north-east corner of Bramalea Road and Number 10 Sideroad), to permit the development of a Hospital, Community Health and Service Centre, Senior Citizens' Housing, Nursing Homes and ancillary support services and facilities on the parcel of land more particularly described on Plate 1 and 2.

### 2.0 Policy

The parcel of land shown on Plate 2 shall be used only for the purposes of:

- 2.1 A Hospital (with active, chronic, psychiatric and extended care facilities).
- 2.2 A community Health and Service Centre (including a medical centre or clinic, pharmaceutical dispensary, offices for doctors, dentists and other medical and paramedical personnel, offices for family, social and health care service agencies, and a day-care centre.)
- 2.3 A Senior Citizens' Housing development (including a home for the aged and self-care apartment units).
- 2.4 Nursing Homes.
- 2.5 Support Services and Facilities ancillary to the foregoing (including a convenience retail store, snack bar or restaurant).

This parcel shall be covered by special zoning related to the respective uses.

### 3.0 Implementation

This Chapter is to be implemented by specific zoning for the designated uses.

## CHAPTER C42

### 1.0 Purpose

The purpose of this Chapter is to amend existing Official Plan policies for a parcel of land located on Part of the East Half of Lot 4, Concession 5 W.H.S., fronting onto Mississauga Road and south of the hamlet of Huttonville to recognize an existing restaurant use and to permit the establishment of a country inn.

### 2.0 Background

The subject lands are presently designated Rural Area (Agricultural) under the approved Official Plan of the former Township of Chinguacousy and are zoned Agricultural 'A-1'. The existing uses are restaurant, cocktail lounge and bar, licensed patio lounge and catering service.

It was the intent of the former Planning Board and the former Council to amend the Official Plan policy to recognize the existing uses and to permit the establishment of a country inn on the parcel of land more particularly described on Plate 1 and 2.

### 3.0 Policy

The parcel of land shown on Plate 2 shall be used only for the purposes of a restaurant, cocktail lounge and bar, licensed patio lounge, catering service and a two storey country inn of a maximum height of 35 feet with dining lounge and service facilities and with a maximum of 50 motel units.

This parcel shall be covered by a special zoning category containing provisions which would have the effect of:

- (a) prohibiting all buildings and structures of any kind, other than those necessary for erosion control in the area designated 'Greenbelt'; and
- (b) requiring a minimum setback of 25 feet for all buildings from the 'Greenbelt' area.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) by specific zoning for the designated uses
- (b) by agreements, between the former Township and the developer.

## CHAPTER C43

### 1.0 Purpose

The purpose of this Chapter is to amend existing Official Plan policies for a parcel of land located on the West Half Lot 6, Concession 6 E.H.S. at the corner of Torbram Road and Highway No. 7 to permit a neighbourhood plaza.

### 2.0 Background

The subject lands are presently zoned Commercial Special and designated Commercial Special by Chapter C13 to be used only for the purpose of auto repairs and the sale of new and/or used cars.

It is now the intent of the former Planning Board and the former Council to amend this designation by designating the subject lands Commercial to allow the use of a neighbourhood plaza on the parcel of land more particularly described on Plate 26.

### 3.0 Policy

The parcel shown on Plate 26 shall be used only for the purpose of a neighbourhood plaza. For the intention of this Chapter a commercial neighbourhood plaza shall be defined as a convenience centre providing for the sale of such goods as food, drugs and sundries and such personal services as dry cleaning, laundry and barbering for day to day living needs of the immediate neighbourhood. Site Planning controls shall be required upon redevelopment of the designated uses to insure compatibility with adjacent lands.

All development or redevelopment on the designated lands shall be on the basis of full urban servicing and shall adhere to the applicable criteria of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.

A road widening of 27 feet on Torbram Road shall be imposed as a development condition on the subject parcel.

Direct access to the site from Highway No. 7 shall be by right turn only.

### 4.0 Implementation

This Chapter is to be implemented as follows:

- (a) by specific site plan zoning for the designated uses and
- (b) by agreement(s) between the former Township and the Developer.

## CHAPTER C44

This Chapter C44 is concerned with lands now situated within the City of Brampton, Region of Peel and which constituted the former Township of Chinguacousy. The purpose of this Chapter is to amend the existing land severance policies of the Official Plan of the former Township of Chinguacousy Planning Area, in concert with similar Chapters pertaining to the Official Plans of the former Town of Mississauga and Township of Toronto Gore. These three Chapters will establish one, consistent consent policy within the City of Brampton Planning Area to guide the decisions of the Land Division Committee with respect to land severances in rural and agricultural areas.

The policies contained in this Chapter are designed to discourage severances for residential purposes outside of recognized village and hamlet areas. However, these policies alone will not preclude opportunities for country living due to the large number of rural residential estate developments already approved and/or being developed. In addition, the infilling of villages and hamlets together with the rounding out of larger communities will provide many residences in a country setting.

The whole of the part of the Chapter entitled Part A which consists of the following text, constitutes Chapter C44 to the Official Plan of the City of Brampton Planning Area.

### PART A

#### 1.0 General Goals

The policies set out in the Chapter are based upon the following broad general goals:

- 1.1 The preservation of good agricultural lands for farming and related uses, and more particularly, the preservation of agricultural lands; identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability for agriculture.
- 1.2 The prevention of conflicts between agricultural activities and non-agricultural activities.
- 1.3 The preservation of the rural landscape.
- 1.4 The protection of natural environment areas, including headwater areas, floodplains, river valleys, unique biological and geological sites, and areas of natural tree cover.
- 1.5 The prevention of pollution of ground and surface water.

1.6 Protection of the prime objective of the Regional and Local Road System, which is the movement of vehicles with a minimum of obstruction and danger.

1.7 To permit only those severances which conform, as far as is possible, with the above goals.

2.0 General Policies

In considering all severances, it shall be the policy of the Municipality:

2.1 To discourage development in rural areas except as infilling in villages or hamlets, preferably where community facilities such as schools, shops, churches, community and social centres are located. The existing villages or hamlets recognized under this portion of the Chapter shall only include Huttonville and Snelgrove. The expansion of villages or hamlets by more than three lots at any one time will be by plan of subdivision only.

2.2 That a consent may be considered where a use, by reason of its nature or location, would not destroy or appreciably reduce the scenic quality of attractive rural areas or conflict with the agricultural function of surrounding areas. The Land Division Committee shall consider the appropriateness of the site for all proposed non-farm residential severances in light of the above goals.

2.3 If a septic tank is required, evidence should be produced from the Medical Officer of Health, before the severance is granted, that the lot is of adequate size and soil conditions are suitable for the operation of a septic tank, and a well, if no public water supply is available.

2.4 That the size of any parcel created by a severance should be appropriate to the use proposed. Where any residential severances are granted on good agricultural land they should generally be no larger than 2.0 acres in size. The creation of larger lots on land which is non-arable may be considered.

2.5 When a severance is granted for a parcel of land to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.

2.6 Wherever possible, adjoining residential lots should have approximately uniform lot depth and shape.

2.7 That the topography, soil and drainage of the site are satisfactory to the Ministry of Natural Resources and the Conservation Authority for the size of the lot and uses proposed, and where applicable, that the consent is in accordance with the objectives and policies of the Conservation Authority as to flood control, open space and hazard land policies.

- 2.8 That the Land Division Committee be responsible for notifying all concerned Municipal, Regional, and Provincial agencies of severance applications and ensuring that these agencies are provided with an opportunity to comment on the same.
- 2.9 Ribbon development along highways or major roads should be prevented, with direct access from these roads being restricted. Lots created by consent should, where possible, have access only from minor public roads to which adequate year round access is available. Where a severance is granted on a Provincial Highway, Regional Road or Local Road access to it should be limited by a one foot reserve along the road frontage, to no more than one driveway. The comments of Municipal Departments of Planning and Engineering, the Regional Departments of Planning and Public Works and/or the Ministry of Transportation and Communications where applicable should be obtained as to the adequacy to the sight lines in the vicinity of the application and as to whether road widenings are required.
- 2.10 To ensure that vehicles are able to enter a roadway in a forward direction, in order to protect future right-of-way needs and in order to protect the amenities of the proposed residential use, buildings to be erected on severed lots shall be set back ~~less than 100 feet~~ from the boundary of any Provincial Highway or Regional Road right-of-way and not less than 80 feet from the boundary of any other road right-of-way.
- 2.11 Severance applications located within recognized villages or hamlets may be granted as infilling, provided that the Land Division Committee is satisfied that is is genuine infilling between existing developed lots, and a plan of subdivision is not necessary for the prooper and orderly development of the area.
- 2.12 Where livestock operations, as defined by the Agricultural Code of Practice, as practised or are to be practised, the location of residential uses or such new agricultural uses shall be guided by the provisions of the 'Agricultural Code of Practice for Ontario'.
- 3.0 CONSENT POLICIES FOR RURAL AREAS - OUTSIDE OF VILLAGES/HAMELTS.
- If the proposed severance is located in a rural area, (that is outside of the recognized village(s) or hamlet(s) areas), and is consistent with the stated general policies, the following policies shall apply:

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NO 7

UNDER SECTION 14(1) OF  
THE PLANNING ACT

- 3.1 Generally, to allow not more than two severances per 100 acre original farm lot at least until such time as the Municipalities' Official Plan is reviewed. If one severance has already been granted since the original land grant, one additional severance would be permitted. If two severances have already been granted since the original land grant, no additional severances would be permitted. Where a 100 acre original farm lot qualifies for a severance in accordance with the goals and policies of this amendment, and where the future use of the land proposed for severance is stated as being residential, it is intended that the severance will be considered only where it is clearly demonstrated that the proposed residential use is to be created for the benefit of a bona-fide farm employee, a bona-fide retiring farmer, a bona-fide intra-farm family sale, or for a person engaged in a rural-based activity, supportive to the principal rural activity being agriculture. In all such cases, it shall be the responsibility of the grantee to demonstrate to the satisfaction of the Land Division Committee that the proposed severance will benefit a bona-fide farm employee, bona-fide retiring farmer, a bona-fide intra-farm family sale, or a person engaged in a rural-based activity supportive to the principal activity being agriculture, where the grantee intends permanent residence on the lot.

NOTE:

- Sub-section 3.1 shall not be construed to prohibit the erection without severance of an additional house or houses on a genuine operating farm to accommodate related or unrelated farm help, if permitted by restricted area by-law.
- 3.2 Where a new parcel for residential purposes is to be created in an agricultural area, it should, wherever possible, be so located relative to the agricultural remainder that it does not interfere with the agricultural use.
- 3.3 To discourage short term land speculation severances for non-agricultural use may be permitted only when the applicant has been the registered owner of the parcel concerned for at least five years prior to the date of application for the severance - this period of time being subject to review by Council at such time as the Official Plan may be reviewed.
- 3.4 Notwithstanding Clauses 3.1 and 3.2 when two or more farms are amalgamated and an existing house becomes surplus to the need of the farmer, this house may be severed by consent.
- 3.5 Notwithstanding Clause 3.1, a consent may be favourably considered for a parcel of land which is physically separated from the main holdings by a significant natural feature, such as the Credit River or by a significant man-made public feature, or where it is clearly demonstrated that the land is of a low agricultural capability and is not part of an existing viable farm operation.
- 3.6 Rural non-farm residential lots must be designed to ensure that countryside characteristics will prevail in the future.

4.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of the Plan, shall apply in regard to this Chapter.

Further, it is intended that this Chapter be recognized as an interim statement of policy, to be effective until such time as a comprehensive Official Plan Amendment can be prepared which will deal with concerns of the rural area of the City of Brampton.

5.0 Implementation

This Chapter shall be implemented by:

- (a) Decisions of the Land Division Committee.
- (b) Decisions of the Ontario Municipal Board.
- (c) Approval of Restricted Area By-laws.
- (d) Approval of Amendments to Restricted Area By-laws.
- (e) Official Plan Amendments.

Further to the above, it is the intention of the municipality to amend the Township of Chinguacousy Restricted Area By-law Number 861, as amended, so as to implement the policy provisions of this Chapter, for those lands in the City of Brampton.



## CHAPTER C45

### 1.0 Introduction

The purpose of Chapter C45 is to add to the Official Plan a policy to conserve and rehabilitate the existing and future residential, non-residential and vacant property in order to encourage the development and maintenance of a safe, orderly community environment. The policies of this Chapter shall apply to the entire area of the former Township of Chinguacousy Planning Area, which now constitutes part of the City of Brampton Planning Area.

The Official Plan of the former Township of Chinguacousy Planning Area be and is hereby amended by adding the following PART A and attached map designated as Plate 1a.

## PART A

### 2.0 Policies

All existing and future residential and non-residential properties in the former Township of Chinguacousy Planning Area shall conform to the property maintenance and occupancy standards prescribed by a by-law or by-laws enacted under Section 36 of The Planning Act, (R.S.O. 1970) as amended.

This by-law or by-laws regarding standards for maintenance and occupancy shall contain requirements so that the:

- 2.1 Existing housing stock be maintained and conserved.
- 2.2 Living and working conditions in the community are safe and healthful and meet the minimum standards of maintenance and occupancy,
- 2.3 Environmental blight be reduced or prevented,
- 2.4 City be able to deal with certain problem areas by providing the City with qualifications for various government programs,
- 2.5 Problems may be dealt with by an appropriate administration.

### 3.0 Implementation

The policies of property maintenance outlined in Part A shall be implemented accordingly:

- 3.1 A Maintenance and Occupancy Standards By-law will be adopted pursuant to Section 36 of The Planning Act setting forth appropriate standards for all properties within the former Township of Chinguacousy Planning Area, now part of the City of Brampton Planning Area.

3.2 The standards prescribed in the By-law will be reviewed periodically by the Property Standards Committee and amended to reflect current problems and local experience and to add in the maintenance of and improvement of property.

3.3 The enforcement of the minimum standards will not only apply to private properties. The City will maintain all municipally owned properties and structures according to the applicable standards, Municipal services such as roads, sidewalks, water and sewage facilities will be maintained in good repair.

4.0 Administration

A Property Standards Officer shall be appointed and a Property Standards Committee established as provided for in Section 36 of The Ontario Planning Act.

## CHAPTER C46

This Chapter concerns an area of land located in the former Township of Chinguacousy, now part of the City of Brampton, these lands being located on part of the east half of Lot 9, Concession 4, E.H.S. on the west side of Bramalea Road some 100 feet south of North Park Drive. The purpose of the Chapter is to establish policies which will permit the use of an existing building for commercial purposes and to outline appropriate development policies applicable to the subject lands to ensure the acceptable use and development of the area.

The whole of the part of the Chapter entitled Part A which consists of the following text, and map, constitutes Chapter C46 to the Official Plan of the City of Brampton Planning Area. The Official Plan is hereby amended as follows:

### PART A

#### 1.0 Land Use Plan

- 1.1 The land use classification for those lands outlined on Plate 21, 22 attached hereto is amended by deleting the Low Density Residential Use designation and substituting a Commercial Use designation.

#### 2.0 Development Principles

The development will be subject to the following development principles:

- 2.1 The amount of parking to be provided for customer and employee purposes will be in accordance with acceptable standards in recognition of the type of commercial uses to be permitted.
- 2.2 Access to the property will be restricted to Bramalea Road and will be in accord with acceptable traffic engineering standards, where possible, in recognition of the arterial function of the highway. Further, the proximity of the intersection of North Park Drive, a collector and Bramalea Road an arterial will be considered in the location and number of access driveways. Provision will be made to permit the future widening of Bramalea Road along the full frontage of the parcel of land.
- 2.3 Development will be subject to standards and regulations to minimize the adverse influence of noise, exhaust emissions, and the glare of lights from both vehicular traffic and commercial uses adjacent to the proposed abutting residences. Suitable screening, in the form of landscaping and fencing will be provided as required by Municipal Council.
- 2.4 That not less than 50% of the "useable" floor area shall be used for medical purposes and related medical uses. The balance of the building may be used for personal services not expected to be major generators of pedestrian and

vehicular traffic, and in all cases the uses are to be compatible with the abutting residences.

3.0 Implementation

Chapter C46 shall be implemented by an appropriate amendment to the Zoning By-law which will impose the appropriate zone classifications and regulations in conformity with the development principles.

4.0 Interpretation

4.1 The boundaries between land uses designated on Plate 21, 22 are approximate except where they coincide with roads or clearly defined physical features. Where the general intent of the Chapter is maintained minor adjustments to boundaries will not require an Amendment to the Official Plan.

4.2 The Commercial Use Area applicable to this Chapter shall apply to those lands outlined on Plate 21, 22.

## CHAPTER C47

This Chapter is concerned with an area of land located in the hamlet of Huttonville, these lands having frontage on the west side of Mississauga Road, immediately north of Embleton Road and at the end of Mill Street. This area of land constitutes part of the east half of Lot 5, Concession 5, West of Hurontario Street, now within the City of Brampton, Region of Peel. (See Plates 1 and 2).

The purpose of this Chapter is to establish policies which will permit the use of an existing building for retail purposes, the use of another adjacent building for a furniture refinishing workshop, and to outline appropriate development policies applicable to the subject lands to ensure the acceptable use and development of the area.

The subject lands are presently designated as a Rural Area (Agricultural) under the approved Official Plan of the former Township of Chinguacousy Planning Area, and are zoned Agricultural Class 1 (A1) by Restricted Area By-law 861, (Township of Chinguacousy) as amended. The land, presently idle, was formerly the location of a powerhouse as well as a warehouse for the adjacent woolen mill.

The whole of the part of this Chapter entitled Part A which consists of the following text, and map (see Plate 1 and 2) constitutes Chapter C47 to the Official Plan of the City of Brampton Planning Area. The Official Plan is hereby amended as follows:

### PART A

#### 1.0 Land Use

Notwithstanding the present agricultural designation of the property situated on the west side of Mississauga Road, immediately north of Embleton Road and at the end of Mill Street being in the hamlet of Huttonville, and which constitutes part of the east half of Lot 5, Concession 5, West of Hurontario Street, this property may be used for the location of an antique shop and furniture refinishing workshop, subject to the following development principles.

#### 2.0 Development Principles

- 2.1 The subject property is intended to be used as a site for an antique shop and furniture refinishing workshop, both of which will be operated within the existing buildings. It is further intended that any renovations to the existing buildings will be in keeping with the original character of the said buildings.

Furthermore, it is intended that by both the existing and additional landscaping, the controlled use of signs and the prohibition of outside storage of equipment and/or materials associated with the proposed commercial uses, the general appearance of the site will be enhanced.

2.2 A limited amount of parking will be required for customers and will be provided in accordance with a restricted area by-law to be enacted which will implement the policies of this Chapter. The parking area to be provided will be done so in accordance with the current standards of the City as provided for in Restricted Area By-law Number 861 (Township of Chinguacousy) as amended.

2.3 Commercial use of the property, including retail sales and the display of merchandise, will be restricted to the antique shop which will be situated in the restored powerhouse; further, commercial use of the warehouse, which is to be used solely for the refinishing of furniture, will be prohibited.

3.0 Implementation

Chapter C47 shall be implemented by an appropriate amendment to the Restricted Area By-law which will impose the appropriate zone classification and regulations in conformity with the afore-mentioned development principles. Further, this Chapter will be implemented by a development agreement entered into between the developer and the City of Brampton.

4.0 Interpretation

The provisions of the Official Plan as amended from time to time regarding the interpretation of the Plan shall apply in regard to this Chapter.

Further, it is intended that this Chapter be recognized as an interim statement of policy in regards to the permitted use of these lands, until such time as a comprehensive Official Plan Amendment is prepared which will deal with concerns of the hamlet areas located within the City of Brampton.

**Part C**  
**Section D**

## SECTION D

### CHAPTER D1

#### 1.0 Purpose

The purpose of this Chapter is to revise the Official Plan in accordance with the revised boundaries of the former Township of Toronto Gore, taking into account the annexation of the south part of former Toronto Gore by the former Township of Toronto. The Chapter also restates the policies of the former Township concerning the character of former Toronto Gore, the extent of future development, and the methods of implementing these intentions.

#### 2.0 Factors considered in establishing the policies in the Chapter

The main factors which were considered in establishing the policies and intentions of the former Township contained in this amendment are:

- (a) The physical difficulties and financial inability to provide a constant main water supply and adequate sewage treatment facilities in the former Township.
- (b) The shortage of good transportation facilities through the former Township, i.e. no railway and only one important highway (No. 7).
- (c) The lack of any substantial urban area in the former Township to attract growth and the existence of municipalities in the Metropolitan Toronto Planning Area which are better suited to attract new development at the present time.

#### 3.0 Development policy of the former Township

It is the intention to maintain the former Township of Toronto Gore as a rural Township. Development will be permitted, however, where it will not conflict with the rural character of the former Township and will be limited to ensure that no burden is imposed upon the former Township for the provision of municipal services.

The policy of a gradual growth of urban land uses will be reviewed periodically to determine whether or not the Official Plan should be revised to designate any areas in the former Township for comprehensive urban development. Periodic examinations will also be made to ensure that the methods of controlling development which are contained in this Chapter are limiting urban growth effectively.



### 3.1 Land Use Designations

The following designations of land use are established in the Official Plan and are indicated on Plate 1 and 2.

#### (a) Restricted Residential

This designation will permit the construction of single-family detached dwellings and will permit agricultural uses. These uses will be subject to the provisions of the zoning by-laws (see Section 4.1)

#### (b) Agricultural

This designation will cover the major part of the former Township and is intended primarily for agricultural use. Limited residential, commercial and industrial development will also be permitted in this area when approved by the former Planning Board in accordance with the policy for consents to conveyances established in Chapter D3. The commercial and industrial development shall also be subject to the amendment of the zoning by-law.

#### (c) Floodplain

No buildings will be permitted in this category, which will include all land flooded by Hurricane Hazel. In addition it is the intent to prohibit buildings on land which will be covered by the proposed conservation reservoirs at Ebenezer and Clairville and, when the exact limits of the lakes are determined, the zoning by-law will be amended to indicate the prohibited areas.

The floodplain limits are indicated on the attached map to the Official Plan south of Lot 11 but are not indicated for the northern part of the former Township as no maps are presently available for the northern part.

### 3.2 Development Criteria

In the development policy of this former Township, it is also intended that:

(a) Urban land uses, being all uses other than agricultural which were existing at the date of Council's adoption of this Chapter, as more fully shown on the attached map, shall be recognized as conforming to the intent of this Official Plan for the purpose of by-laws adopted under The Planning Act. Such uses will be included in the respective zones within the said by-laws as set out under Section 4.1.

(b) Dwellings may be built on vacant lots which are under registered plans of subdivision existing at the date of adoption of this Chapter by Council.

- (c) Once a year from the date of Council's adoption of this Chapter a consolidation amendment will be submitted to the Minister showing all consents that have been granted during the year.

This annual amendment need only be a map with an explanatory paragraph and will require little time to process.

#### 4.0 Implementation of the Official Plan

It is the intention of Council to implement the Official Plan through:

- (a) Consents for conveyance by the Land Division Committee under The Planning Act, R.S.O. 1970 as amended. See Chapter D3.
- (b) By-laws controlling development passed under The Planning Act.
- (c) The execution of public works.

In detail the policies for applying these methods of implementation are:

#### 4.1 By-laws for controlling development

Shall be passed under the permitting legislation of the Province of Ontario and shall include:

##### 4.1.1 A comprehensive zoning by-law passed under The Planning Act, R.S.O. 1970. This by-law shall establish the following land use zones with the appropriate minimum lot sizes and other suitable development standards:

###### (a) Restricted Residential

This will permit the construction of detached single family dwellings, with minimum lot size of three acres, and agricultural uses.

###### (b) Agricultural

This zone is intended to implement the Agricultural land use classification as established by the Chapter and will include all of the lands within the former Township, except for those lands designated Restricted Residential, Floodplain, and existing commercial and industrial uses under Section 3.2(a) more fully shown on the attached Plate 1 and 2.

When a consent for a conveyance for a proposed commercial or industrial use is made under Chapter D3 then the by-law will be amended to commercial or industrial as the case may be for that conveyance.

Permitted uses

Any agricultural use will be permitted. Single family dwellings will be permitted only on registered lots. A registered lot shall be defined as:

- (i) a lot for which there was a deed at the date of the passing of the by-law, or
- (ii) any lot in an existing registered plan of subdivision as outlined in Section 3.2 (b), or
- (iii) a lot of not less than 1 acre which has been established by consent of the Land Division Committee under The Planning Act, R.S.O. 1970, as amended under Section 4.0 of this Chapter.

(c) Commercial

This zone is intended to implement the commercial areas that will be established by consents for conveyance under Chapter D3 (i.e.) in the areas designated agricultural, and all existing commercial areas established under Section 3.2 (a) more fully shown on the attached Plate 1 and 2.

The by-law will initially include all those established commercial uses under Section 3.2 (a). When a consent for a conveyance has been granted under Chapter D3 for commercial use then the by-law will be amended to zone the lands within the conveyance to commercial.

Within the commercial zone any commercial use shall be permitted on lots having an area of not less than 2 acres and a dwelling for an owner or an operator of a commercial establishment will also be permitted on that lot.

(d) Industrial

This zone is intended to implement the industrial areas that will be established by consents for conveyance under Chapter D3 (i.e) in the areas designated agricultural, and all existing industrial areas established under Section 3.2 (a) more fully shown on the attached Plate 1 and 2.

The by-law will initially include all those established industrial uses under Section 3.2 (a) and when consent for a conveyance has been granted under Chapter D3 for industrial use, then the by-law will be amended to zone the lands within the conveyance to industrial.

Within the industrial zone any industrial use shall be permitted on lots having an area of not less than 2 acres and a dwelling for an owner, watchman or essential operator of an industrial establishment will also be permitted on that lot.

(e) Floodplain

This will permit no building of any type to be erected.

4.1.2 A By-law passed under the Ontario Municipal Act to require that where land is used for pits and quarries, it shall be regulated in operation and prepared in such a way that they will not be dangerous or unsightly to the public.

4.2 Public works shall be carried out by the former Township in accordance with the following principles:

(i) Additions shall be made to the existing schools to provide for the increased demand for school accommodation in the former Township.

(ii) Improvements shall be made to existing roads when necessary.

(iii) No other capital works are proposed until an amendment of the Official Plan is approved to permit a comprehensive program of urban development.

## CHAPTER D2

### 1.0 Introduction

This text and Plate 1 and 2 attached constitute Chapter D2 to the Official Plan. Upon approval of this Chapter by the Minister of Housing all previous plans shall be read in conjunction with the Chapters contained herein and the whole shall be known as the Official Plan.

### 2.0 Purpose

The purpose of this Chapter is to establish a general concept and basic planning policies for approximately 3000 acres of land within the area of the former Township of Toronto Gore. The lands are defined on Plate 1a of this Chapter and the land uses to be applied to these lands are those shown on the said Plate 1 and 2.

By this Chapter, Policy will be established for Rural Estate Development. These policies when applied will ensure that the development will be located and designed in such a way as to provide unusual, pleasing and functional residential environments in a rural setting and in a manner that avoids undue burden on the service or economic levels of the Municipality.

The RURAL ESTATE DEVELOPMENT will be created in conjunction with a continuous area of OPEN SPACE throughout the former Township to be situated along the main valley areas of the West Branch of the Humber River and the valley of Salt Creek, continuous public access is anticipated along its length from 17 Side Road South to connect with the 3000 acre Clairville Conservation Area. It is not expected that commercial facilities will be required to provide service within this concept and none is provided.

### 3.0 Policy

#### 3.1 Population

A total generated population of not more than 2000 persons is intended for the lands designated for use as Rural Estate Residential within this Chapter. It is anticipated that development will occur with an average density of approximately one person per gross residential acre.

These population and density allocations are to serve as the design standard for all subdivisions and for all service standards.

It is intended that within the population and density assignment a rural atmosphere will be created within the development areas and that similarity

between this and Urban type development should be avoided. Planting of trees, creation of landscaped areas, and careful site location of all houses should be encouraged in subdivision design and agreement consideration.

At these densities it is not intended that mass production building take place or that this type of development will in any way supply low cost housing, in most cases the reverse will be true.

### 3.2 Financial

Subdivision and other agreements will contain provisions designed to recognize the financial impact of the development on the areas in the Chapter. These agreements between whatever parties are involved will have the basic objectives of protecting the presently stable financial position of the former Township while providing services at an acceptable level to meet the social, educational, environmental and financial needs of this newly created community.

Where the municipality requires developers or others to make a financial contribution in consideration of a specific expense incurred or to be incurred by the municipality, such contribution may be allocated by the Council for such purpose or purposes as the Council shall deem to be in the best interest of the people of the area, provided that the said contributions are expended for such purpose or purposes or use within the boundaries of the former Township of Toronto Gore.

### 3.3 Open Space

The Policy of this Chapter establishes regional and local open space, together with a system of public access areas. The Open Space system of the Chapter is of prime importance, in that without it, the objectives of the concept of the Chapter cannot be achieved. It shall be the responsibility of the developer developing any lands within the context of this Chapter to dedicate the open space areas in the manner and at the time considered most appropriate by the Council of the Municipality. The flood plains of the valley areas shall not have structures constructed or placed within them without the approval of the Metropolitan Toronto and Region Conservation Authority and the Council of the municipality, and in no case shall any dwelling, or building be constructed in the flood plain.

The Policy of this Chapter it applies to Open Space shall be established and applied to ensure that economic hardship does not result to any land owner. The acquisition of the lands, and their change from private to public ownership shall be applied and obtained in a rational manner.

Where lands are shown on Plate 1 and 2 for eventual use as Public Open Space it shall not be construed as implying that such lands are free and open

to the public until such time as they are acquired by and declared by a Public Authority for such use.

#### 3.4 Schools and School Sites

It is the intent of this Chapter that the existing community Schools in the former Township will be maintained open and that any additional facilities required to accommodate the needs created by the proposals of this Chapter will be supplied at the Junior Public School level by expanding these existing facilities at their present locations. Other levels of education facilities will be supplied in the manner determined by Peel Board of Education and the Dufferin-Peel Roman Catholic Board of Education where these Boards indicate that the assistance of the Municipality is required to meet their objectives, i.e. in the supply of school sites from a particular area of development, application of a levy to assist in the meeting of the capital cost of facilities. Such co-operation of the Municipality will be provided.

#### 3.5 Staging - Servicing

The Policy of this Chapter as it applies to staging is to ensure that development only proceeds at a rate that can be rationally absorbed by the area. Due consideration will be given to such matters as the supply of services, and the level of the need of those services, the method of access to the area proposed for development and the condition of the roads, and the rate at which the Municipality can accommodate this type of development without undue hardship being created on the existing residents of the area.

**IT IS A POLICY OF THIS CHAPTER THAT NO MORE THAN 200 LOTS FOR SINGLE FAMILY RESIDENTIAL USE WILL BE CREATED BY APPROVAL OF SUBDIVISION PLANS IN ANY ONE YEAR.**

Development will be staged in such a manner that it takes place systematically and in an orderly manner according to an overall program wherein roads, water supply, private sewerage disposal, and community services shall as nearly as possible be provided at the time of the development. Piecemeal and premature developments, and subdivisions unrelated to the general overall program shall not be permitted.

It shall be the responsibility of the developers of the land to be released for development to construct water distribution systems, or show that sufficient water is available for individual wells.

#### 4.0 Land Use Concept

The Concept of the land use scheme shown on Plate 1 and 2 is that of a "Country Style Community" connected by open space, walkways, joint rural interests (the desire to live within open space as opposed to travelling to use

it on occasion). Therefore, the main element of the concept is open space, open space in the public sense, valleys, conservation areas, recreation areas and the private open space, that is owned by the persons choosing to construct their homes in the area. It may also involve joint use areas owned and managed by the residents of the area, on a condominium basis.

It is intended that the houses will be large by current standards, carefully sited to ensure that the maximum use is made of the rural condition, avoiding at all costs the creation of a development area that gives any sense or feeling of urban living.

Careful attention will be paid to landscaping the area, beyond the boundaries of individual ownership. The developer of the lands for the purpose of subdivision will be required to show that his proposal will indeed fit within the Concept and that in the event that external planting and landscaping are required the developers of the area will be required to contribute to these requirements.

#### 4.1 Subdivision Design Criteria

The design shall provide a range of lot sizes directly related to the sites topography, vegetation, soil and drainage characteristics, the governing criterion being to retain a semi-rural character in the development and discourage urban form designs. The minimum area of the lot will be 2 acres.

- (i) Design of the plan of subdivision shall take into consideration the following principles:

Maintenance of the land forms and physical features of the site in their natural state, as far as possible, to ensure that the natural, rather than the man made character of the site predominates; protection of any stream, pond, marsh and woodland habitat for natural wildlife; maintenance of the natural characteristics of watercourses consistent with sound water-management practices; protection of the streams and groundwater recharge areas from domestic waste discharge; protection and maintenance as far as possible of the existing trees and woodlands; careful siting of the dwelling and any other buildings to make the best use of the sites; planting of additional trees, sodding and the provision of earthen-berms; the stream valleys and an adequate area beyond the top of banks shall remain essentially undisturbed and undeveloped for reasons of flood control, bank stabilization and to maximize the aesthetic quality of the natural features; that all lots should have access onto an internal local subdivision road system and not onto a major road or Provincial Highway; that all valley areas located within a land use area shown on Plate 1 and 2 as Open Space, shall be dedicated to the Municipality at the time of Registration of the Plan of Subdivision, however, at no time shall this dedication be required by the



Municipality to exceed 20% of the total area of the lands shown on the proposed plan.

#### 4.2 Site Requirements and Design Criteria

The following design criteria are set out to guide the design of each lot on any proposed plan of subdivision. The overall building type, density and development purpose shall remain fairly constant (the invasion-succession of various use types over a period of time shall be avoided).

Subdivision and part lot controls will be strictly applied to the areas, to ensure that lots on any plan are not "REDIVIDED".

All buildings shall be set back a safe distance from valley rims particularly where slopes are steep, subject to erosion or subsidence. Setbacks shall vary according to the peculiarities of the site and the limitations expressed by a soils engineering report. Notwithstanding the architectural and engineering feasibilities, no buildings or structures of any kind should be located on a steep slope or the bank of a watercourse valley.

All lots shall provide a relatively level area for a private sewerage disposal site, such site to provide sufficient area for two tile beds of a size to be determined by the Ministry of the Environment.

No building or private sewerage disposal system shall be located on any land that is subject to or liable to flood.

Before final subdivision approval is given and before lots are approved it shall be established that the soil conditions of the lots and the drainage conditions are suitable to permit the proper siting of the building, to obtain a sufficient and potable water supply, and to permit the installation of an adequate means of sewerage disposal, as approved by the Ministry of the Environment.

#### 5.0 Main Roads

The Airport Road, #7 Highway, 7th and 9th Line, 10 Side Road, 17 Side Road and #50 Highway shall be considered as main roads. All of these roads are to be developed as reverse frontage and or controlled access routes and are to be considered key to the traffic circulation system for the area. For this purpose the Municipality shall require a 1-foot reserve dedication at the time of registration of the plan for any and all lands abutting these roads.

For the purposes of this Chapter it is not considered that any further major roads will be required to pass through the area. In fact, to inject traffic from outside the area of the Concept would have considerable detrimental effect on the Concept.

It is recommended that traffic generated to the east or the west of the area of this Chapter be routed southerly as quickly as possible as this is the direction of the majority of the desire pattern projected. Little purpose is therefore served by forcing the traffic in a east, west direction.

6.0 Definitions

RURAL ESTATE DEVELOPMENT is a low density settlement form characterized by the large individual residential lots or "Estates" ranging from two to seven acres in area. The emphasis is on minimum disturbance of the natural setting, a development type with a distinctly RURAL atmosphere appealing to those persons not wishing to live in the environment of a continuously built up urban area, yet are not desirous of farming on the level necessary today.

7.0 Interpretation

The boundaries between land uses designated on Plate 1 and 2 are approximate except where they coincide with major roads, railway lines, rivers, transmission lines or other clearly defined physical features. Where the general intent of the Plan is maintained, minor adjustments to boundaries will not require an amendment to the plan.

8.0 Implementation

These policies and the Concept of the Chapter are to be implemented by:

- (i) the approval of restricted area zoning and land use by-laws.
- (ii) agreements with developers and others in accordance with the policies of this Chapter and any other policies of the Municipality that may apply.
- (iii) the approval and registration of subdivision plans.
- (iv) the dedication and improvement of the Open Space areas within the Chapter.

MODIFICATION

NO 8

UNDER SECTION 14(1) OF THE PLANNING ACT

**MODIFICATION**  
**NO. 9**  
**UNDER SECTION 14(1) OF**  
**THE PLANNING ACT**

### CHAPTER D3

This Chapter is concerned with lands now situated within the City of Brampton, Region of Peel and which constituted the former Township of Toronto Gore. The purpose of this Chapter is to amend the existing land severance policies of the Official Plan of the former Township of Toronto Gore Planning Area, in concert with similar Chapters pertaining to the Official Plans of the former Town of Mississauga (Chapter A17) and Township of Chinguacousy. (Chapter C44) These three Chapters will establish one, consistent consent policy within the City of Brampton Planning Area to guide the decisions of the Land Division Committee with respect to land severances in rural and agricultural areas.

The policies contained in this Chapter are designed to discourage severances for residential purposes outside of recognized village and hamlet areas. However, these policies alone will not preclude opportunities for country living due to the large number of rural residential estate developments already approved and/or being developed. In addition, the infilling of villages and hamlets together with the rounding out of larger communities will provide many residences in a country setting.

The whole of the part of the Chapter entitled Part A which consists of the following text, and Plate 1A constitutes Chapter D3 to the Official Plan of the City of Brampton Planning Area.

PART A

1.0 General Goals

The policies set out in the Chapter are based upon the following broad general goals:

- 1.1 The preservation of good agricultural lands for farming and related uses, and more particularly, the preservation of agricultural lands; identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability for agriculture.
- 1.2 The prevention of conflicts between agricultural activities and agricultural non-activities.
- 1.3 The preservation of the rural landscape.
- 1.4 The protection of natural environment areas, including headwater areas, floodplains, river valleys, unique biological and geological sites, and areas of natural tree cover.
- 1.5 The prevention of pollution of ground and surface water.
- 1.6 Protection of the prime objective of the Regional and Local Road System, which is the movement of vehicles with a minimum of obstruction and danger.
- 1.7 To permit only those severances which conform, as far as is possible, with the above goals.

2.0 General Policies

In considering all severances, it shall be the policy of the Municipality:

- 2.1 To discourage development in rural areas except as infilling in villages or hamlets, preferably where community facilities such as schools, shops, churches, community and social centres are located. There are no existing villages or hamlets that can be recognized at this time under this portion of the Chapter; it is intended that the identification of any such villages or hamlets shall be part of a rural land use study.
- 2.2 That a consent may be considered where a use, by reason of its nature or location, would not destroy or appreciably reduce the scenic quality of attractive rural areas or conflict with the agricultural function of surrounding areas. The Land Division Committee shall consider the appropriateness of the site for all proposed non-farm residential severances in light of the above goals.

- 2.3 If a septic tank is required, evidence should be produced from the Medical Officer of Health, before the severance is granted, that the lot is of adequate size and soil conditions are suitable for the operation of a septic tank, and a well, if no public water supply is available.
- 2.4 That the size of any parcel created by a severance should be appropriate to the use proposed. Where any residential severances are granted on good agricultural land they should generally be no larger than 2.0 acres in size. The creation of larger lots on land which is non-arable may be considered.
- 2.5 When a severance is granted for a parcel of land to be used for residential purposes, the frontage shall be equal to approximately one-half the depth.
- 2.6 Wherever possible, adjoining residential lots should have approximately uniform lot depth and shape.
- 2.7 That the topography, soil and drainage of the site are satisfactory to the Ministry of Natural Resources and the Conservation Authority for the size of the lot and uses proposed, and where applicable, that the consent is in accordance with the objectives and policies of the Conservation Authority as to flood control, open space and hazard land policies.
- 2.8 That the Land Division Committee be responsible for notifying all concerned Municipal, Regional, and Provincial agencies of severance applications and ensuring that these agencies are provided with an opportunity to comment on the same.
- 2.9 Ribbon development along highways or major roads should be prevented, with direct access from these roads being restricted. Lots created by consent should, where possible, have access only from minor public roads to which adequate year round access is available. Where a severance is granted on Provincial Highway, Regional Road or Local Road access to it should be limited by a one foot reserve along the road frontage, to no more than one driveway. The comments of Municipal Departments of Planning and Engineering, the Regional Departments of Planning and Public Works and/or the Ministry of Transportation and Communications where applicable should be obtained as to the adequacy of the sight lines in the vicinity of the application and as to whether road widenings are required.
- 2.10 To ensure that vehicles are able to enter a roadway in a forward direction, in order to protect future right-of-way needs and in order to protect the amenities of the proposed residential use, buildings to be erected on severed lots shall be set back not less than 100 feet from the boundary of any Provincial Highway or Regional Road right-of-way and not less than 80 feet from the boundary of any other road right-of-way.

2.11 Severance applications located within recognized villages or hamlets may be granted as infilling, provided that the Land Division Committee is satisfied that it is genuine infilling between existing developed lots, and a plan of subdivision is not necessary for the proper and orderly development of the area.

2.12 Where livestock operations, as defined by the Agricultural Code of Practice, as practised or are to be practised, the location of residential uses or such new agricultural uses shall be guided by the provisions of the 'Agricultural Code of Practice for Ontario.'

### 3.0 CONSENT POLICIES FOR RURAL AREAS - OUTSIDE OF VILLAGES/HAMLETS

If the proposed severance is located in a rural area, (that is outside of the recognized village(s) or hamlet(s) areas), and is consistent with the stated general policies, the following policies shall apply:

3.1 Generally, to allow not more than two severances per 100 acre original farm lot at least until such time as the Municipalities' Official Plan is reviewed. If one severance has already been granted since the original land grant, one additional severance would be permitted. If two severances have already been granted since the original land grant, no additional severances would be permitted. Where a 100 acre original farm lot qualifies for a severance in accordance with the goals and policies of this amendment, and where the future use of the land proposed for severance is stated as being residential, it is intended that the severance will be considered only where it is clearly demonstrated that the proposed residential use is to be created for the benefit of a bona-fide farm employee, a bona-fide retiring farmer, a bona-fide intra-farm family sale, or for a person engaged in a rural-based activity, supportive to the principal rural activity being agriculture. In all such cases, it shall be the responsibility of the grantee to demonstrate to the satisfaction of the Land Division Committee that the proposed severance will benefit a bona-fide farm employee, bona-fide retiring farmer, a bona-fide intra-farm family sale, or a person engaged in a rural-based activity supportive to the principal activity being agriculture, where the grantee intends permanent residence on the lot.

#### NOTE:

Sub-section 3.1 shall not be construed to prohibit the erection without severance of an additional house or houses on a genuine operating farm to accommodate related or unrelated farm help, if permitted by restricted area by-law.

- 3.2 Where anew parcel for residential purposes is to be created in an agricultural area, it should wherever possible, be so located relative to the agricultural remainder that it does not interfere with the agricultural use.
- 3.3 To discourage short term land speculation severances for non-agricultural use may be permitted only when the applicant has been the registered owner of the parcel concerned for at least five years prior to the date of application for the severance - this period of time being subject to review by Council at such time as the Official Plan may be reviewed.
- 3.4 Notwithstanding Clauses 3.1 and 3.2 when two or more farms are amalgamated and an existing house becomes surplus to the need of the farmer, this house may be severed by consent.
- 3.5 Notwithstanding Clause 3.1, a consent may be favourably considered for a parcel of land which is physically separated from the main holdings by a significant natural feature, such as the Humber River or by a significant man-made public feature, or where it is clearly demonstrated that the land is of a low agricultural capability and is not part of an existing, viable farm operation.
- 3.6 Rural non-farm residential lots must be designed to ensure that countryside characteristics will prevail in the future.

4.0 Interpretation

The provisions of the Official Plan, as amended from time to time, regarding the interpretation of the Plan, shall apply in regard to this Chapter.

Further, it is intended that this Chapter be recognized as an interim statement of policy, to be effective until such time as a comprehensive Official Plan Amendment can be prepared which will deal with concerns of the rural area of the City of Brampton.

5.0 Implementation

This Chapter shall be implemented by:

- (a) Decisions of the Land Division Committee.
- (b) Decisions of the Ontario Municipal Board.
- (c) Approval of Restricted Area By-laws.
- (d) Approval of Amendments to Restricted Area By-laws.
- (e) Official Plan Amendments.

Further to the above, it is the intention of the municipality to amend the Township of Toronto Gore Restricted Area By-law Number 825 as amended, so as to implement the policy provisions of this Chapter for those lands in the City of Brampton.



## CHAPTER D4

### 1.0 Introduction

The purpose of Chapter D4 is to add to the Official Plan a policy to conserve and rehabilitate the existing and future residential, non-residential and vacant property in order to encourage the development and maintenance of a safe orderly community environment. The policies of this Chapter shall apply to the entire area of the former Township of Toronto Gore Planning Area, now part of the City of Brampton Planning Area.

The Official Plan of the former Township of Toronto Gore Planning Area now part of the City of Brampton Planning Area be and is hereby amended by adding the following Part A and attached map designated as Plate 1A.

## PART A

### 2.0 Policies

All existing and future residential and non-residential properties in the former Township of Toronto Gore Planning Area shall conform to the property maintenance and occupancy standards prescribed by a by-law or by-laws enacted under Section 36 of The Planning Act, (R.S.O. 1970) as amended.

This by-law or by-laws regarding standards for maintenance and occupancy shall contain requirements so that the

- 2.1 Existing housing stock be maintained and conserved,
- 2.2 Living and working conditions in the community are safe and healthful and meet the minimum standards of maintenance and occupancy,
- 2.3 Environmental blight be reduced or prevented,
- 2.4 City be able to deal with certain problem area by providing the City with qualifications for various government programs,
- 2.5 Problems may be dealt with by an appropriate administration.

### 3.0 Implementation

The policies of property maintenance outlined in Part A shall be implemented accordingly:

- 3.1 A Maintenance and Occupancy Standards By-law will be adopted pursuant to Section 36 of The Planning Act setting forth appropriate standards for all properties within the former Township of Toronto Gore Planning Area, now part of the City of Brampton Planning Area.

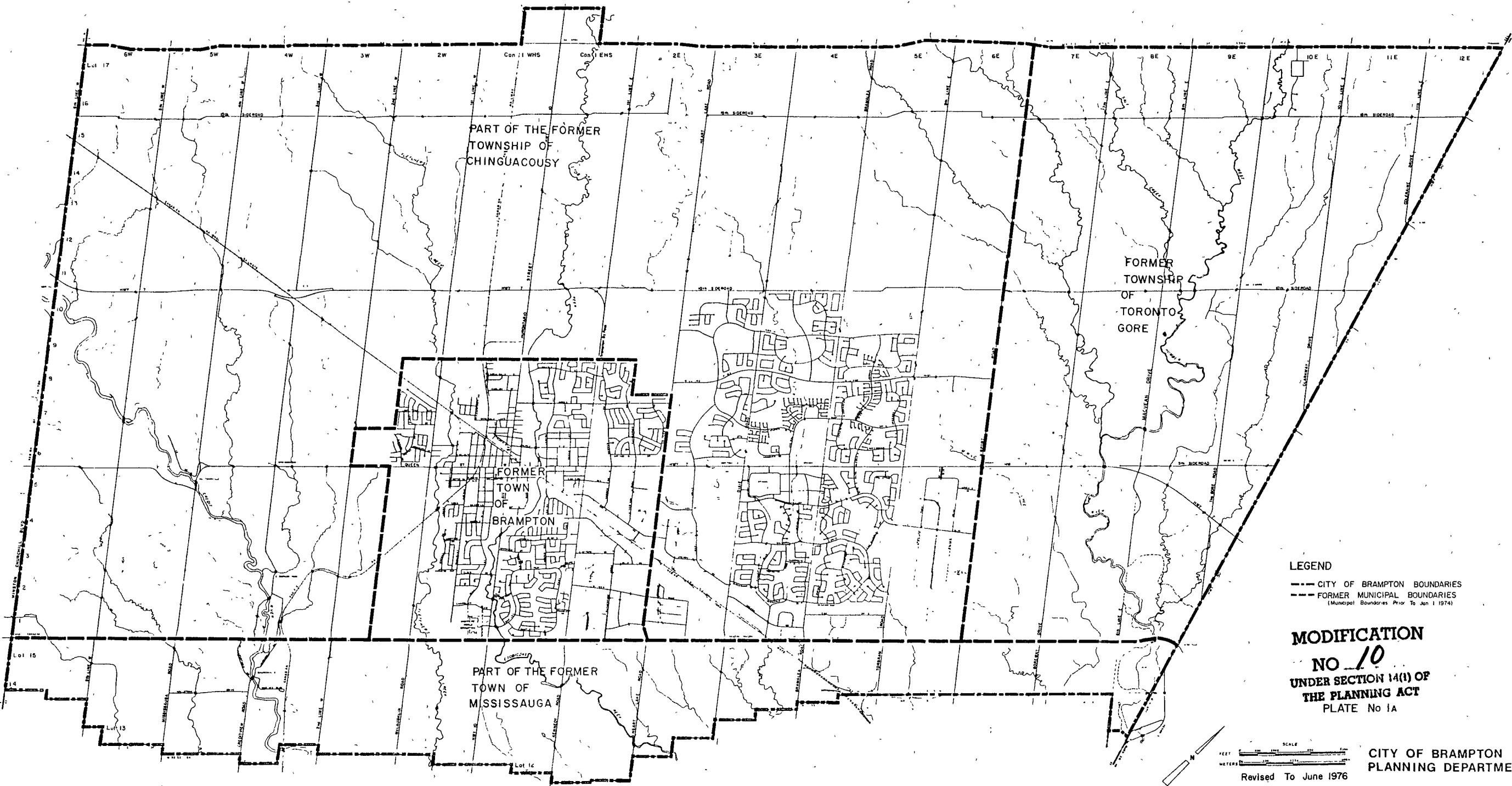
3.2 The standards prescribed in the By-law will be reviewed periodically by the Property Standards Committee and amended to reflect current problems and local experience and to add in the maintenance of and improvement of property.

3.3 The enforcement of the minimum standards will not only apply to private properties. The City will maintain all municipally owned properties and structures according to the applicable standards, Municipal services such as roads, sidewalks, water and sewage facilities will be maintained in good repair.

4.0 Administration

A Property Standards Officer shall be appointed and a Property Standards Committee established as provided for in Section 36 of the Ontario Planning Act.

# Plates



PART OF THE FORMER  
TOWNSHIP OF  
CHINGUACOUSY

FORMER  
TOWN  
OF  
BRAMPTON

PART OF THE FORMER  
TOWN OF  
MISSISSAUGA

FORMER  
TOWNSHIP  
OF  
TORONTO  
GORE

LEGEND  
 --- CITY OF BRAMPTON BOUNDARIES  
 - - - FORMER MUNICIPAL BOUNDARIES  
 (Municipal Boundaries Prior To Jan 1 1974)

**MODIFICATION**  
**NO 10**  
 UNDER SECTION 14(1) OF  
 THE PLANNING ACT  
 PLATE No 1A

SCALE  
 FEET 0 100 200 300 400  
 METERS 0 100 200  
 Revised To June 1976

CITY OF BRAMPTON  
 PLANNING DEPARTMENT

PART OF THE FORMER  
TOWNSHIP OF  
CHINGUACOUSY

FORMER  
TOWNSHIP  
OF  
TORONTO  
GORE

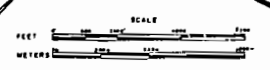
**MODIFICATION  
NO 10  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

PART OF THE FORMER  
TOWN OF  
MISSISSAUGA

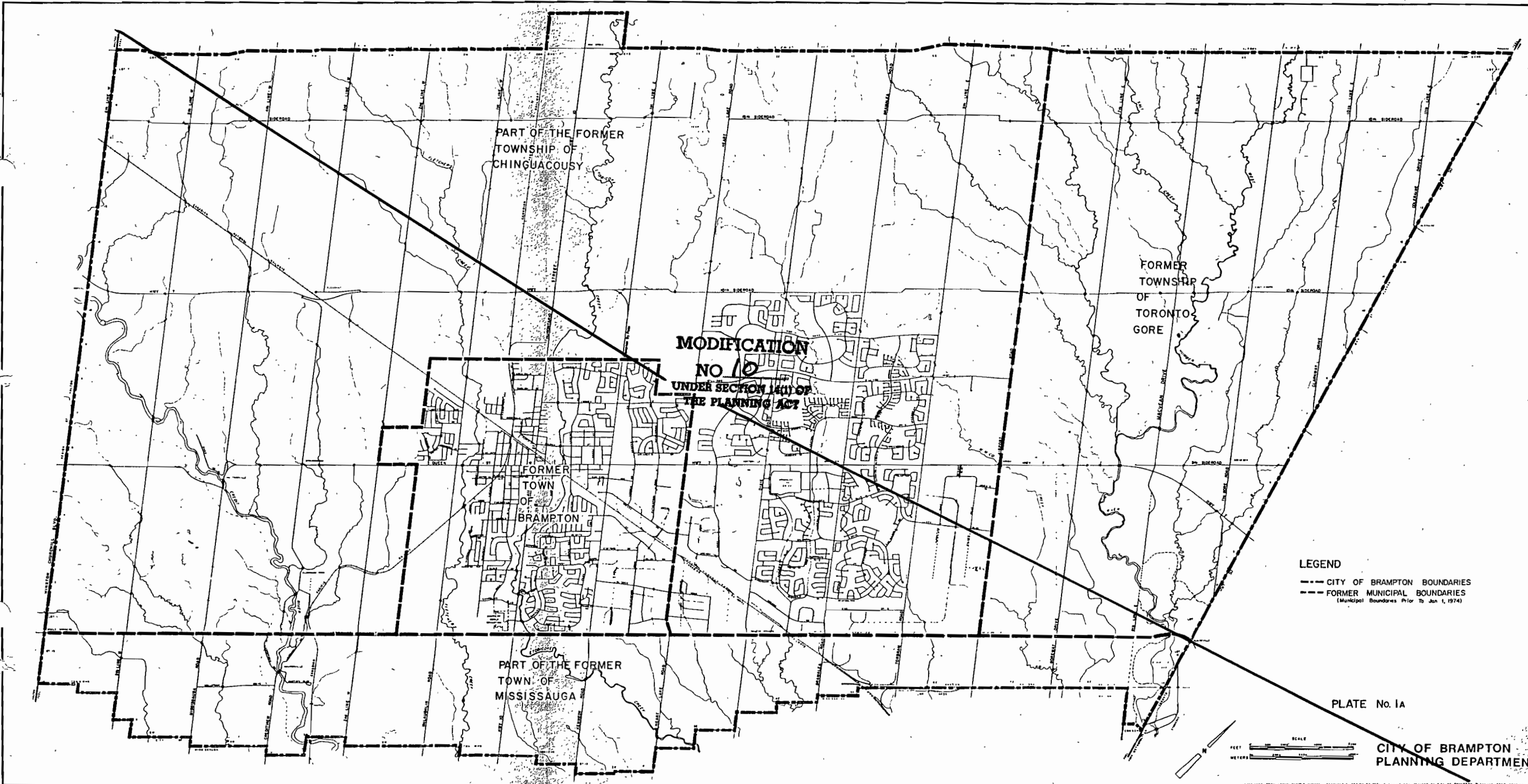
FORMER  
TOWN  
OF  
BRAMPTON

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--- CITY OF BRAMPTON BOUNDARIES  
--- FORMER MUNICIPAL BOUNDARIES  
(Municipal Boundaries Prior To Jun 1, 1974)

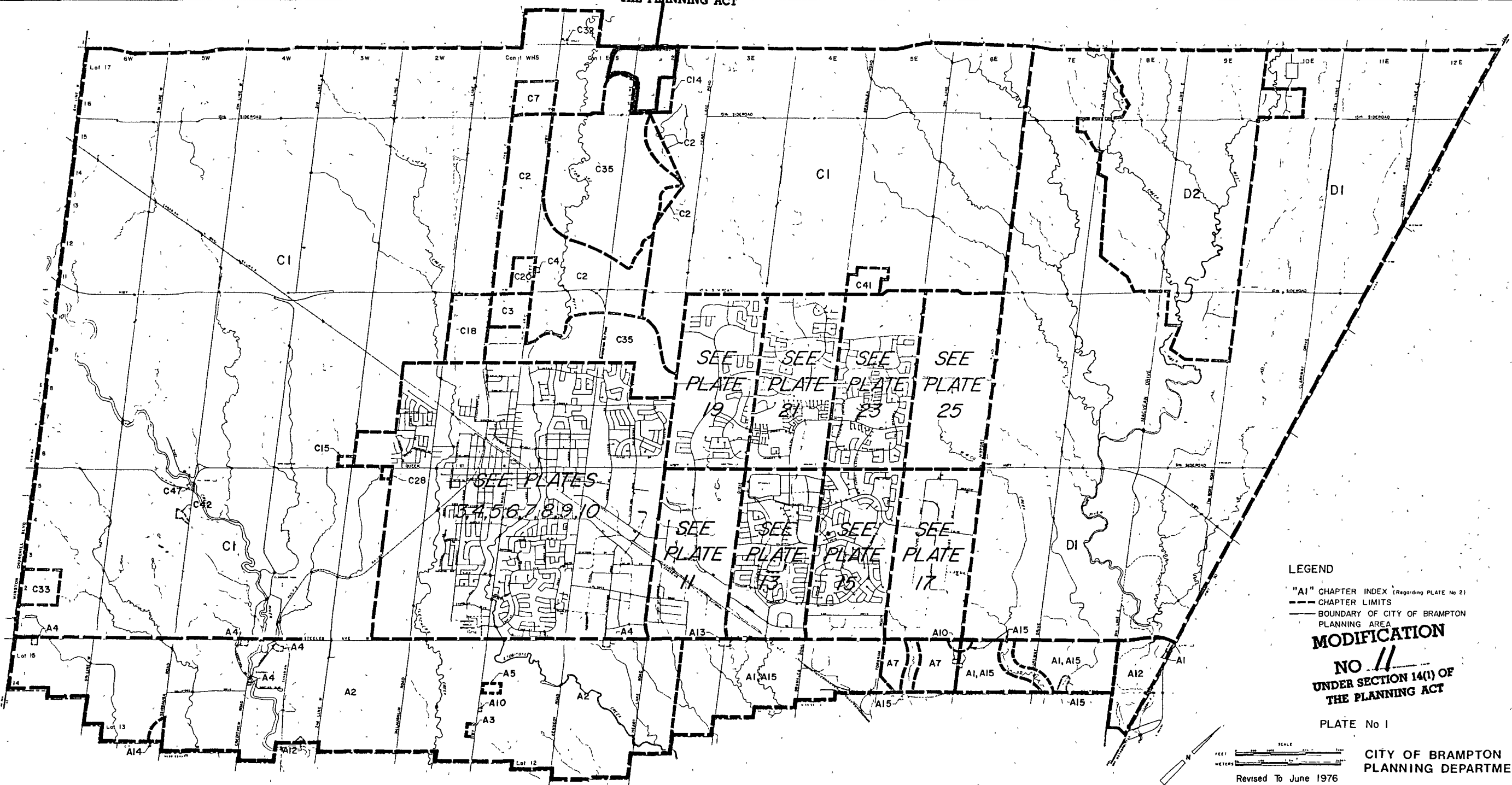
PLATE No. 1A



**CITY OF BRAMPTON  
PLANNING DEPARTMENT**



**MODIFICATION  
NO. 12  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**



**LEGEND**

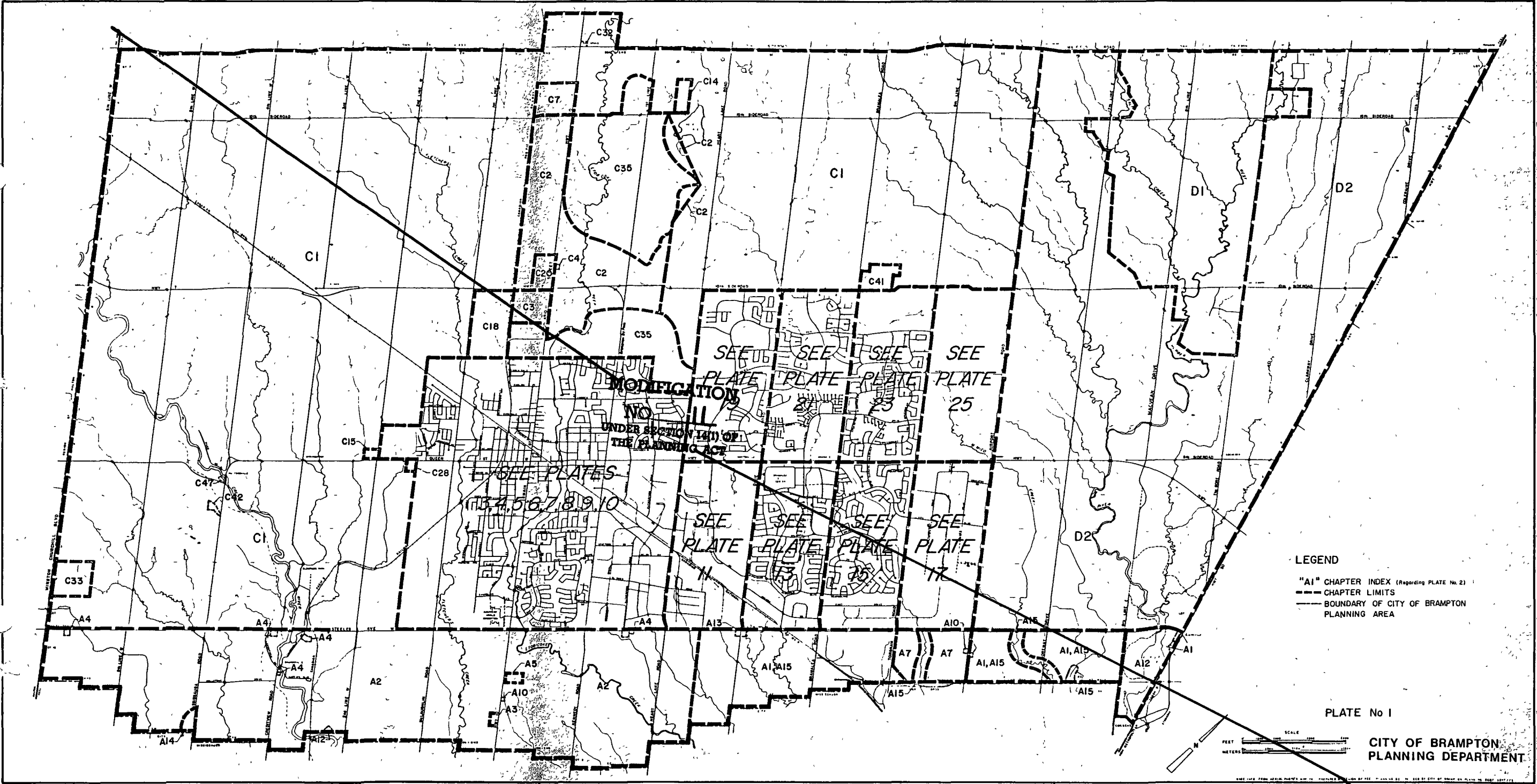
- "A1" CHAPTER INDEX (Regarding PLATE No 2)
- CHAPTER LIMITS
- BOUNDARY OF CITY OF BRAMPTON PLANNING AREA

**MODIFICATION  
NO. 11  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

PLATE No 1

CITY OF BRAMPTON  
PLANNING DEPARTMENT

Revised To June 1976



# MODIFICATION

NO. 14

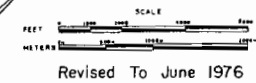
UNDER SECTION 14(1) OF  
THE PLANNING ACT

# MODIFICATION NO. 13 UNDER SECTION 14(1) OF THE PLANNING ACT

## LEGEND

- TOWN CENTRE
- LOCAL COMMERCIAL
- RESIDENTIAL
- RESTRICTED RESIDENTIAL
- RURAL ESTATE RESIDENTIAL
- LOW DENSITY RESIDENTIAL (MAX 12 UNITS PER NET ACRE)
- MEDIUM DENSITY RESIDENTIAL (MAX 15-21 UNITS PER NET ACRE)
- MEDIUM DENSITY RESIDENTIAL (MAX 21-25 UNITS PER NET ACRE)
- LOW DENSITY (ESTATE AREA)
- URBAN PUBLIC OPEN SPACE
- REGIONAL OPEN SPACE
- GREENBELT
- INSTITUTIONAL
- INDUSTRIAL
- HWY COMMERCIAL
- COMMERCIAL
- AGRICULTURE
- CHURCH
- PUBLIC SCHOOL
- SENIOR PUBLIC SCHOOL
- SEPARATE SCHOOL
- HIGH SCHOOL
- CEMETARY
- PROPOSED ROADS
- EXISTING LAND USE
- SPECIAL COMMERCIAL

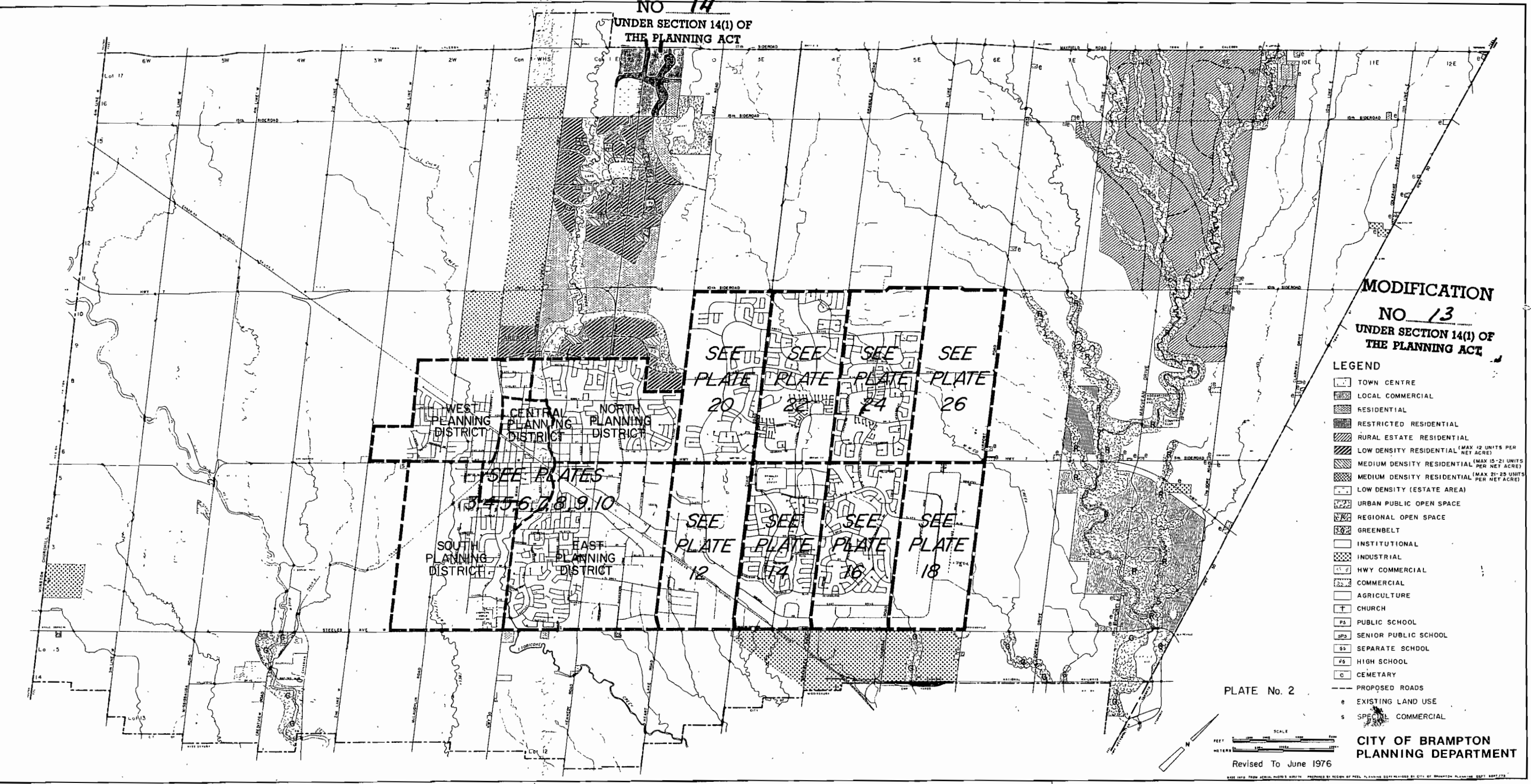
PLATE No. 2



Revised To June 1976

CITY OF BRAMPTON  
PLANNING DEPARTMENT

BASE INFO FROM AERIAL PHOTOGRAPHY. PREPARED BY REGION OF PEEL PLANNING DEPT. LICENSED BY CITY OF BRAMPTON PLANNING DEPT. 8871773





**MODIFICATION**

**NO. 13**  
UNDER SECTION 44(1) OF  
THE PLANNING ACT

SEE PLATE 20  
SEE PLATE 22  
SEE PLATE 24  
SEE PLATE 26

SEE PLATES  
13, 14, 15, 16, 17, 18, 19, 10

SEE PLATE 12  
SEE PLATE 14  
SEE PLATE 16  
SEE PLATE 18

**LEGEND**
























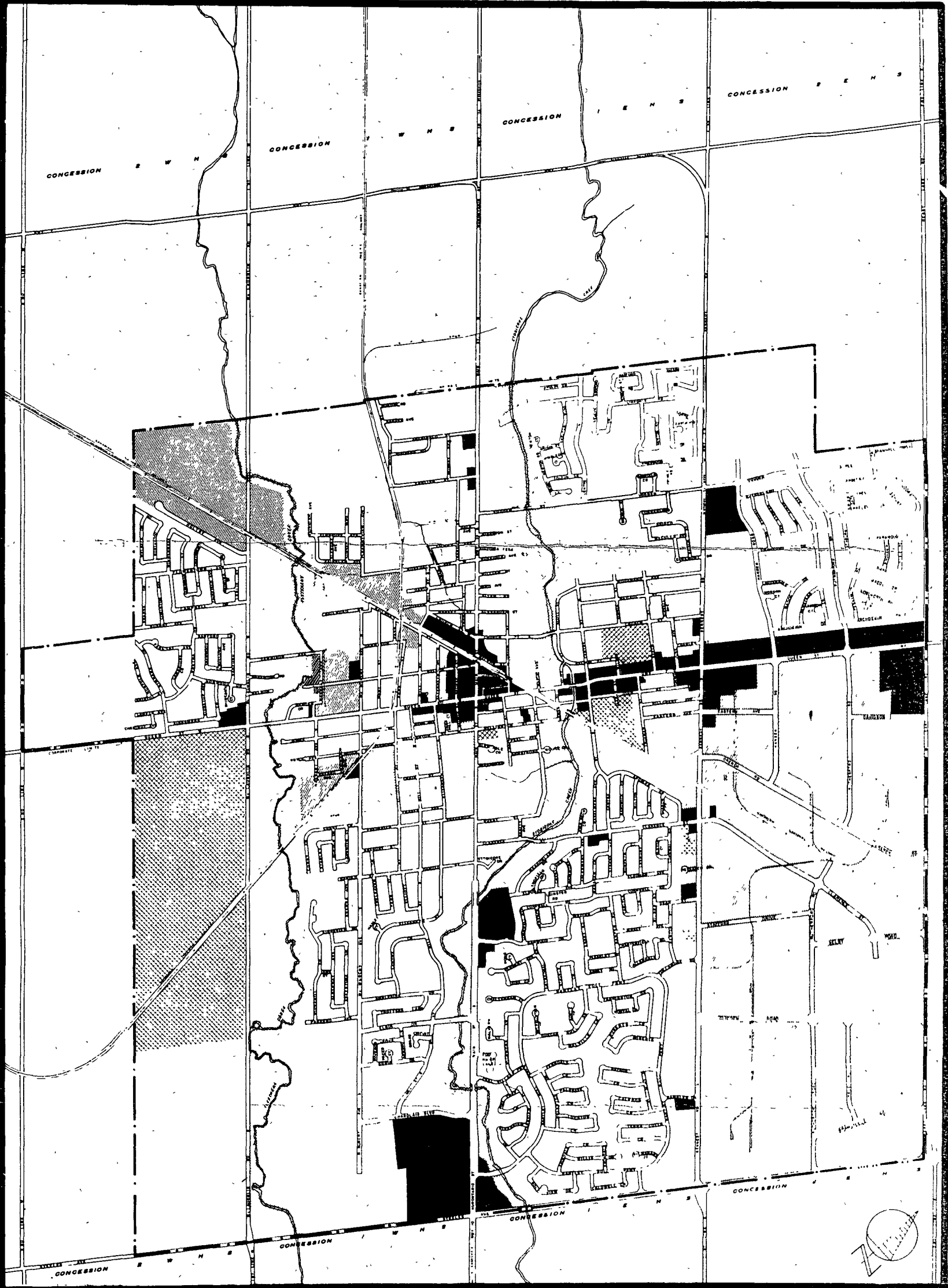
-  TOWN CENTRE
-  LOCAL COMMERCIAL
-  RESIDENTIAL
-  RESTRICTED RESIDENTIAL
-  RURAL ESTATE RESIDENTIAL (MAX 12 UNITS PER NET ACRE)
-  LOW DENSITY RESIDENTIAL (MAX 15-21 UNITS PER NET ACRE)
-  MEDIUM DENSITY RESIDENTIAL (MAX 21-28 UNITS PER NET ACRE)
-  LOW DENSITY (ESTATE AREA)
-  URBAN PUBLIC OPEN SPACE
-  REGIONAL OPEN SPACE
-  GREENBELT
-  INSTITUTIONAL
-  INDUSTRIAL
-  HWY COMMERCIAL
-  COMMERCIAL
-  AGRICULTURE
-  CHURCH
-  PS PUBLIC SCHOOL
-  SPS SENIOR PUBLIC SCHOOL
-  SS SEPARATE SCHOOL
-  HS HIGH SCHOOL
-  C CEMETARY
-  - - - PROPOSED ROADS

PLATE No. 2

**CITY OF BRAMPTON  
PLANNING DEPARTMENT**



DATE THIS PLAN REVISION'S DURING: PREPARED BY: PLAN. REVISED BY: CITY OF BRAMPTON PLANNING DEPT. 2011



**GENERALIZED LAND USE**

— LEGEND —

- RESIDENTIAL 
- COMMERCIAL 
- INDUSTRIAL 
- INSTITUTIONAL 
- OPEN SPACE 

**MODIFICATION  
NO 15  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

— INTERPRETATION OF THE MAP —

THE BOUNDARIES BETWEEN CLASSES OF LAND USE SHOWN ON THIS MAP ARE GENERAL. ONLY THE EXACT LIMITS OF EACH CLASS OF USE SHOWN THEREON SHALL BE DETERMINED BY THE CITY ENGINEER. NO ADJUSTMENTS MAY BE MADE TO THESE BOUNDARIES FOR THE PURPOSE OF ANY BY-LAW TO IMPLEMENT THIS MAP. WITHOUT THE NECESSITY OF MAKING FORMAL AMENDMENTS TO THE OFFICIAL PLAN OF THE CITY SUCH CHANGES AS TO DISTRICTS THAT DO NOT CONFORM WITH THE PLAN IN RESPECT OF LAND USE.

THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE BRAMPTON PLANNING AREA AND SHOULD BE USED IN CONJUNCTION WITH THE TEXT

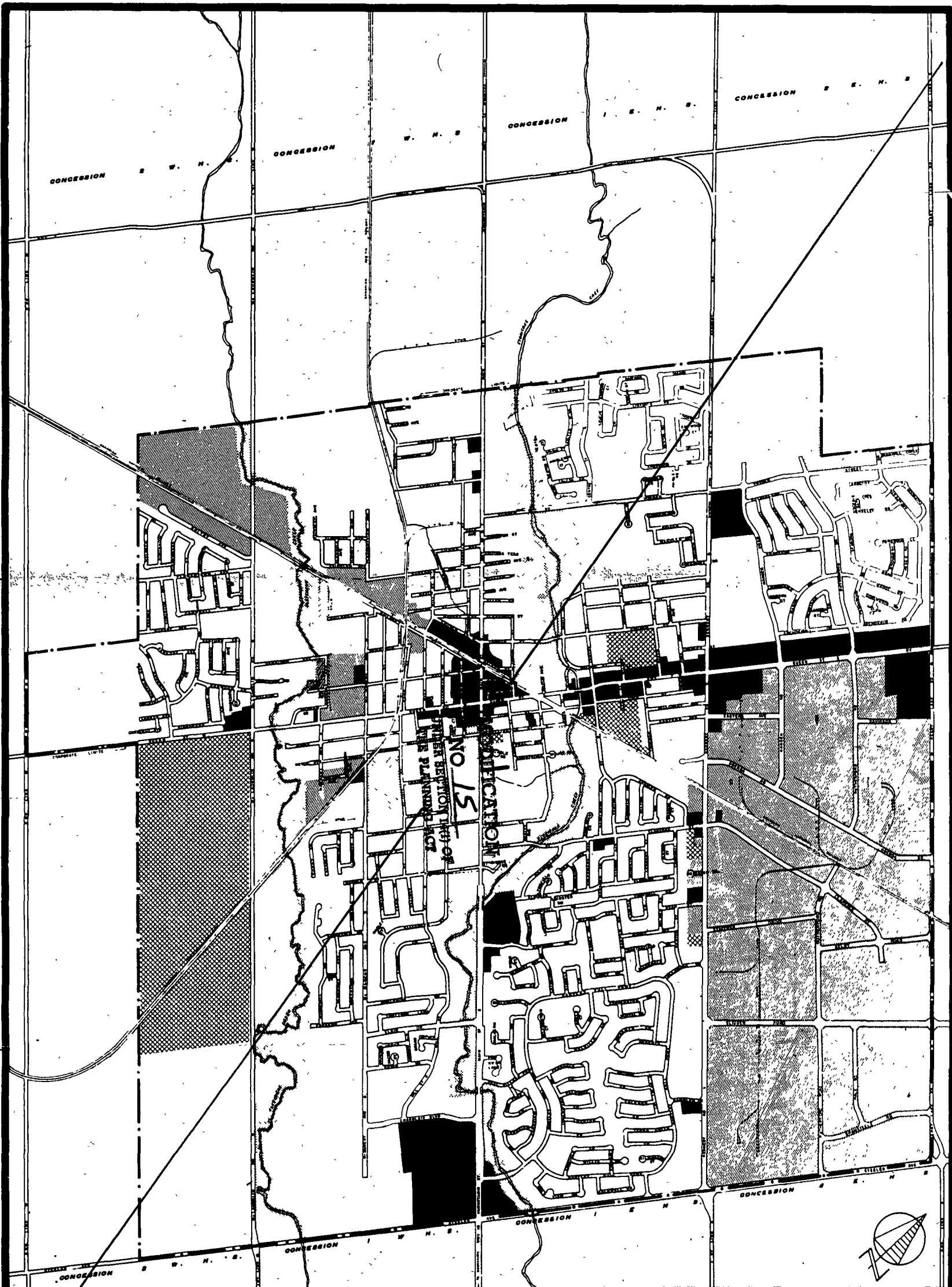
Revised To June 1976

**CITY OF BRAMPTON  
PLANNING DEPARTMENT**



DATE JAN 1973  
 REVISED OCT 1975  
 PLAN NO 73-1-2  
 FILE NO 0-4-21  
 DRAWN BY jmk  
 REVISED BY ds

**Plate No. 3**



**INTERPRETATION OF THE MAP**

THE BOUNDARIES BETWEEN CLASSES OF LAND USE SHOWN ON THIS MAP ARE GENERAL ONLY AND ARE NOT INTENDED TO DEFINE THE EXACT LIMITS OF EACH CLASS. IF IT IS INTENDED THEREFORE THAT BOUNDARIES BE SHOWN TO THESE CLASSES FOR THE PURPOSE OF ANY BY-LAW TO IMPLEMENT THIS MAP WITHOUT THE NECESSITY OF MAKING FORMAL AMENDMENTS TO THE OFFICIAL PLAN OTHER THAN THOSE WHICH CHANGES IT IS INTENDED THAT NO SUCH AMENDMENTS SHALL BE ENTERED THAT DO NOT CONFORM WITH THIS PLAN IN RESPECT OF LAND USE.

**— LEGEND —**

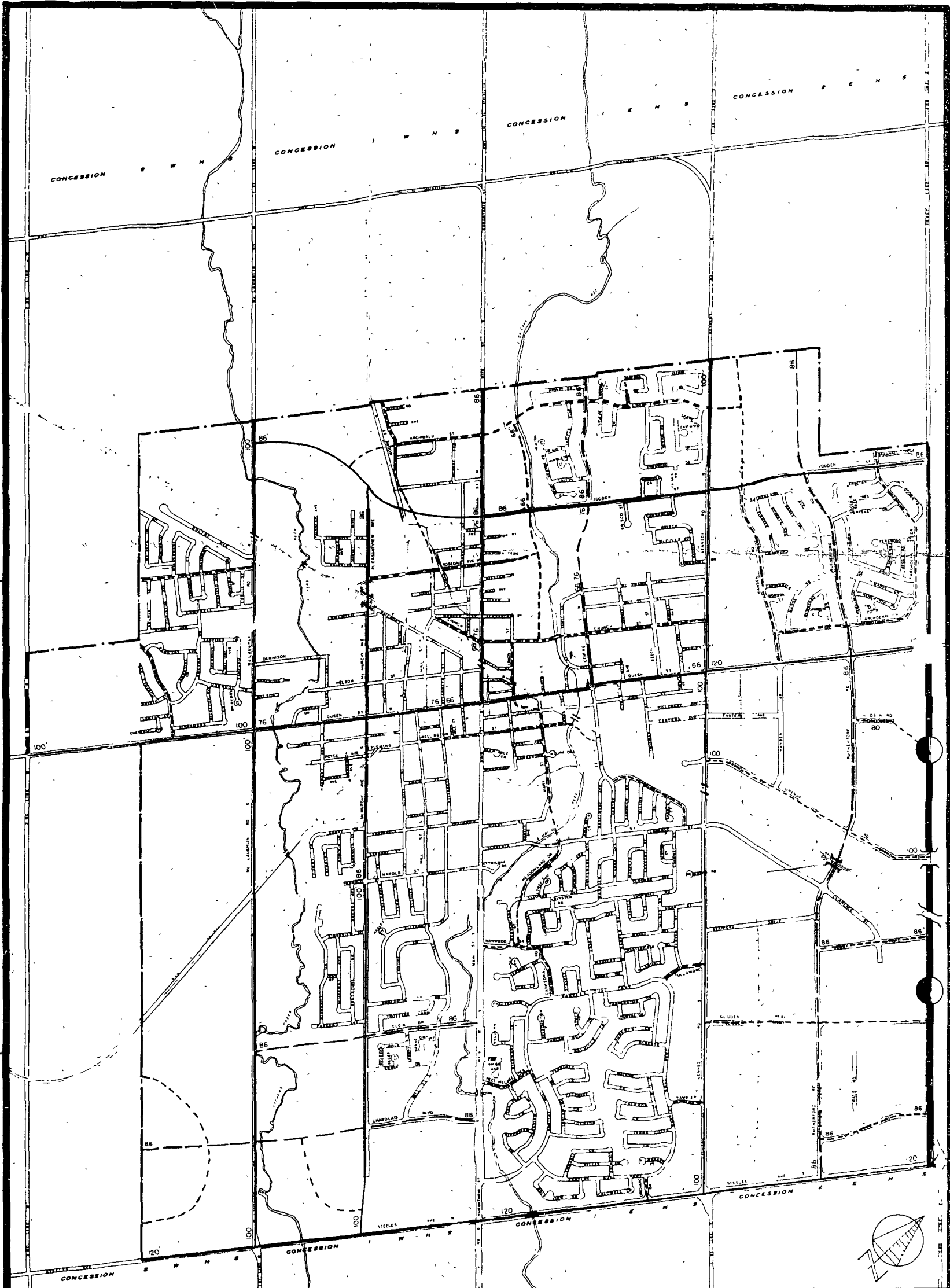
- RESIDENTIAL 
- COMMERCIAL 
- INDUSTRIAL 
- INSTITUTIONAL 
- OPEN SPACE 

**CITY OF BRAMPTON  
PLANNING DEPARTMENT**



DATE JAN 1973  
 REVISED OCT 1975  
 PLAN NO 73-1-2  
 FILE NO 0-4-21  
 DRAWN BY jma  
 REVISED BY ps

**Plate No. 3**



**ROADS PLAN**

**MODIFICATION  
NO 16  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

**CITY OF BRAMPTON  
PLANNING DEPARTMENT**

**—INTERPRETATION OF THE MAP—**  
THE ALIGNMENT OF THE ROADS ARE GENERAL ONLY AND ARE NOT INTENDED TO DEFINE THE EXACT LOCATION OF EACH ROAD. MINOR ADJUSTMENTS MAY BE MADE TO THE ALIGNMENTS WITHOUT THE NECESSITY OF MAKING FORMAL AMENDMENTS TO THE OFFICIAL PLAN.

ROAD CLASSIFICATION	EXISTING RIGHT-OF-WAY	PROPOSED FACILITY
LOCAL	—————	NONE SHOWN
COLLECTOR	—————	—————
MINOR ARTERIAL	—————	—————
MAJOR ARTERIAL	—————	—————
FREEWAY	—————	—————
PARTIAL INTERCHANGE	—————	—————
FULL INTERCHANGE	—————	—————

86 RIGHT OF WAY WIDTH AS INDICATED  
INTERSECTION and/or CONNECTION SUBJECT TO DETAIL DESIGN OF THE PLANNING DISTRICT PLAN LEVEL  
PROPOSED GRADE SEPARATION

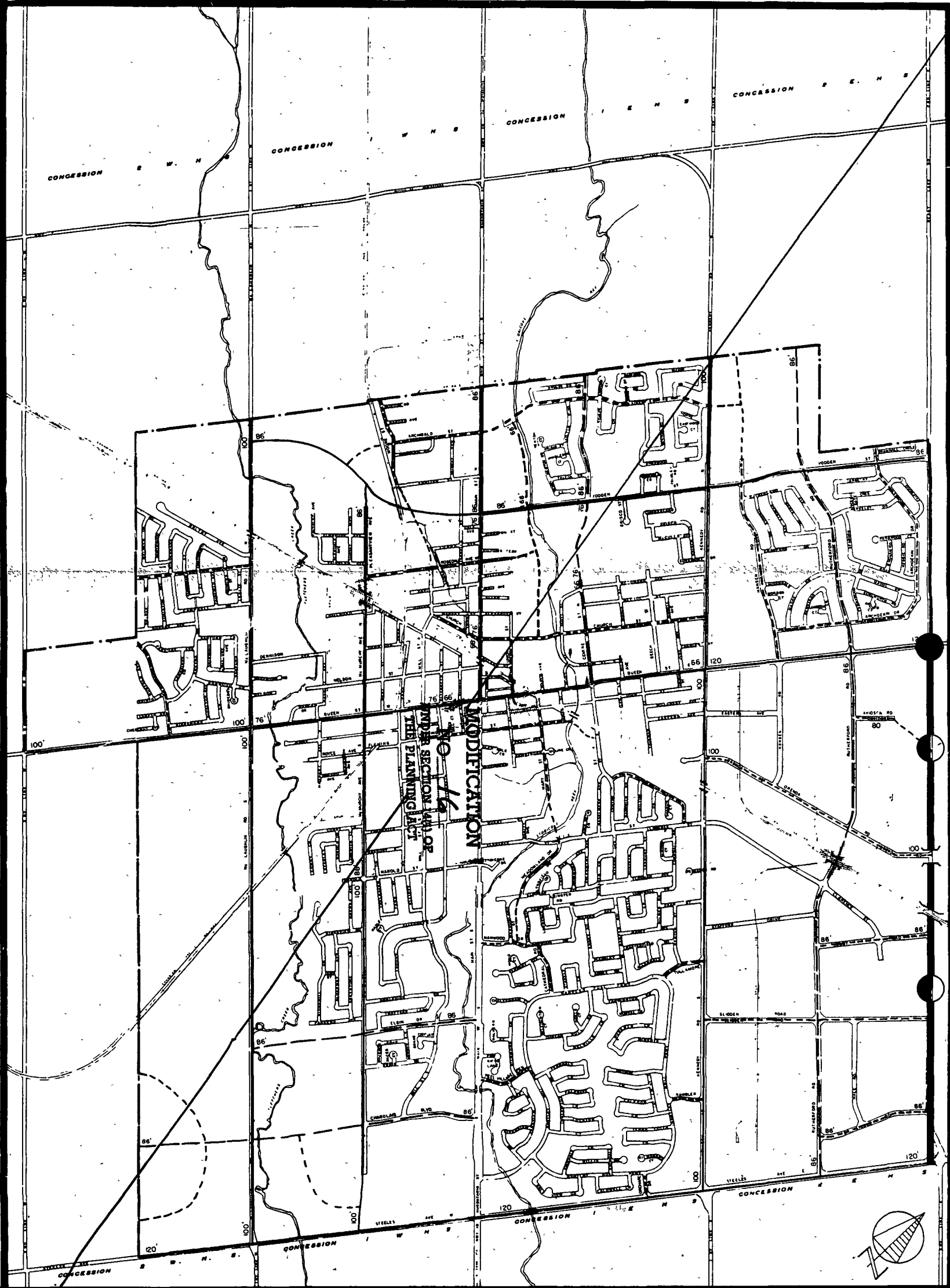
THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE BRAMPTON PLANNING AREA AND SHOULD BE USED IN CONJUNCTION WITH THE TEXT

Revised To June 1976

SCALE 1:2000

DATE JAN 1973  
REVISED OCT 1975  
PLAN NO 73-1-3  
FILE NO 0-4-21  
DRAWN BY jmk  
REVISED BY ds

**Plate No 4**



**INTERPRETATION OF THE MAP**  
 THE ALIGNMENT OF THE ROADS ARE GENERAL ONLY AND ARE NOT INTENDED TO DEFINE THE EXACT LOCATION OF EACH ROAD. MINOR ADJUSTMENTS MAY BE MADE TO THE ALIGNMENTS, WITHOUT THE NECESSITY OF MAKING FORMAL AMENDMENTS TO THE OFFICIAL PLAN.

**— LEGEND —**

ROAD CLASSIFICATION	EXISTING RIGHT-OF-WAY	PROPOSED FACILITY
LOCAL		NONE SHOWN
COLLECTOR		
MINOR ARTERIAL		
MAJOR ARTERIAL		
FREEWAY		
PARTIAL INTERCHANGE		
FULL INTERCHANGE		

86' RIGHT-OF-WAY WIDTH AS INDICATED.  
 INTERSECTION and/or CONNECTION SUBJECT TO DETAIL DESIGN of the PLANNING DISTRICT PLAN LEVEL.  
 PROPOSED GRADE SEPARATION

THIS MAP FORMS PART OF THE OFFICIAL PLAN OF THE BRAMPTON PLANNING AREA AND SHOULD BE USED IN CONJUNCTION WITH THE TEXT

**CITY OF BRAMPTON  
 PLANNING DEPARTMENT**

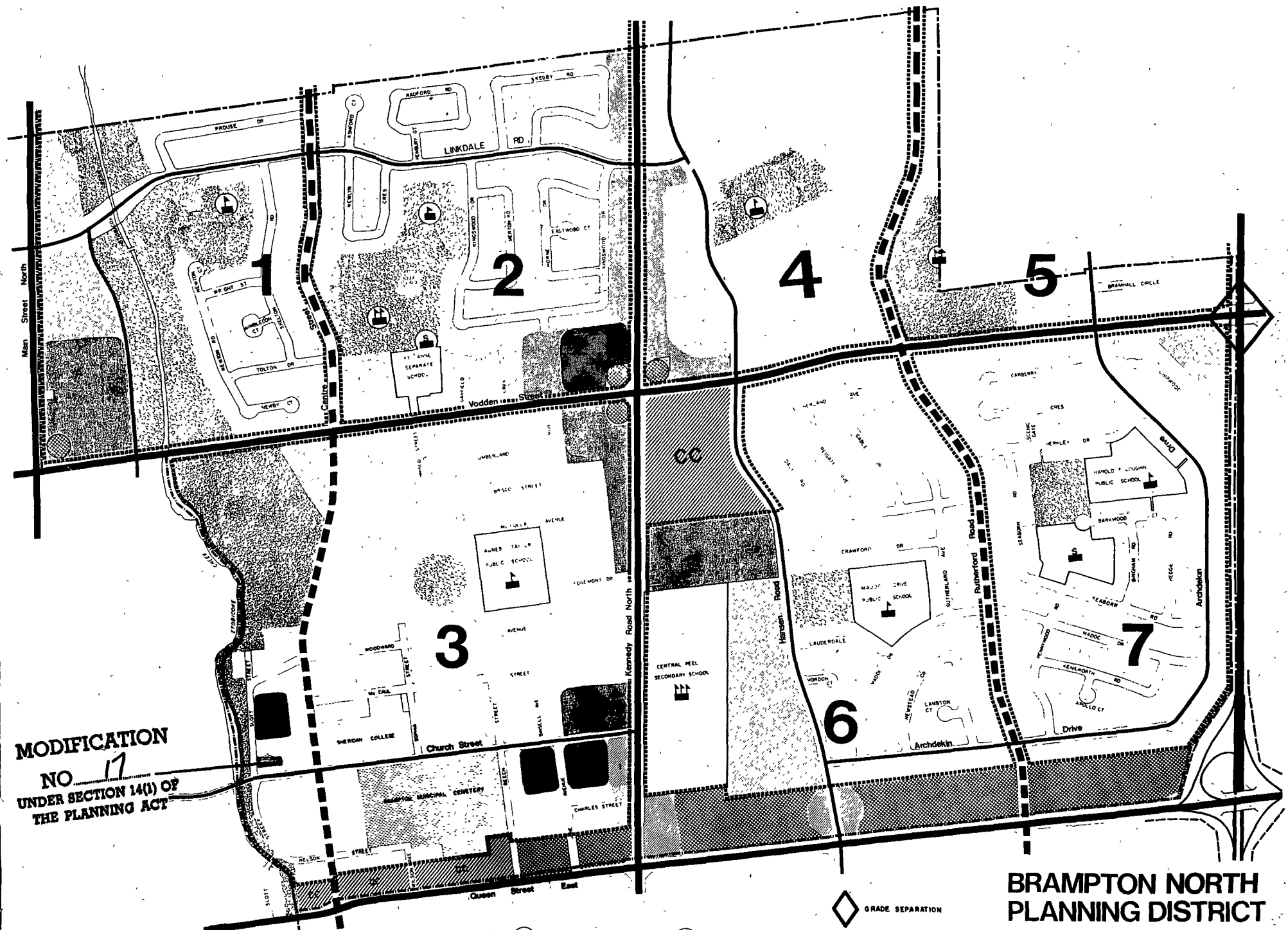


DATE JAN 1973  
 REVISED OCT. 1975  
 PLAN NO. 73-1-3  
 FILE NO. 0-4-21  
 DRAWN BY jmk  
 REVISED BY ps

**Plate No. 4**



**MODIFICATION  
NO 17  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

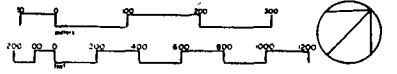


- |                            |                      |                                 |
|----------------------------|----------------------|---------------------------------|
| RESIDENTIAL LOW DENSITY    | SECONDARY SCHOOL     | GRADE SEPARATION                |
| RESIDENTIAL MEDIUM DENSITY | SENIOR PUBLIC SCHOOL | MAJOR ARTERIAL ROAD             |
| RESIDENTIAL HIGH DENSITY   | JUNIOR PUBLIC SCHOOL | MINOR ARTERIAL ROAD             |
| COMMUNITY COMMERCIAL       | SEPARATE SCHOOL      | COLLECTOR ROAD                  |
| NEIGHBOURHOOD COMMERCIAL   | INSTITUTIONAL        | HIGHWAY AND INTERCHANGES        |
| HIGHWAY COMMERCIAL         | PARKS AND OPEN SPACE | PLANNING DISTRICT BOUNDARY      |
|                            |                      | NEIGHBOURHOOD BOUNDARY @ NUMBER |

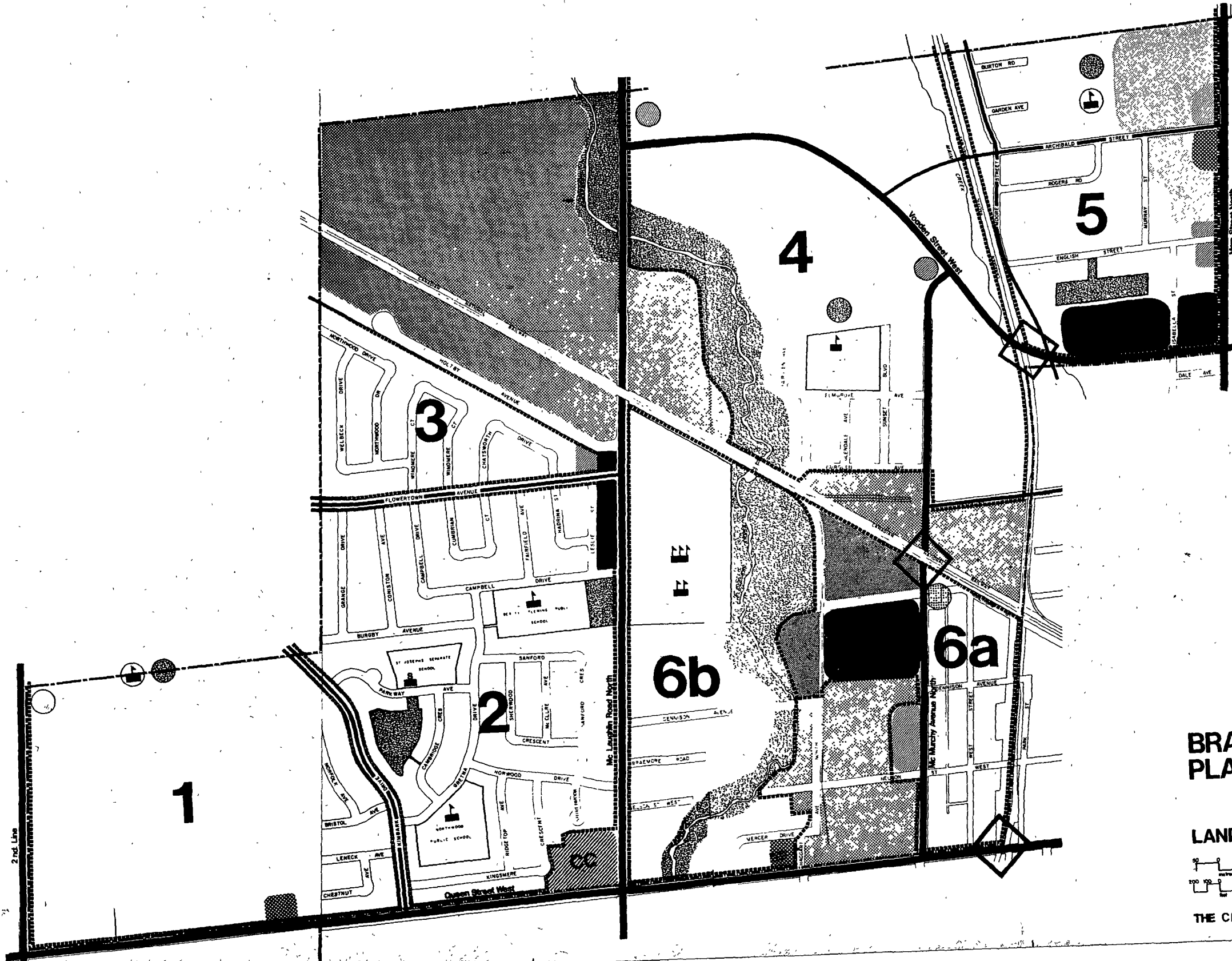
**BRAMPTON NORTH  
PLANNING DISTRICT**

Plate No. 5

**LAND USE & ROADS**



THE CITY OF BRAMPTON PLANNING DEPARTMENT



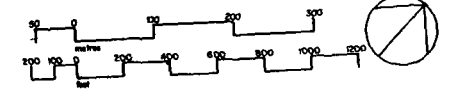
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- COMMUNITY COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- SECONDARY SCHOOL
- SENIOR PUBLIC SCHOOL
- JUNIOR PUBLIC SCHOOL
- SEPARATE SCHOOL
- PARK AND OPEN SPACE

- MAJOR ARTERIAL ROAD
- COLLECTOR ROAD
- PLANNING DISTRICT BOUNDARY
- NEIGHBOURHOOD BOUNDARY & NUMBER
- GRADE SEPARATION
- INTERSECTION IMPROVEMENT

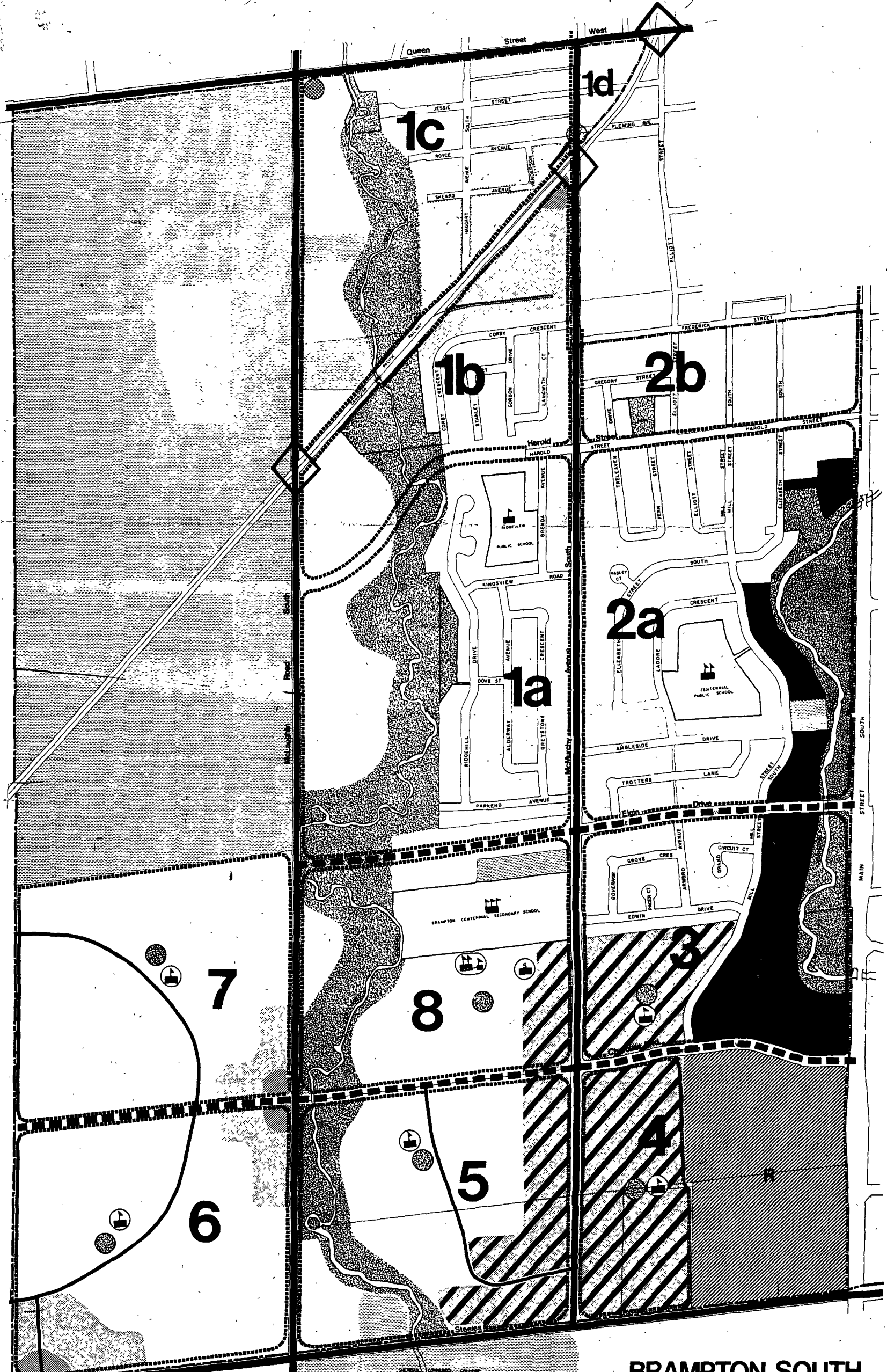
# BRAMPTON WEST PLANNING DISTRICT

Plate No. 6

## LAND USE & ROADS



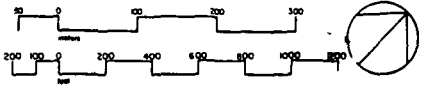
THE CITY OF BRAMPTON PLANNING DEPARTMENT



# BRAMPTON SOUTH PLANNING DISTRICT

Plate No. 7

## LAND USE & ROADS



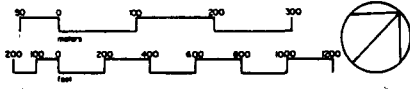
- |                            |                          |                                 |
|----------------------------|--------------------------|---------------------------------|
| RESIDENTIAL LOW DENSITY    | PARK AND OPEN SPACE      | GRADE SEPARATION                |
| RESIDENTIAL MEDIUM DENSITY | SECONDARY SCHOOL         | INDUSTRIAL                      |
| RESIDENTIAL HIGH DENSITY   | SENIOR PUBLIC SCHOOL     | MAJOR ARTERIAL ROAD             |
| COMMUNITY COMMERCIAL       | JUNIOR PUBLIC SCHOOL     | MINOR ARTERIAL ROAD             |
| REGIONAL COMMERCIAL        | SEPARATE SCHOOL          | COLLECTOR ROAD                  |
| NEIGHBOURHOOD COMMERCIAL   | INSTITUTIONAL            | PLANNING DISTRICT BOUNDARY      |
| HIGHWAY COMMERCIAL         | INTERSECTION IMPROVEMENT | NEIGHBOURHOOD BOUNDARY & NUMBER |



# BRAMPTON EAST PLANNING DISTRICT

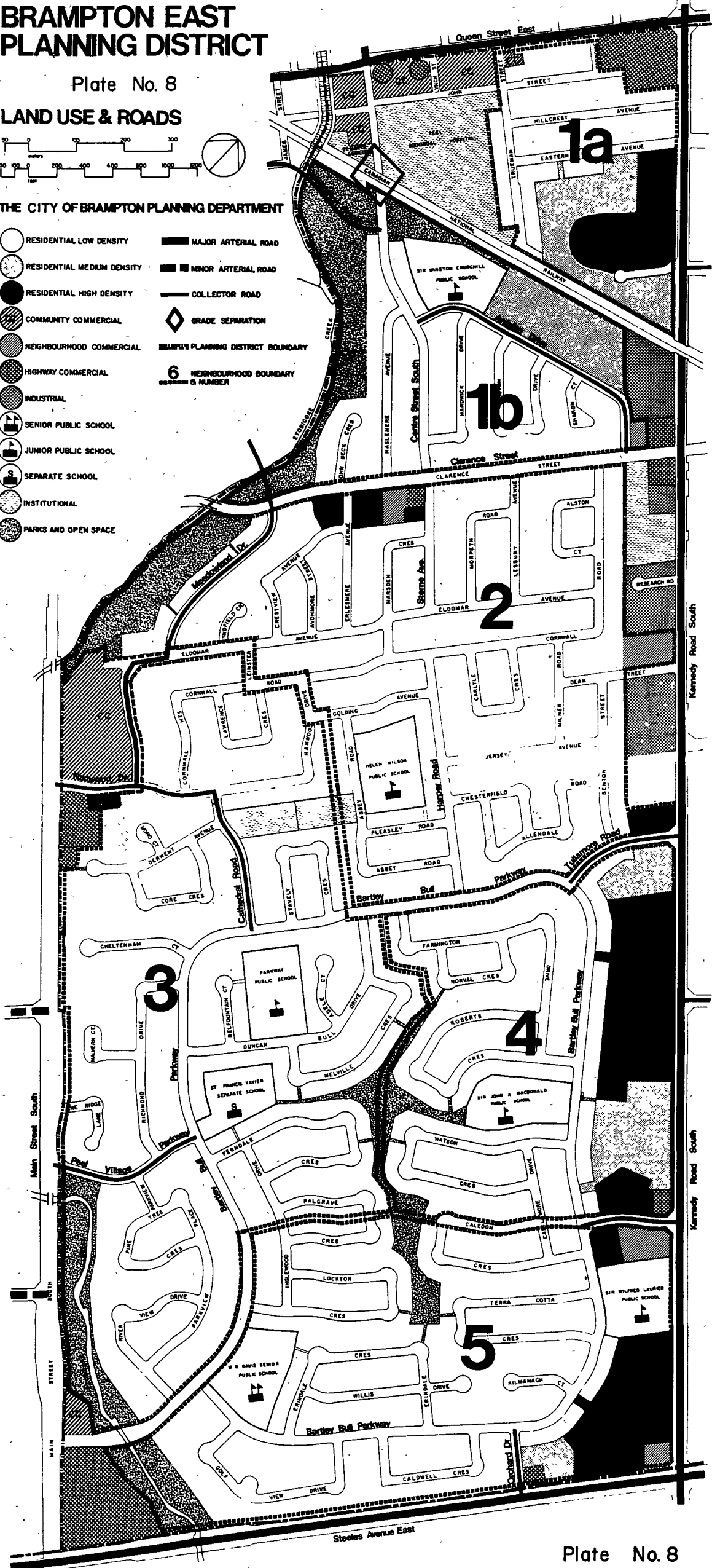
Plate No. 8

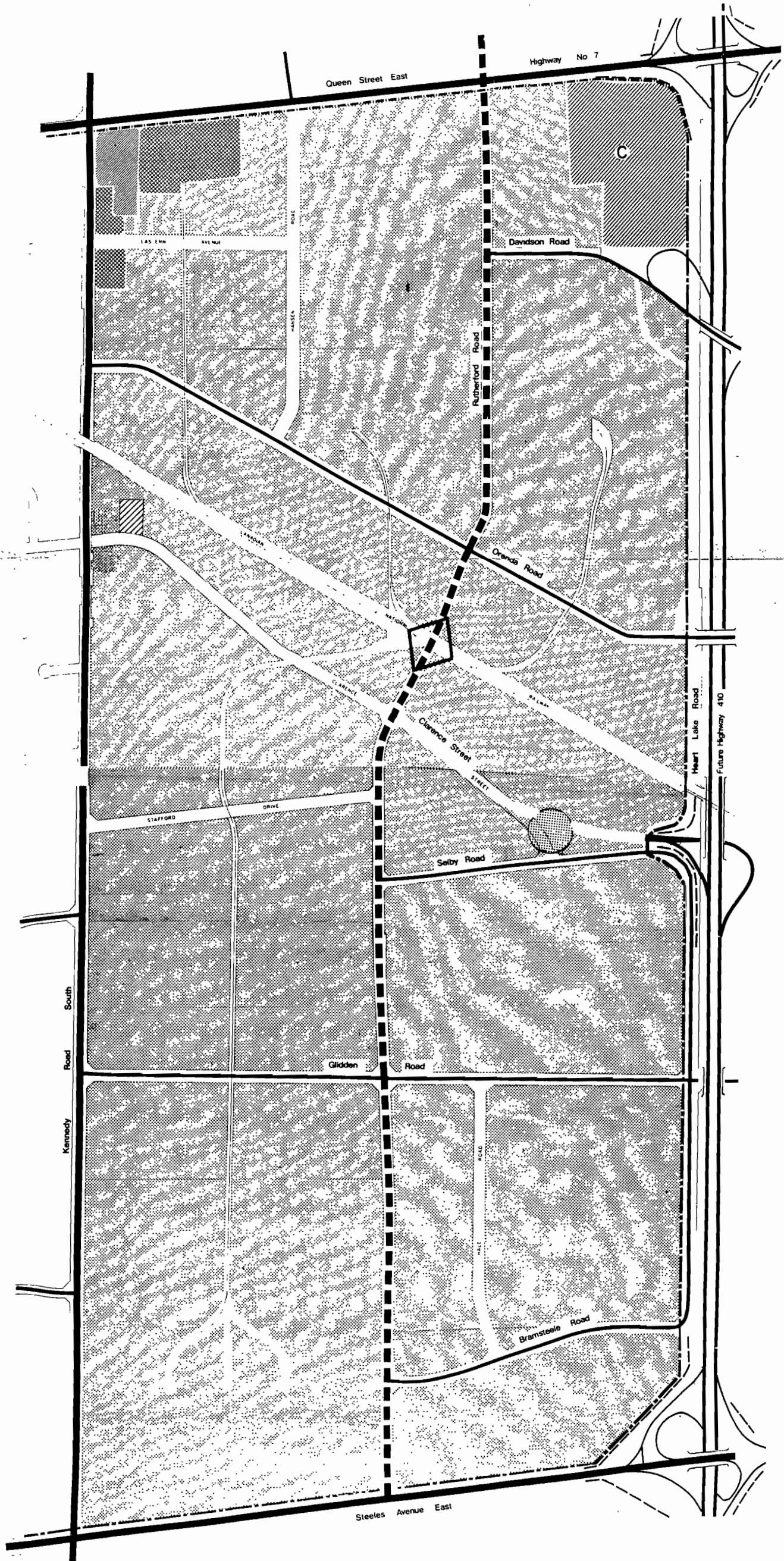
## LAND USE & ROADS



THE CITY OF BRAMPTON PLANNING DEPARTMENT

- |  |                            |  |                                 |
|--|----------------------------|--|---------------------------------|
|  | RESIDENTIAL LOW DENSITY    |  | MAJOR ARTERIAL ROAD             |
|  | RESIDENTIAL MEDIUM DENSITY |  | MINOR ARTERIAL ROAD             |
|  | RESIDENTIAL HIGH DENSITY   |  | COLLECTOR ROAD                  |
|  | COMMUNITY COMMERCIAL       |  | GRADE SEPARATION                |
|  | NEIGHBOURHOOD COMMERCIAL   |  | PLANNING DISTRICT BOUNDARY      |
|  | HIGHWAY COMMERCIAL         |  | NEIGHBOURHOOD BOUNDARY & NUMBER |
|  | INDUSTRIAL                 |  |                                 |
|  | SENIOR PUBLIC SCHOOL       |  |                                 |
|  | JUNIOR PUBLIC SCHOOL       |  |                                 |
|  | SEPARATE SCHOOL            |  |                                 |
|  | INSTITUTIONAL              |  |                                 |
|  | PARKS AND OPEN SPACE       |  |                                 |





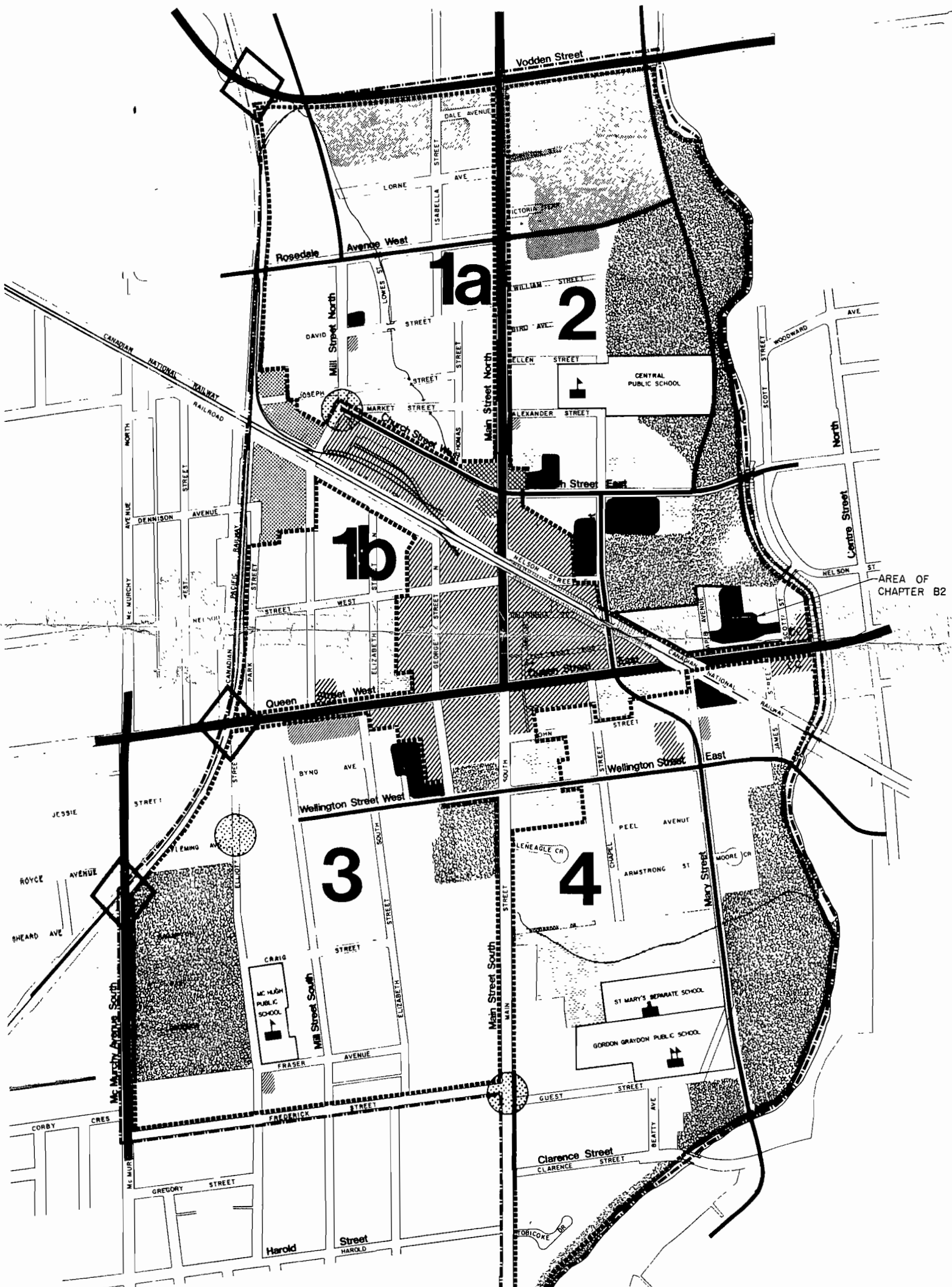
- |  |                          |  |                            |
|--|--------------------------|--|----------------------------|
|  | SPECIAL COMMERCIAL       |  | MAJOR ARTERIAL ROAD        |
|  | COMMUNITY COMMERCIAL     |  | MINOR ARTERIAL ROAD        |
|  | NEIGHBOURHOOD COMMERCIAL |  | COLLECTOR ROAD             |
|  | HIGHWAY COMMERCIAL       |  | HIGHWAY AND INTERCHANGES   |
|  | INDUSTRIAL               |  | PLANNING DISTRICT BOUNDARY |
|  | INTERSECTION IMPROVEMENT |  |                            |

# BRAMPTON EAST PLANNING DISTRICT

Plate No. 9

## LAND USE & ROADS





AREA OF CHAPTER B2

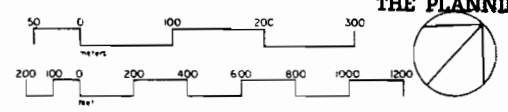
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- COMMUNITY COMMERCIAL
- CENTRAL AREA COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- SENIOR PUBLIC SCHOOL
- JUNIOR PUBLIC SCHOOL
- SEPARATE SCHOOL
- PARKS AND OPEN SPACE
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD

- GRADE SEPARATION
- INTERSECTION IMPROVEMENT
- PLANNING DISTRICT BOUNDARY
- NEIGHBOURHOOD BOUNDARY & NUMBER

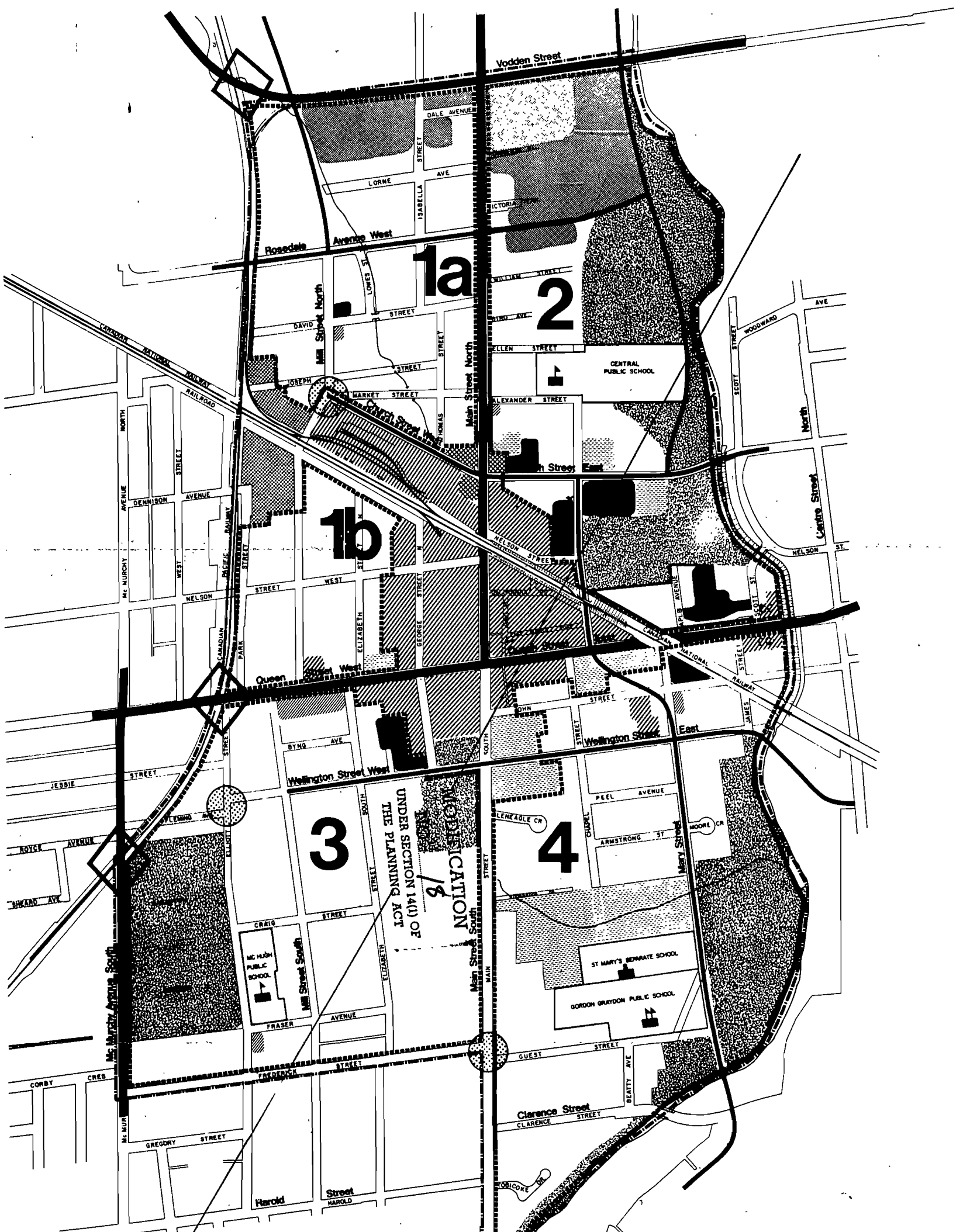
# BRAMPTON CENTRAL PLANNING DISTRICT

Plate No. 10 **MODIFICATION NO. 18**

**LAND USE & ROADS** UNDER SECTION 14(1) OF THE PLANNING ACT







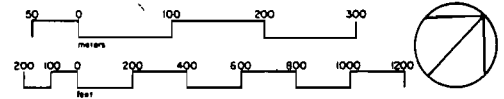
- RESIDENTIAL LOW DENSITY
- RESIDENTIAL MEDIUM DENSITY
- RESIDENTIAL HIGH DENSITY
- COMMUNITY COMMERCIAL
- CENTRAL AREA COMMERCIAL
- NEIGHBOURHOOD COMMERCIAL
- HIGHWAY COMMERCIAL
- INDUSTRIAL
- INSTITUTIONAL
- SENIOR PUBLIC SCHOOL
- JUNIOR PUBLIC SCHOOL
- SEPARATE SCHOOL
- PARKS AND OPEN SPACE
- MAJOR ARTERIAL ROAD
- MINOR ARTERIAL ROAD
- COLLECTOR ROAD

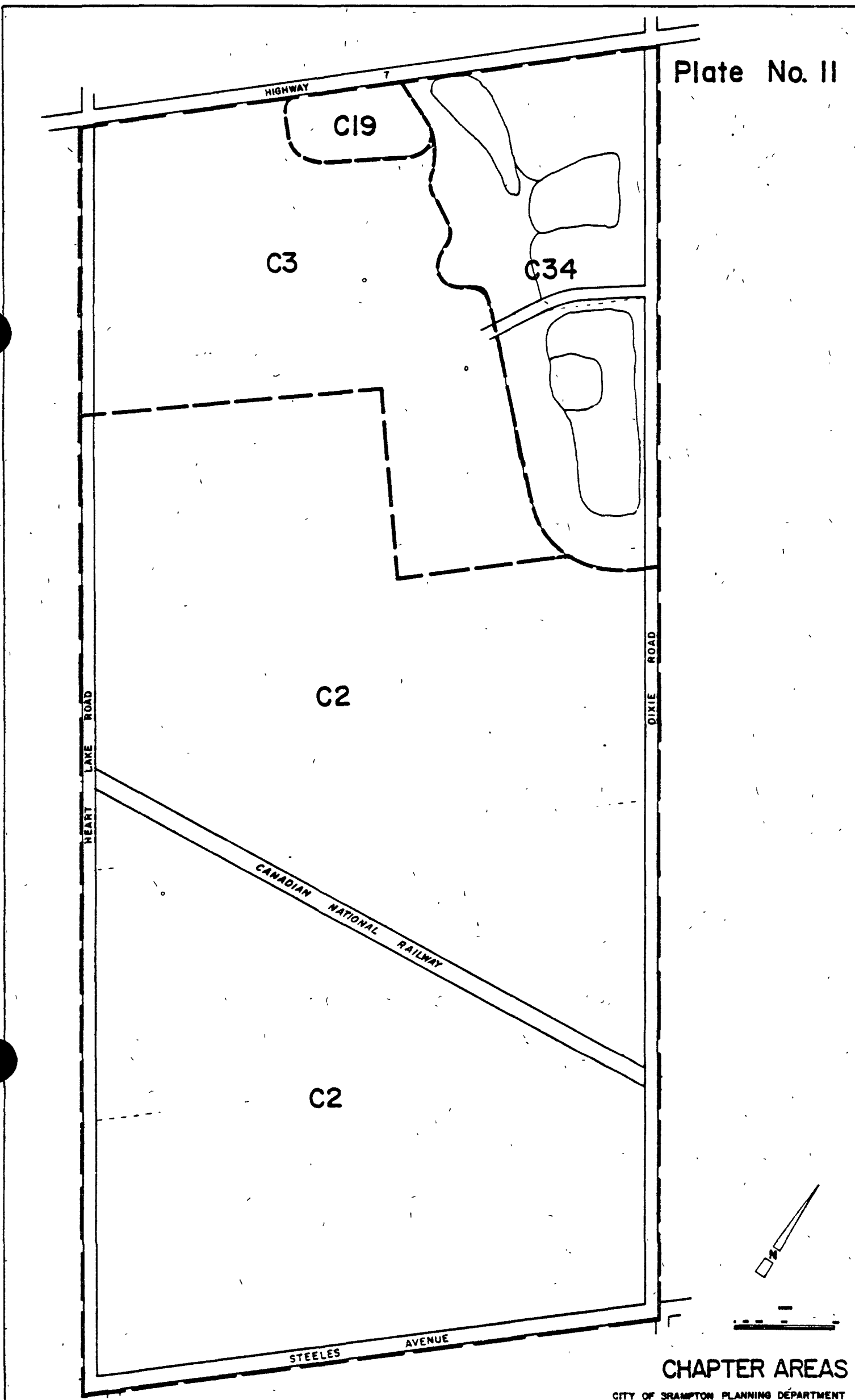
- GRADE SEPARATION
- INTERSECTION IMPROVEMENT
- PLANNING DISTRICT BOUNDARY
- NEIGHBOURHOOD BOUNDARY & NUMBER

# BRAMPTON CENTRAL PLANNING DISTRICT

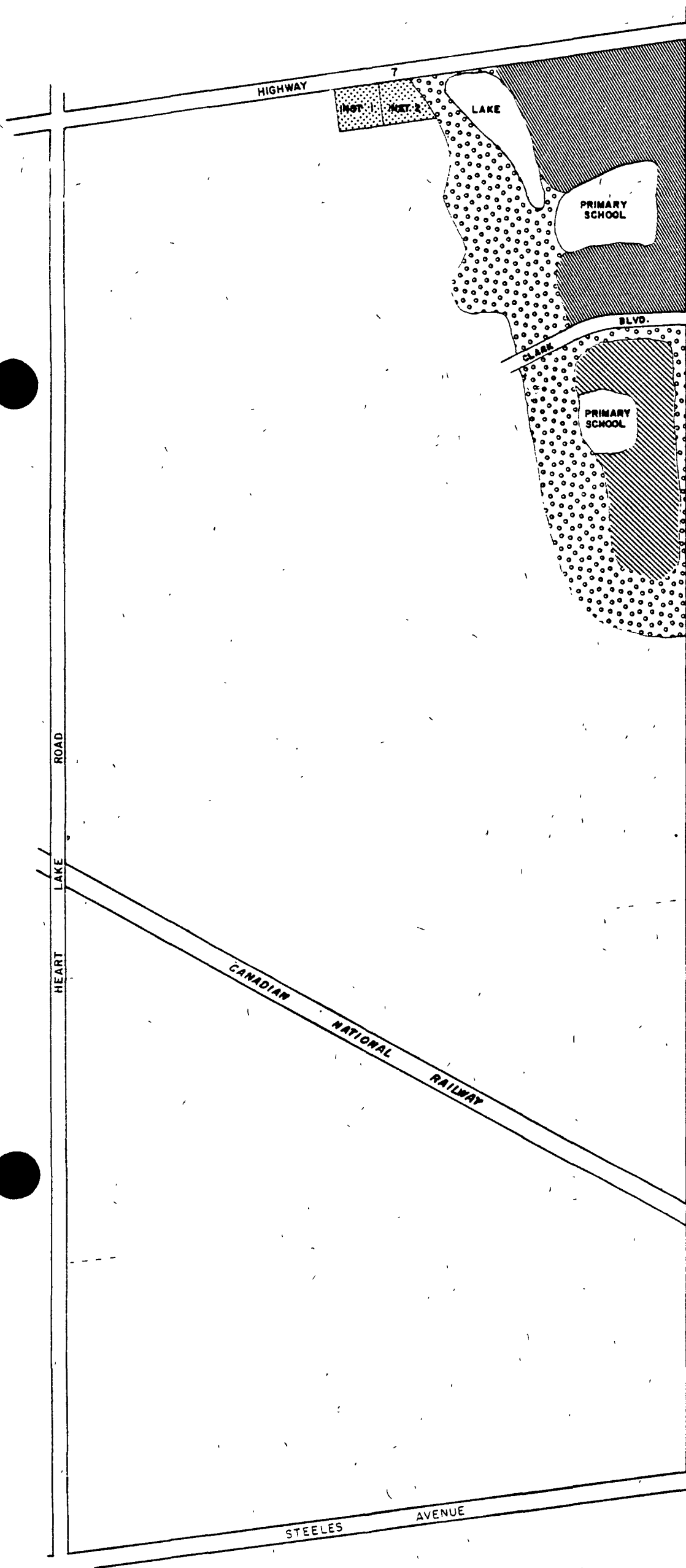
Plate No. 10

## LAND USE & ROADS












CHAPTER AREAS

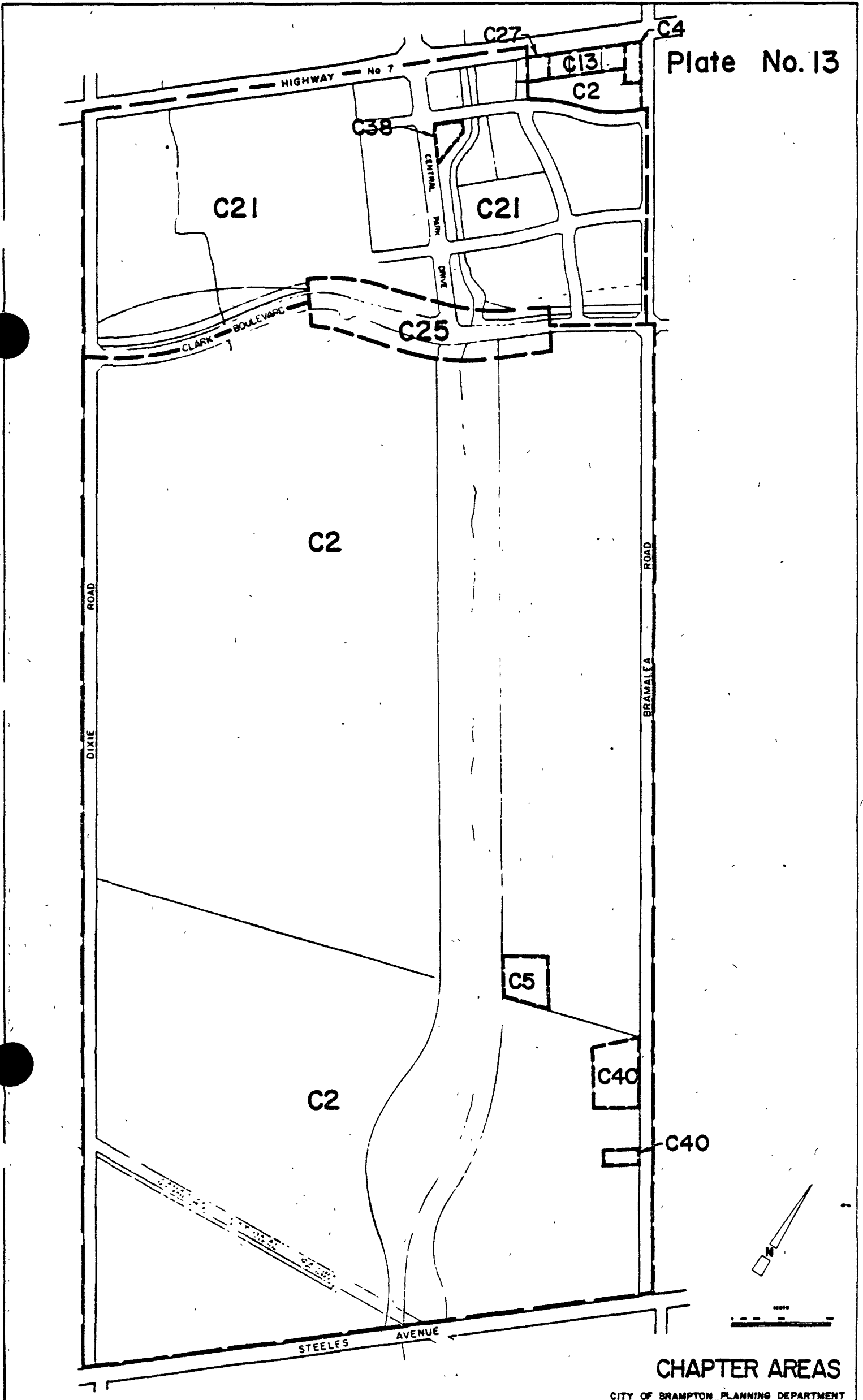


LEGEND

-  MEDIUM DENSITY (RESIDENTIAL)  
17 to 26 Units per Acre
-  HIGH DENSITY (RESIDENTIAL)  
Max. 60 Units per Acre
-  INSTITUTIONAL
-  ST LEONARD'S HOUSE
-  CANADIAN LEGION
-  INDUSTRIAL LAND-USE
-  PUBLIC OPEN SPACE



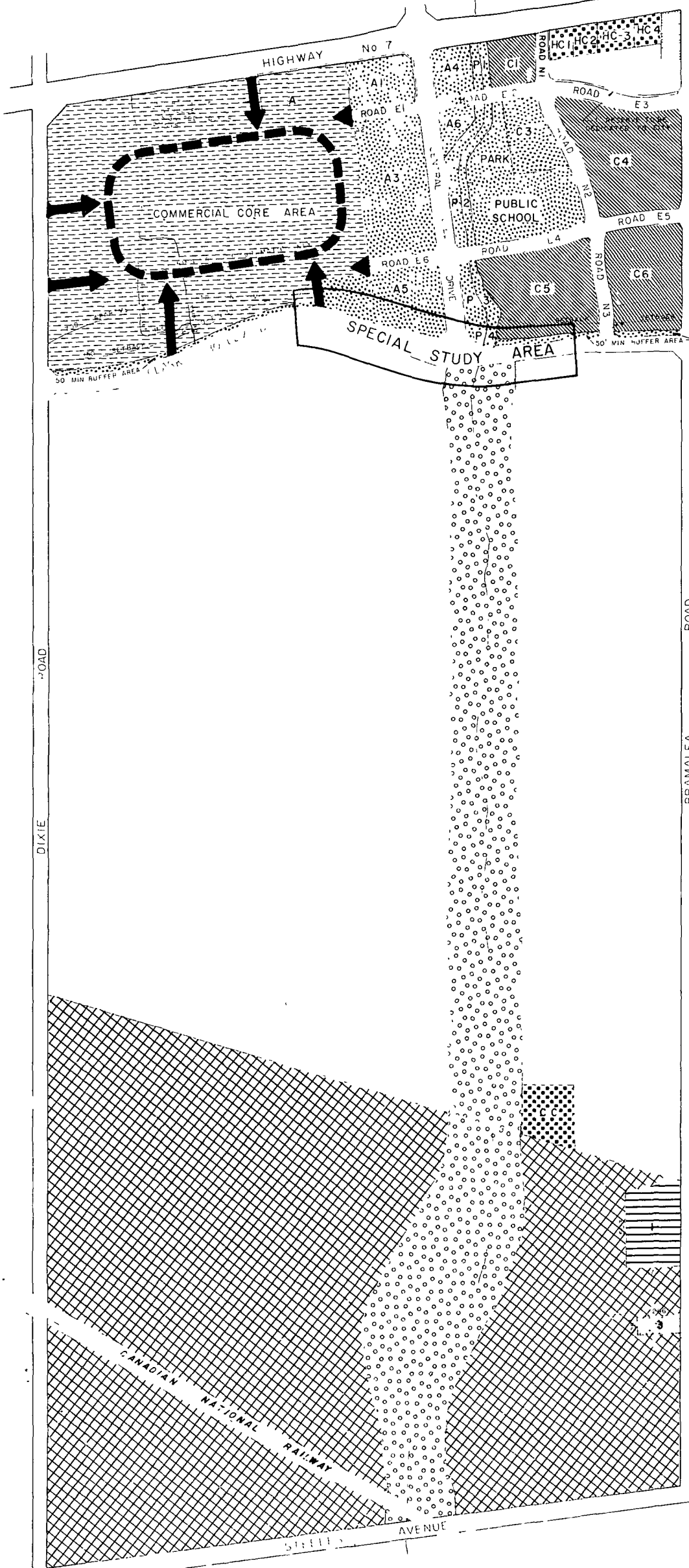
LAND USE



CHAPTER AREAS

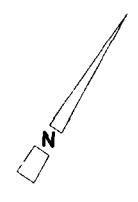
**MODIFICATION**  
**NO. 19**  
**UNDER SECTION 14(1) OF**  
**THE PLANNING ACT**

**Plate No. 14**



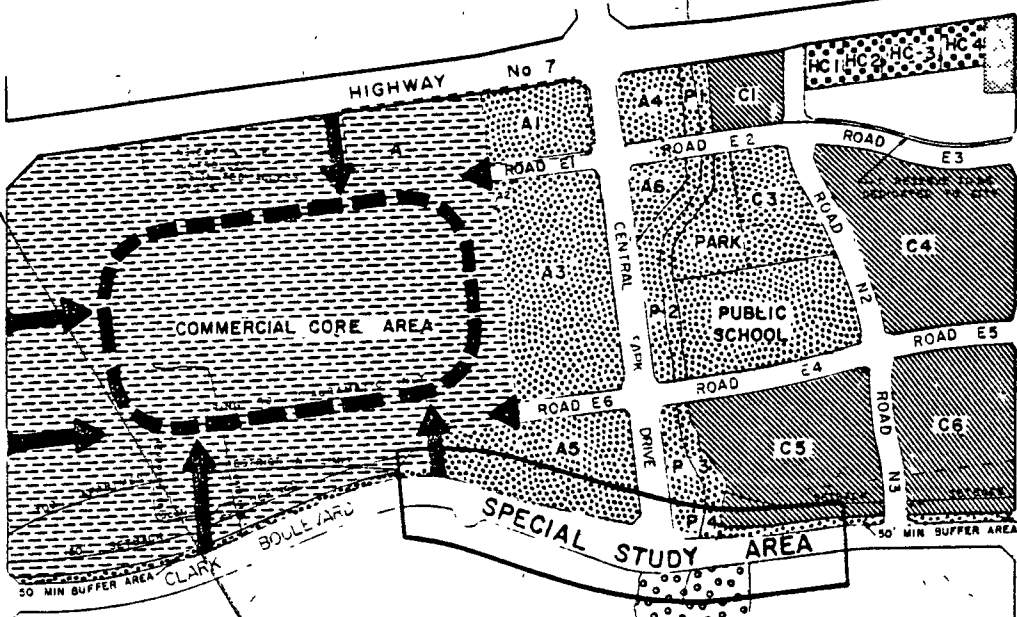
**LEGEND**

- RESIDENTIAL
- RESIDENTIAL - HIGH-RISE
- INDUSTRIAL
- INDUSTRIAL LAND USE
- COMMUNITY COMMERCIAL
- COMMERCIAL
- CAR WASH & SERVICE STATION
- ANIMAL HOSPITAL
- SERVICE STATION
- FRUIT & VEGETABLE MARKET
- SENIOR CITIZEN'S HOUSING
- COMMERCIAL CORE AREA
- MUNICIPAL & PUBLIC
- OPEN SPACE
- AGRICULTURAL
- INSTITUTIONAL
- RECREATION CENTRE
- HIGHWAY COMMERCIAL



**LAND USE**





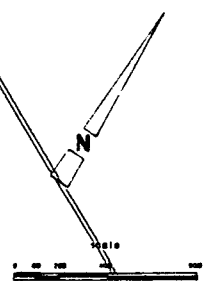
**MODIFICATION**  
 NO. 19  
 UNDER SECTION 14(1) OF  
 THE PLANNING ACT.

**LEGEND**

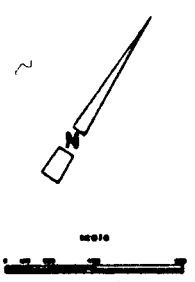
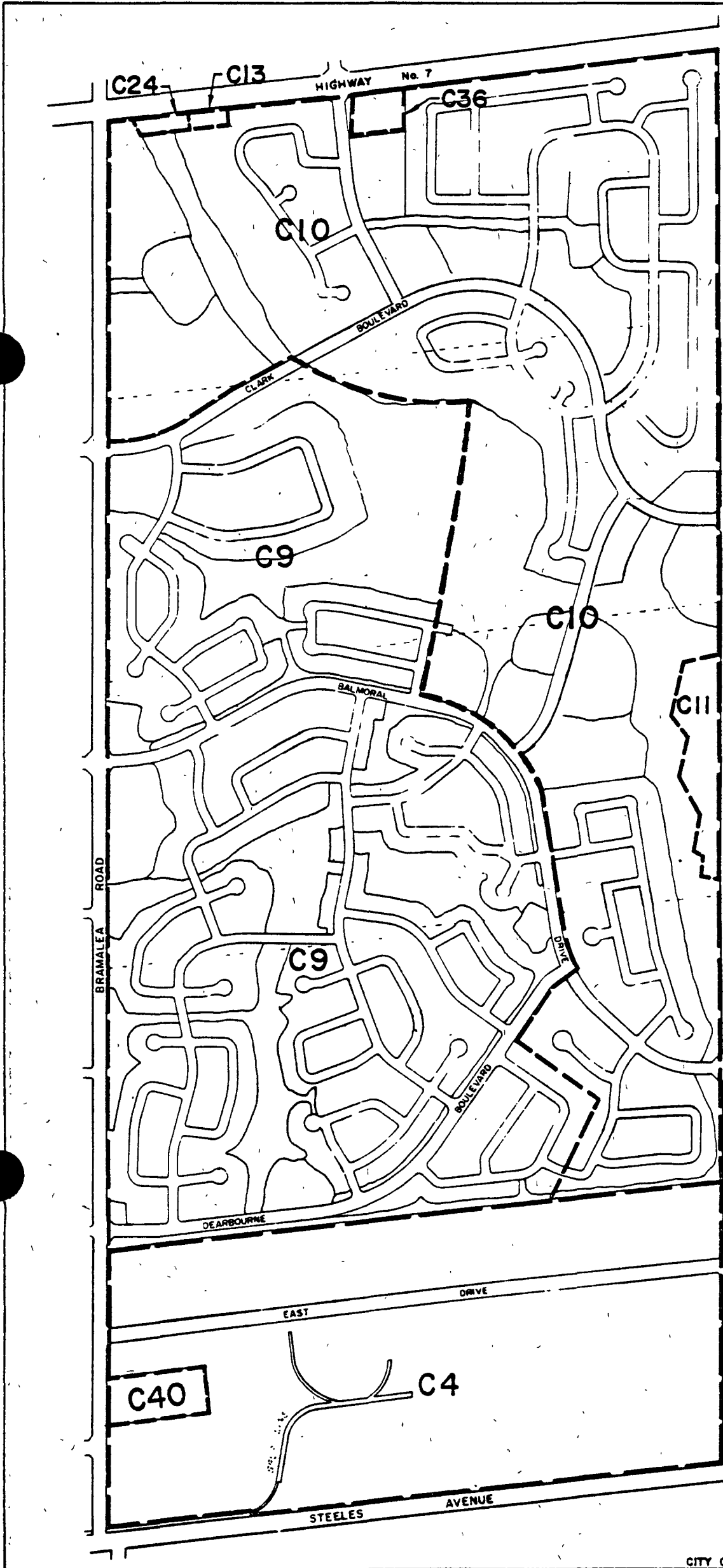
- RESIDENTIAL
- RESIDENTIAL - HIGH-RISE
- INDUSTRIAL
- INDUSTRIAL LAND USE
- COMMUNITY COMMERCIAL
- COMMERCIAL
- CAR WASH & SERVICE STATION
- ANIMAL HOSPITAL
- SERVICE STATION
- FRUIT & VEGETABLE MARKET
- SENIOR CITIZEN'S HOUSING
- COMMERCIAL CORE AREA
- MUNICIPAL & PUBLIC
- OPEN SPACE
- AGRICULTURAL
- INSTITUTIONAL
- RECREATION CENTRE
- HIGHWAY COMMERCIAL

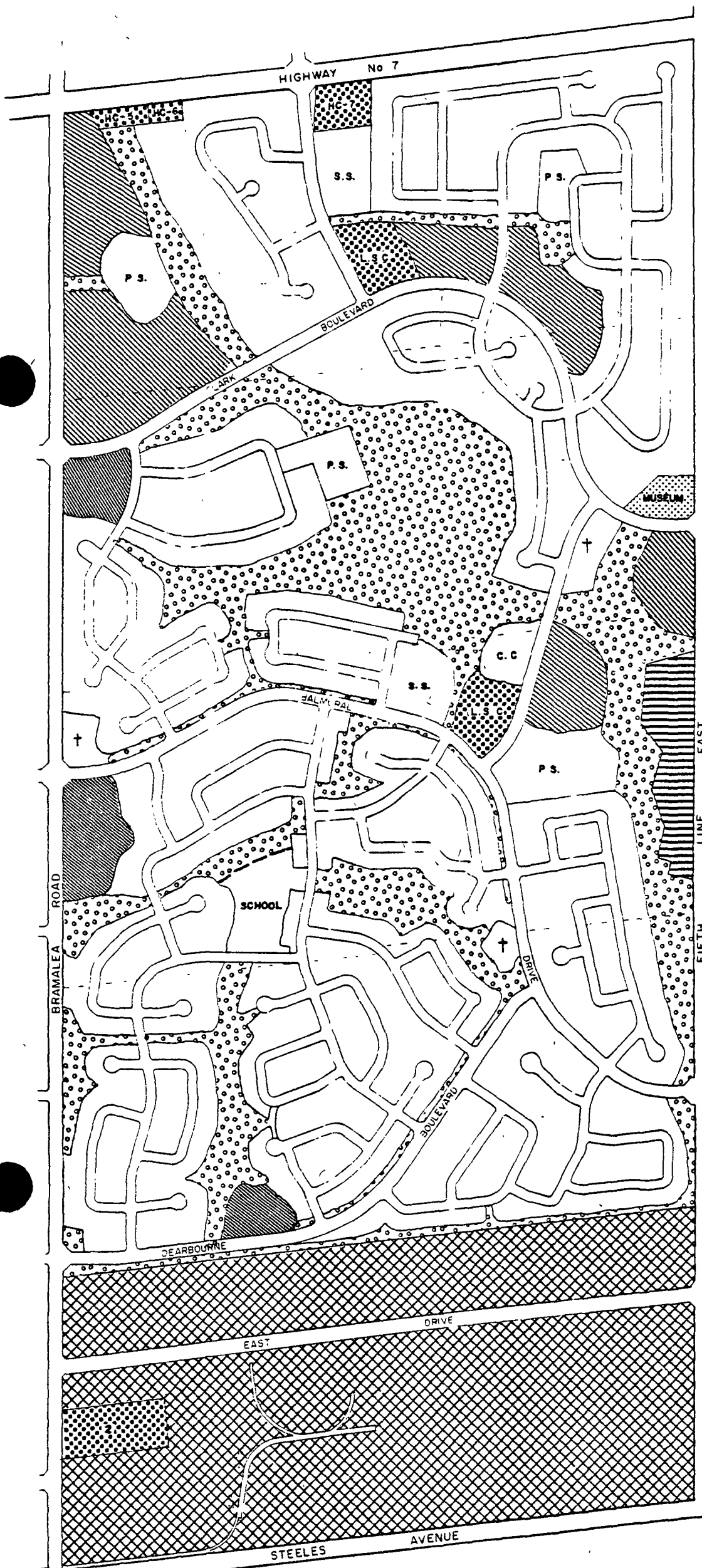
DIXIE ROAD

BRAMALEA ROAD



**LAND USE**





LEGEND

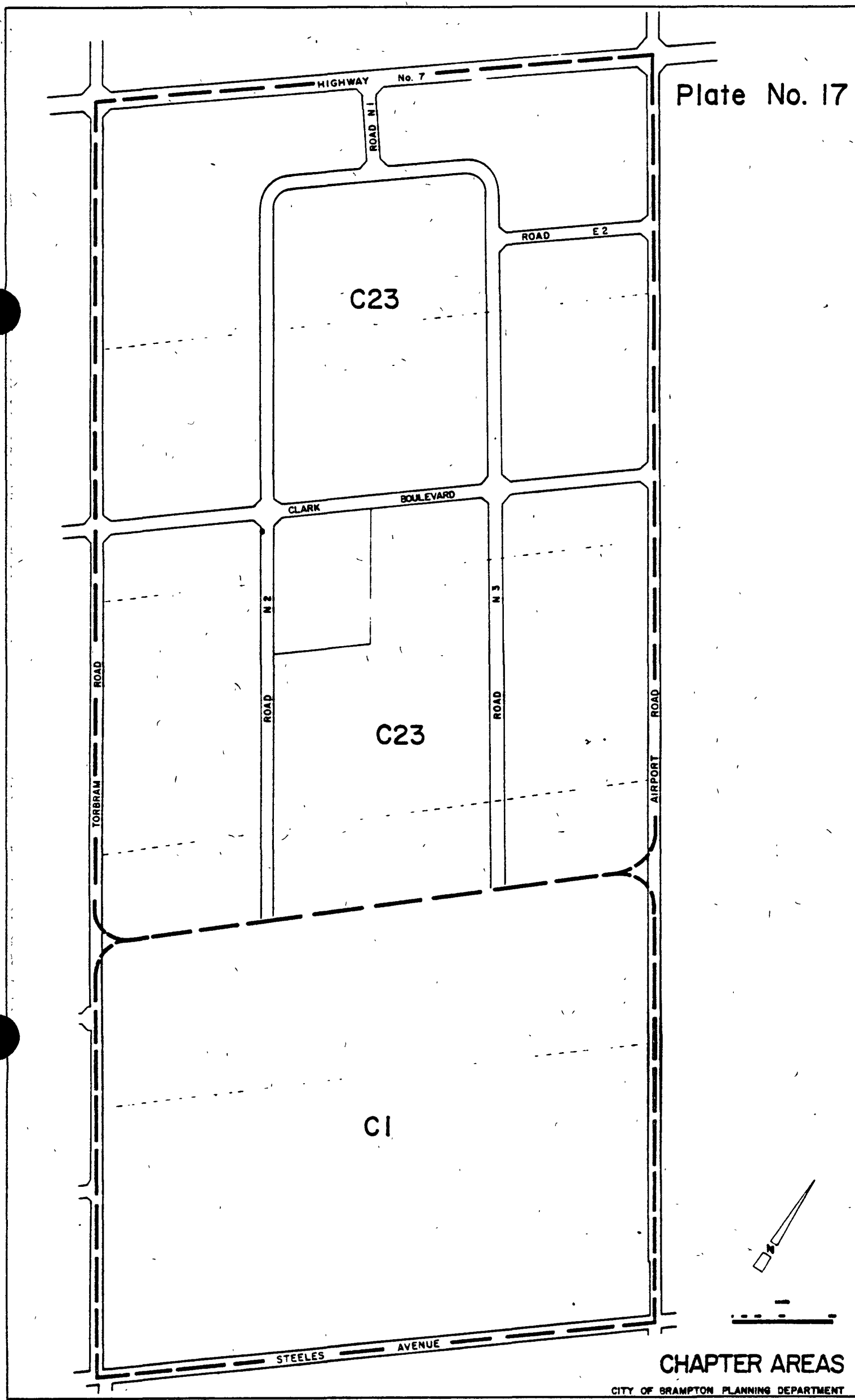
- SINGLE & SEMI-DETACHED
- MULTIPLE DWELLINGS - SITE PLAN CONTROL
- MULTIPLE DWELLINGS
- COMMERCIAL
- LOCAL SHOPPING CENTRE
- SERVICE STATION & CONVENIENCE GROCERY STORE
- MOTEL
- MEDICAL CENTRE - OFFICE & PROFESSIONAL SERVICES
- INSTITUTIONAL
- CHURCH
- PUBLIC SCHOOL
- SEPARATE SCHOOL
- COMMUNITY CENTRE
- INDUSTRIAL LAND-USE
- SPECIAL INDUSTRIAL
- PARKS & OPEN SPACE



scale

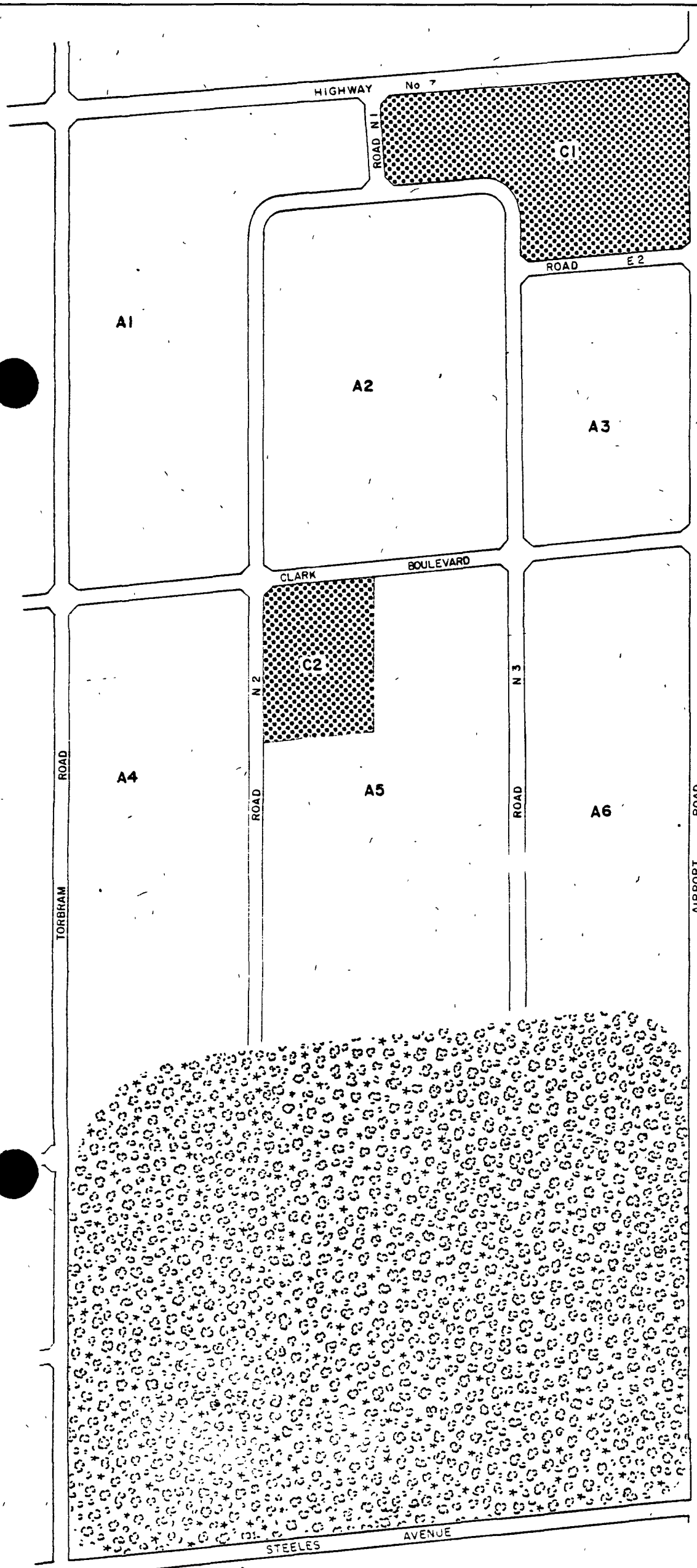
LAND USE

Plate No. 17



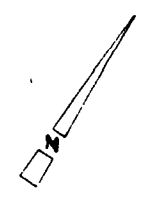
CHAPTER AREAS

CITY OF BRAMPTON PLANNING DEPARTMENT

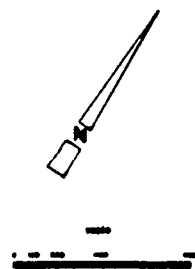
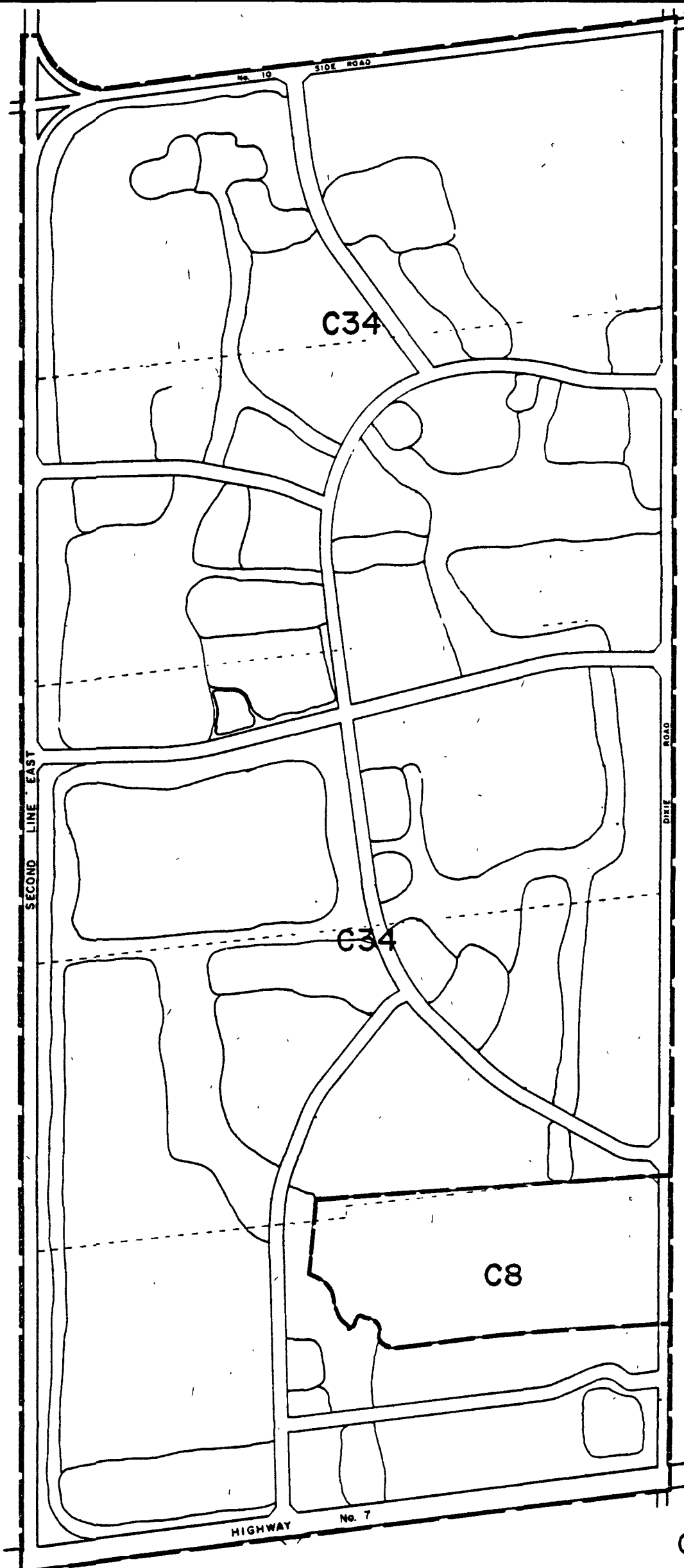


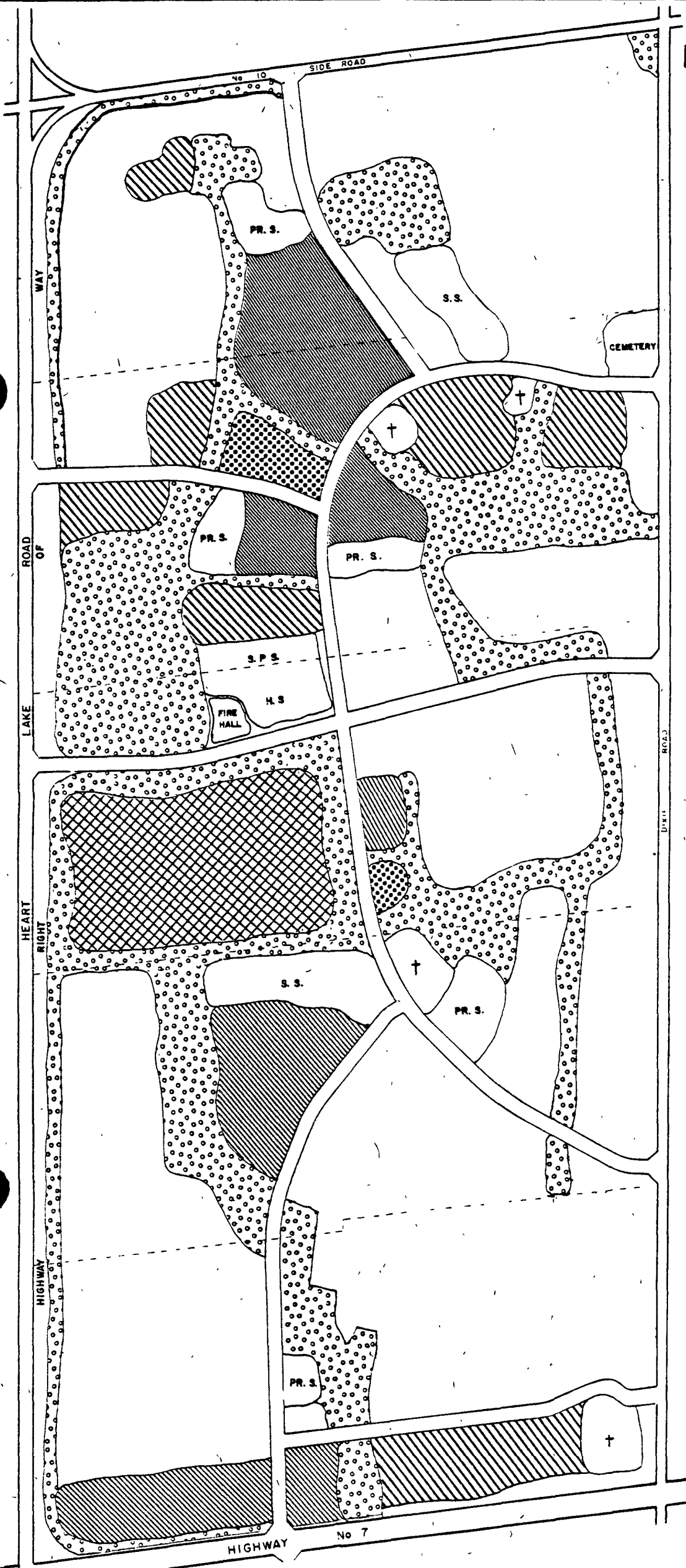
LEGEND

- A1-A6 INDUSTRIAL AREAS
- C1 SERVICE COMMERCIAL & AUTOMOTIVE CENTRE
- C2 SERVICE COMMERCIAL
- \* AGRICULTURAL















LAND USE



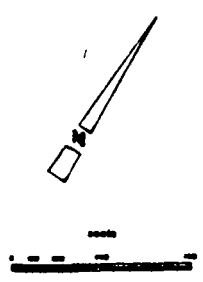
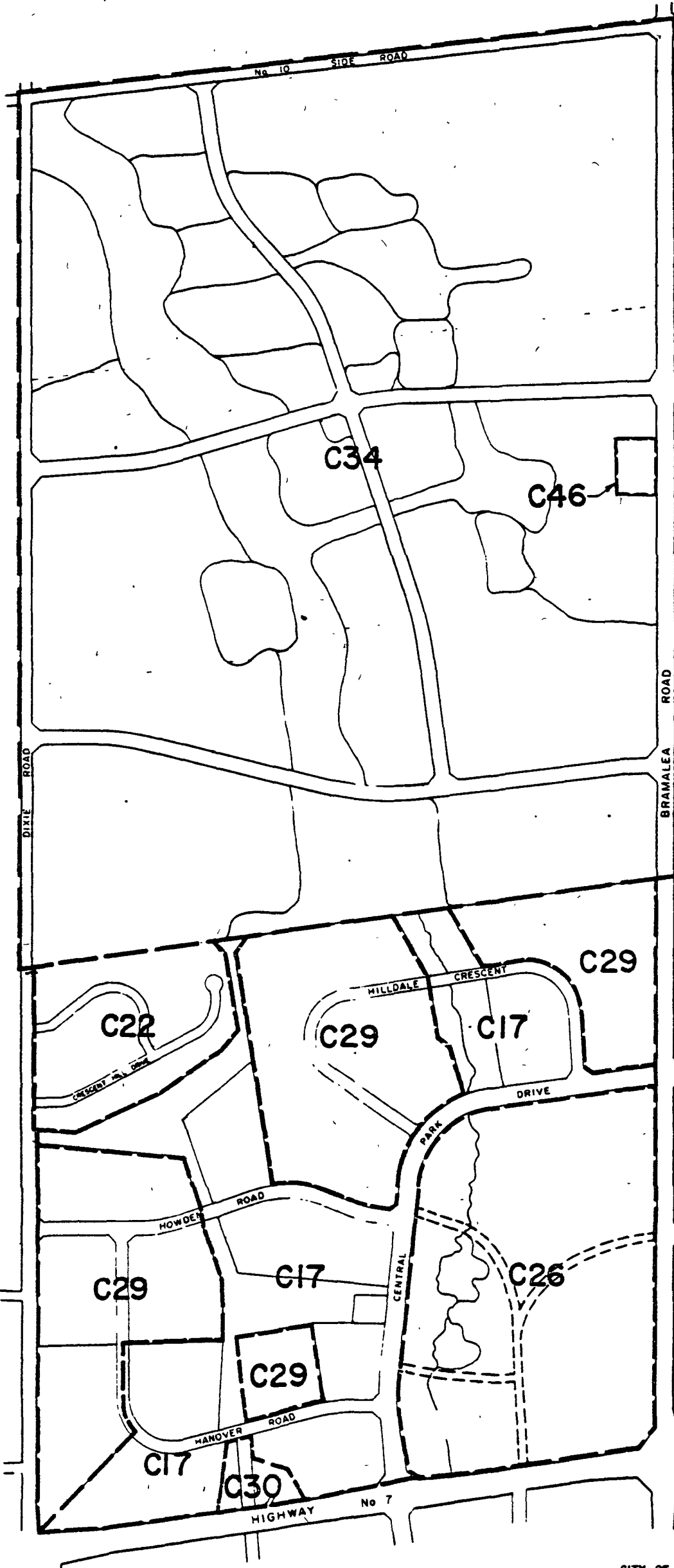


LEGEND

-  LOW DENSITY RESIDENTIAL  
Single Family & Semi-Detached
-  LOW DENSITY RESIDENTIAL  
7 to 16 Units per Acre
-  MEDIUM DENSITY RESIDENTIAL  
17 to 26 Units per Acre
-  HIGH DENSITY RESIDENTIAL  
Max 60 Units per Acre
-  COMMERCIAL AREAS
-  PRIMARY SCHOOL
-  SENIOR PUBLIC SCHOOL
-  HIGH SCHOOL
-  SEPARATE SCHOOL
-  CHURCH
-  INDUSTRIAL
-  PUBLIC OPEN SPACE

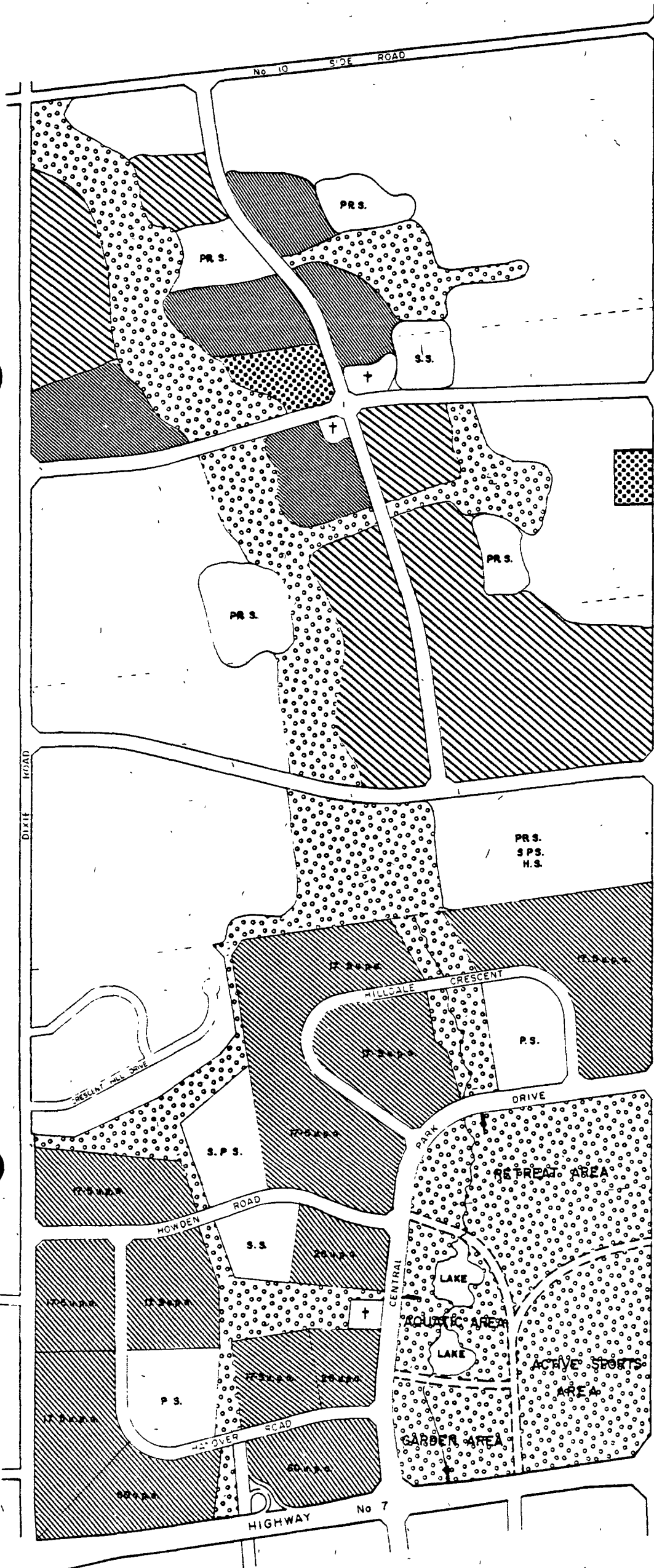


LAND USE

















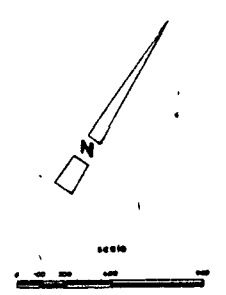
CHAPTER AREAS



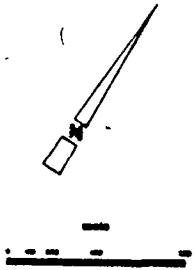
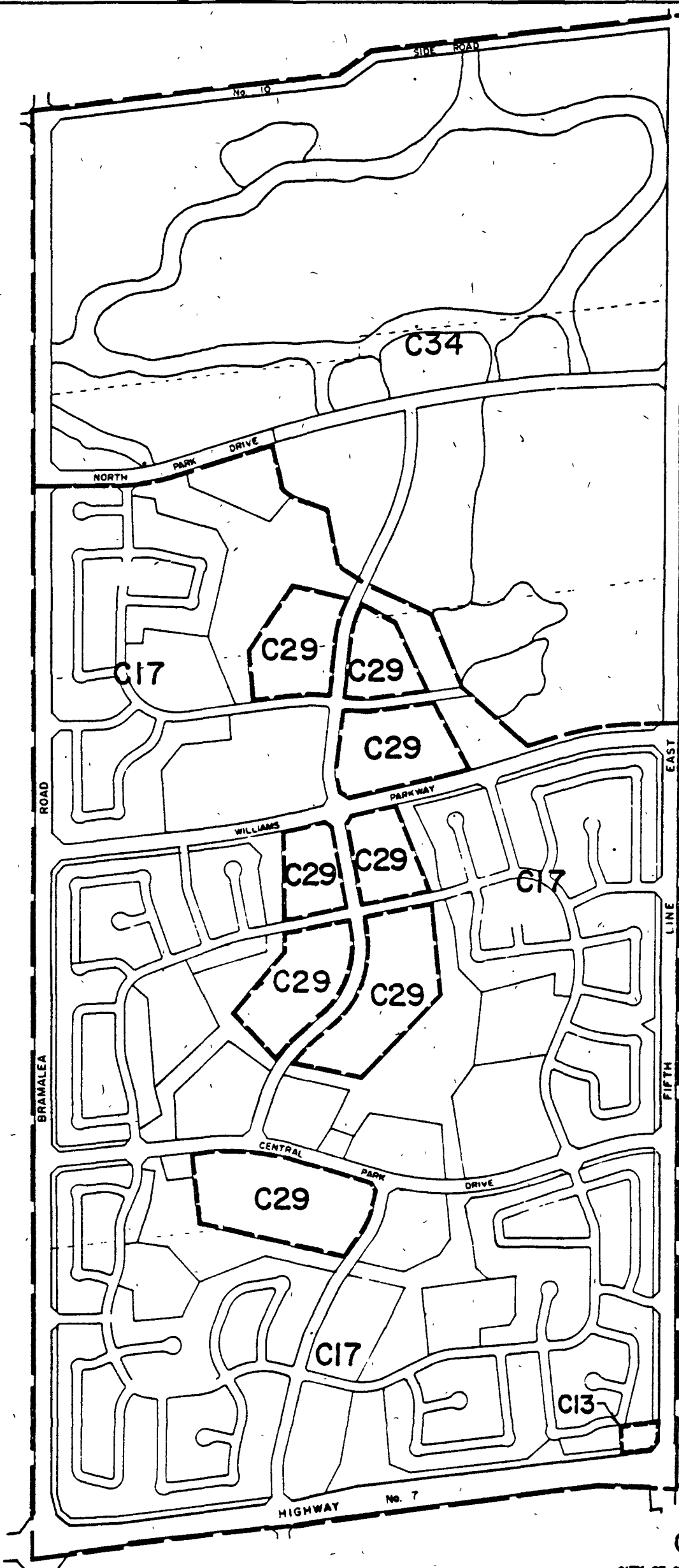


LEGEND

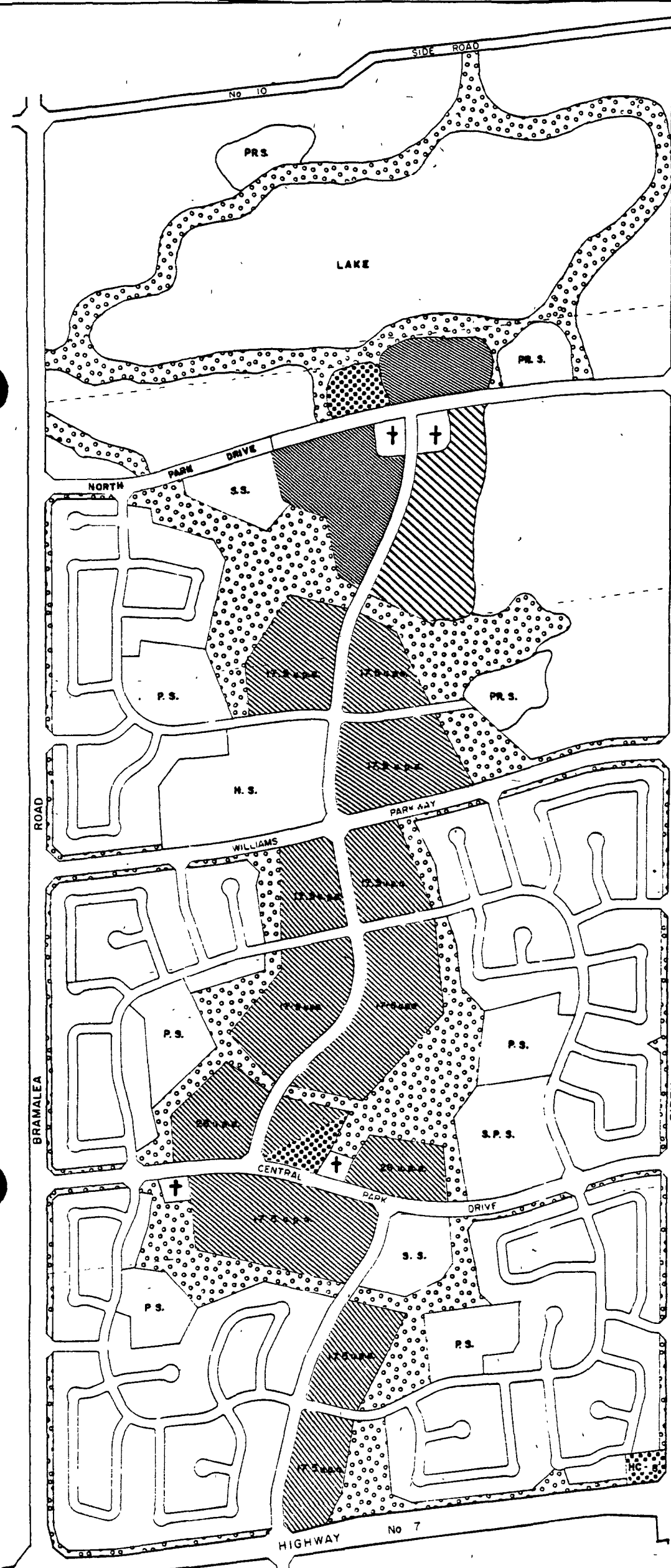
-  LOW DENSITY RESIDENTIAL SINGLES & SEMI-DETACHED
-  LOW DENSITY RESIDENTIAL 7 to 16 UNITS / ACRE
-  MEDIUM DENSITY RES.
-  HIGH DENSITY RESIDENTIAL MAX. 60 UNITS / ACRE
-  COMMERCIAL AREAS
-  INSTITUTIONAL
-  CHURCH
-  PUBLIC OPEN SPACE
-  P.S. PUBLIC SCHOOL
-  S.S. SEPARATE SCHOOL
-  S.P.S. SENIOR PUBLIC SCHOOL
-  H.S. HIGH SCHOOL
-  PR.S. PRIMARY SCHOOL
-  OPEN SPACE LINK

















LAND USE



**CHAPTER AREAS**

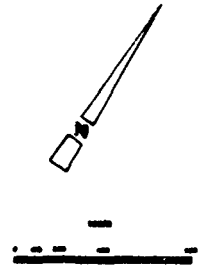
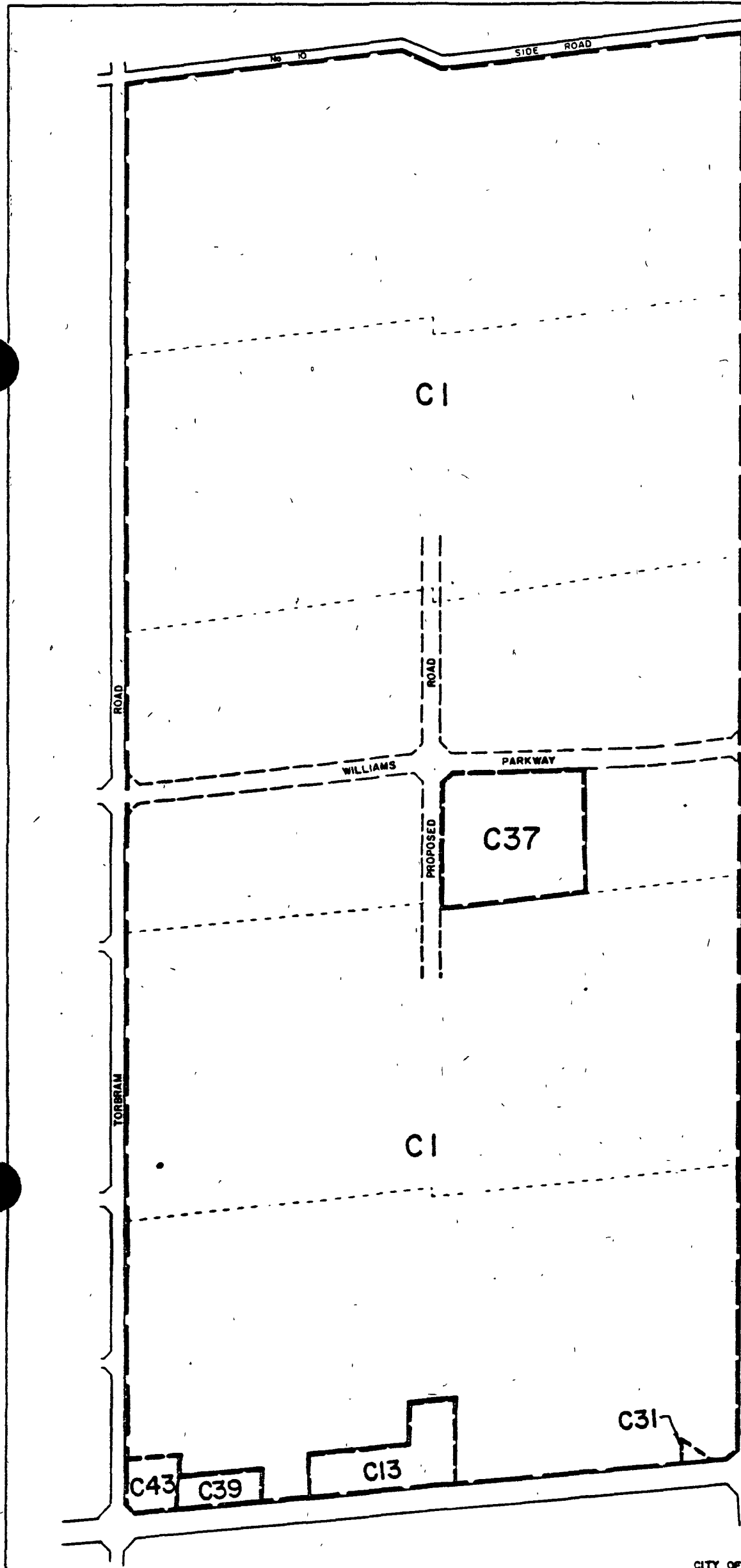


LEGEND

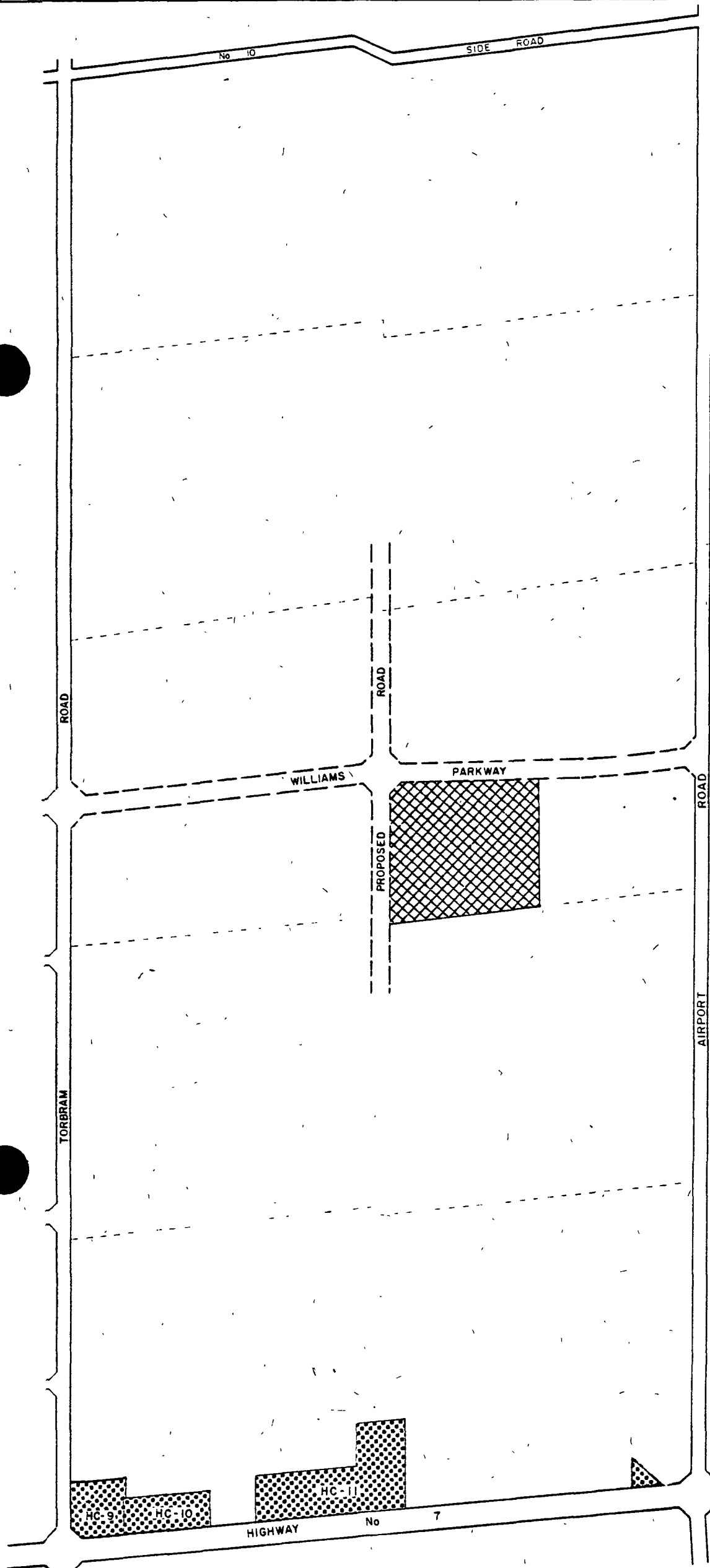
-  LOW DENSITY RESIDENTIAL  
Single Family & Semi-Detached
-  LOW DENSITY RESIDENTIAL  
7 to 16 Units per Acre
-  MEDIUM DENSITY RESIDENTIAL
-  HIGH DENSITY RESIDENTIAL  
Max. 60 Units per Acre
-  COMMERCIAL AREAS
-  FURNITURE STORE
-  INSTITUTIONAL
-  PUBLIC OPEN SPACE
-  P.S. PUBLIC SCHOOL
-  S.P.S. SENIOR PUBLIC SCHOOL
-  H.S. HIGH SCHOOL
-  S.S. SEPARATE SCHOOL
-  CHURCH
-  PR.S. PRIMARY SCHOOL



LAND USE

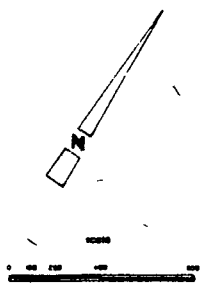


CHAPTER AREAS

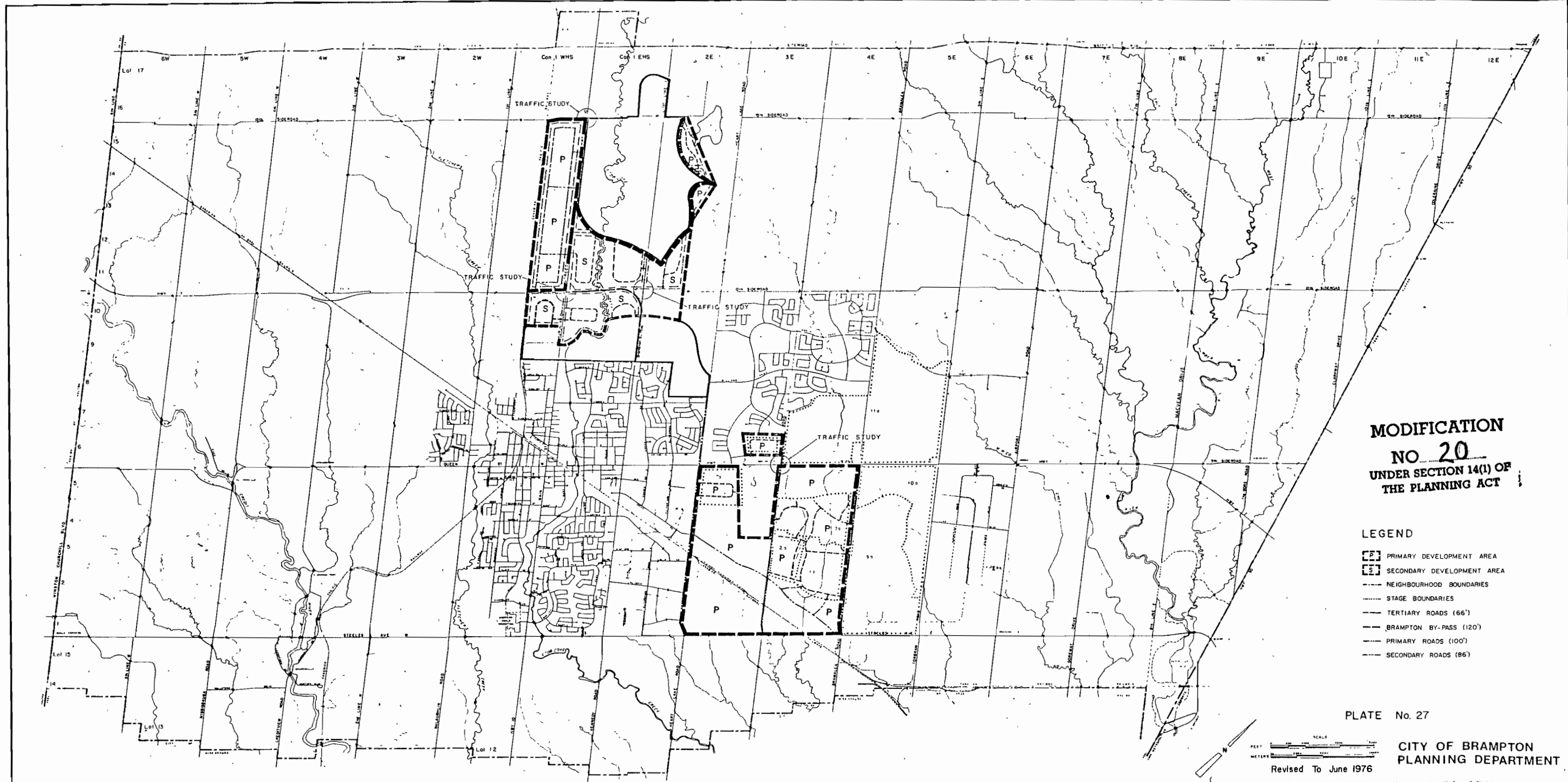


LEGEND

-  DRIVE-IN FOOD RESTAURANT
-  RESIDENTIAL, WAREHOUSING, RETAIL & WHOLESALE
-  NEIGHBOURHOOD PLAZA
-  AUTOMOBILE SERVICE STATION
-  INDUSTRIAL (Municipal Works Centre - Service Complex, Fire Station - Training Centre)
-  AGRICULTURAL



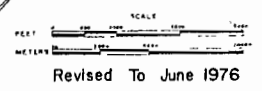
LAND USE



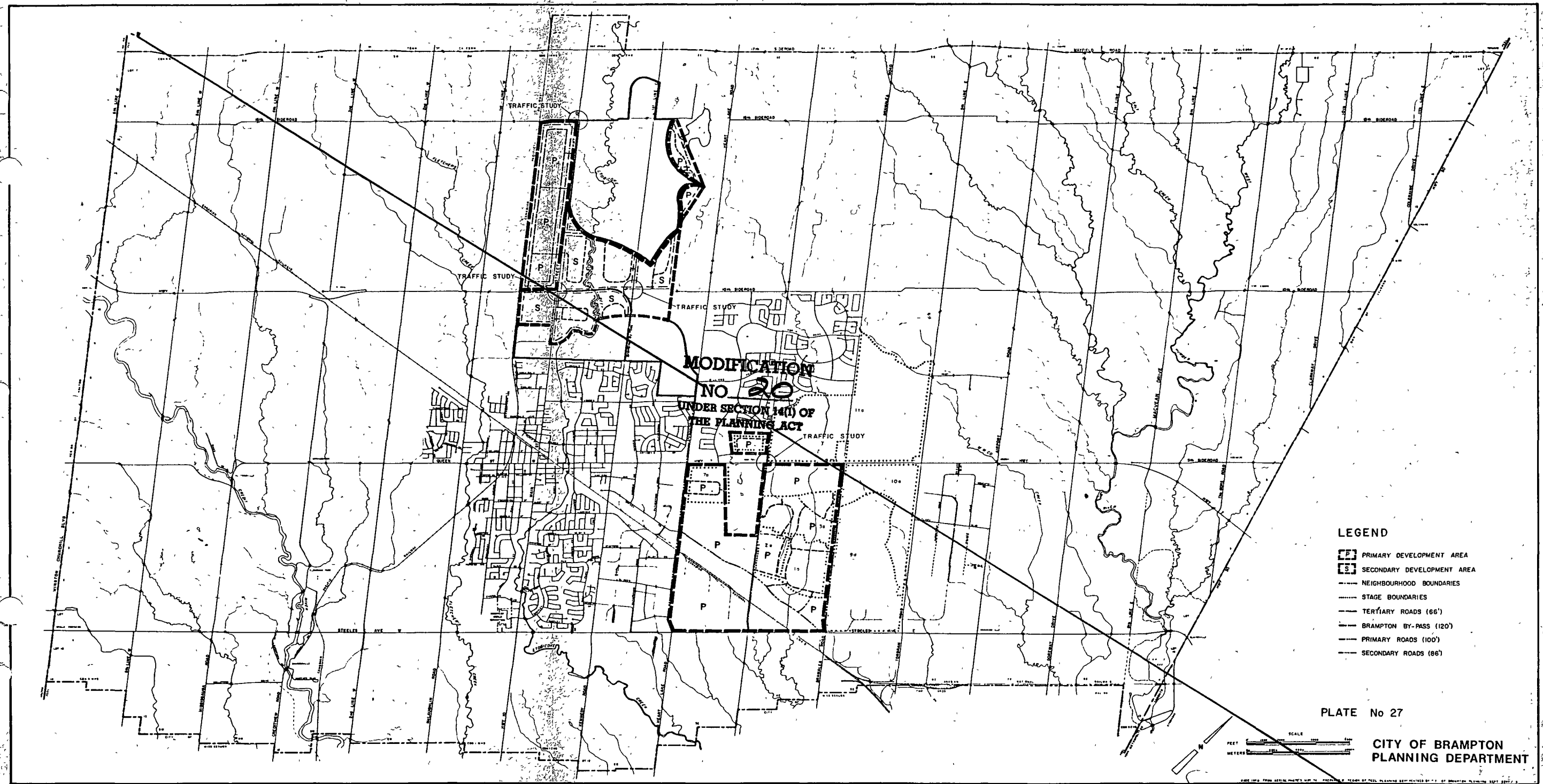
**MODIFICATION  
No. 20  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

- LEGEND**
- P PRIMARY DEVELOPMENT AREA
  - S SECONDARY DEVELOPMENT AREA
  - NEIGHBOURHOOD BOUNDARIES
  - STAGE BOUNDARIES
  - TERTIARY ROADS (66')
  - BRAMPTON BY-PASS (120')
  - PRIMARY ROADS (100')
  - SECONDARY ROADS (86')

PLATE No. 27



**CITY OF BRAMPTON  
PLANNING DEPARTMENT**



**MODIFICATION  
NO. 20  
UNDER SECTION 14(1) OF  
THE PLANNING ACT**

**LEGEND**









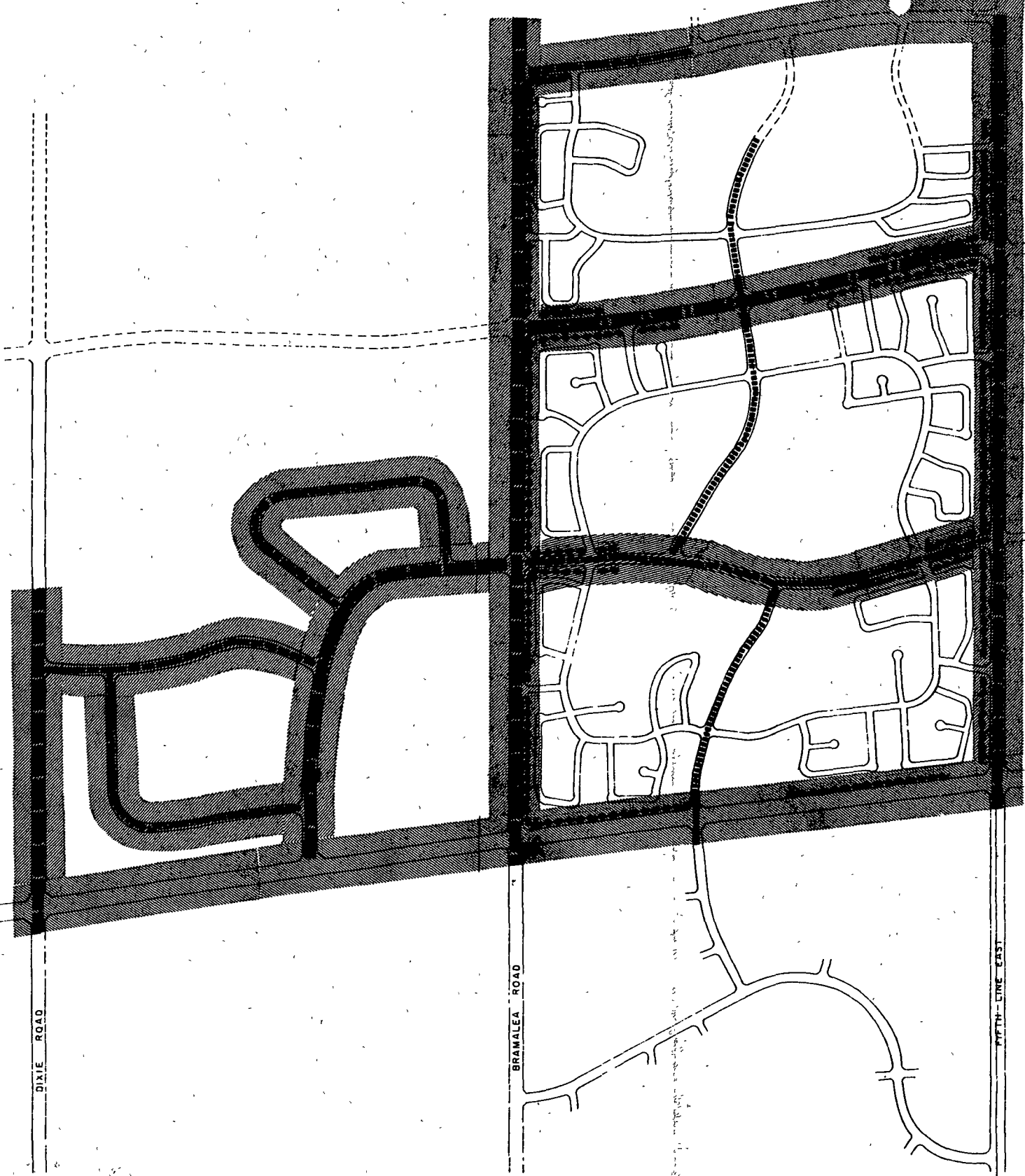
-  PRIMARY DEVELOPMENT AREA
-  SECONDARY DEVELOPMENT AREA
-  NEIGHBOURHOOD BOUNDARIES
-  STAGE BOUNDARIES
-  TERTIARY ROADS (66')
-  BRAMPTON BY-PASS (120')
-  PRIMARY ROADS (100')
-  SECONDARY ROADS (86')

PLATE No 27





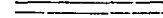




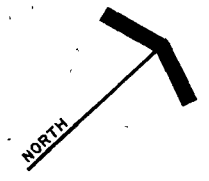
**CITY OF BRAMPTON  
PLANNING DEPARTMENT**

DATE 1964 FROM AERIAL PHOTOGRAPHY. PRODUCTION BY PEEL PLANNING DEPARTMENT BY T. J. OF BRAMPTON PLANNING DEPT. 1964.



LEGEND

- 130' RIGHT OF WAY 
- 106' RIGHT OF WAY 
- 100' RIGHT OF WAY 
- 86' RIGHT OF WAY 
- 66' RIGHT OF WAY 
- LIMITED ACCESS 
- REVERSE FRONTAGES 

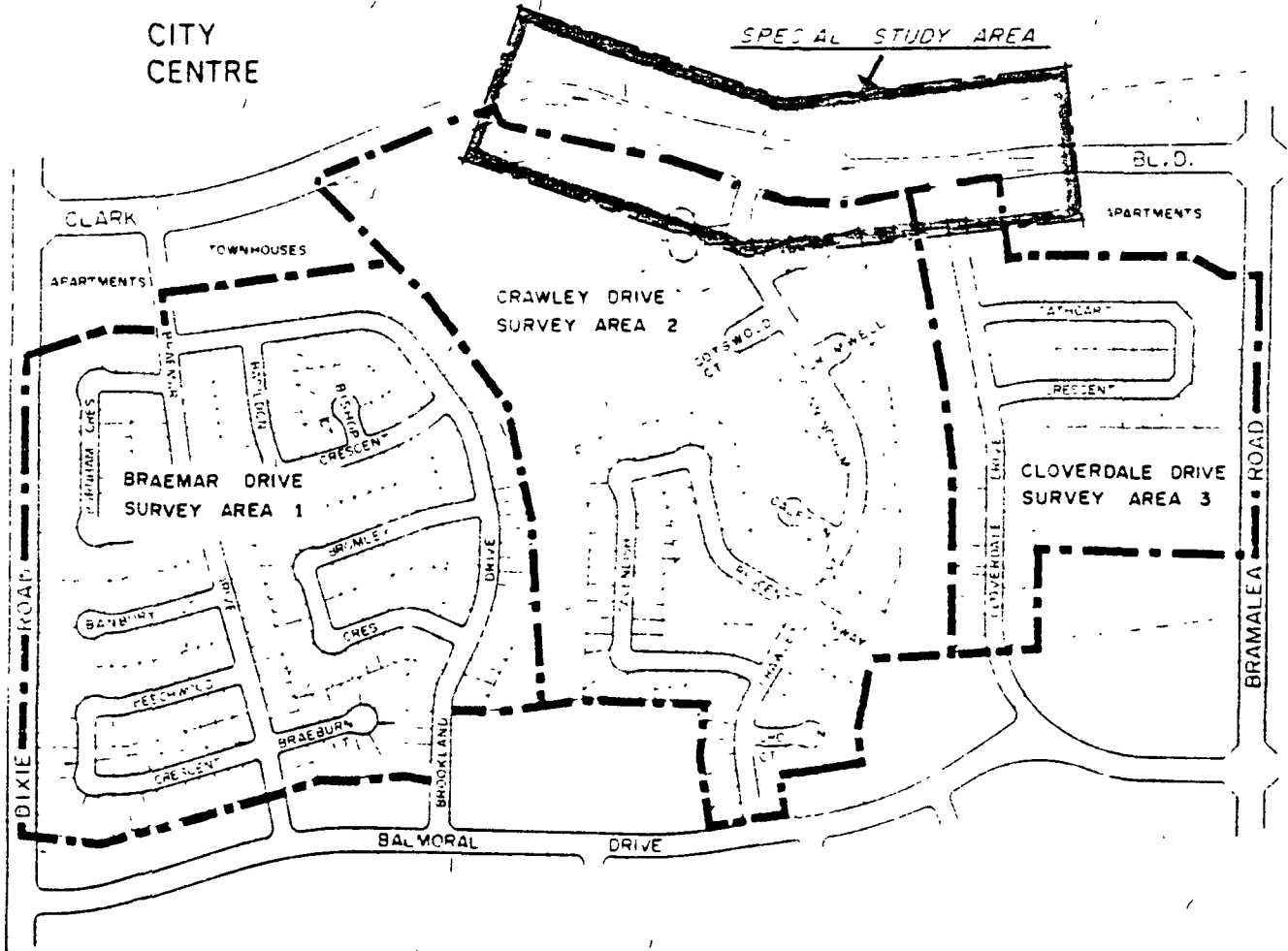


Canadian Mitchell Associates Limited Consulting Engineers and Town Planners  
 70 Bramalea Road, Bramalea, Ontario March 1969 Dwg. No 4H 6 - E + 16



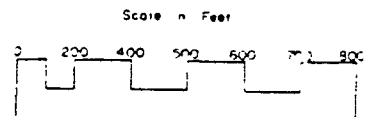
CITY CENTRE

SPECIAL STUDY AREA



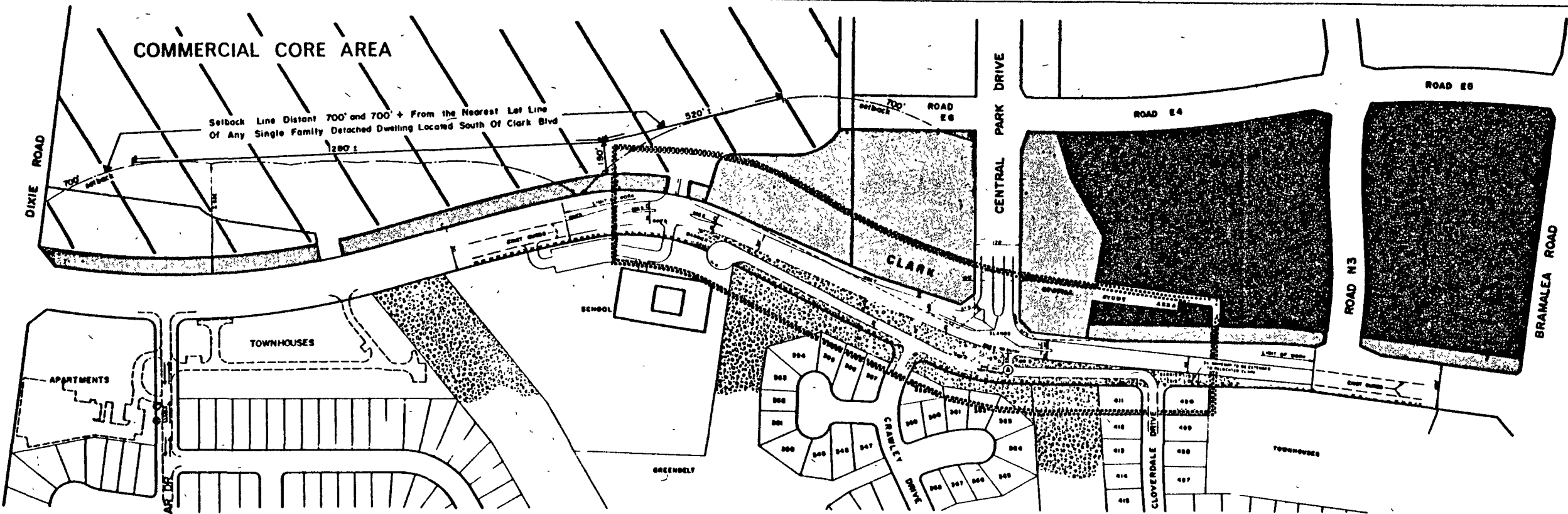
SURVEY AREAS

Plate No. 29







**COMMERCIAL CORE AREA**

Setback Line Distant 700' and 700' + From the Nearest Lot Line Of Any Single Family Detached Dwelling Located South Of Clark Blvd

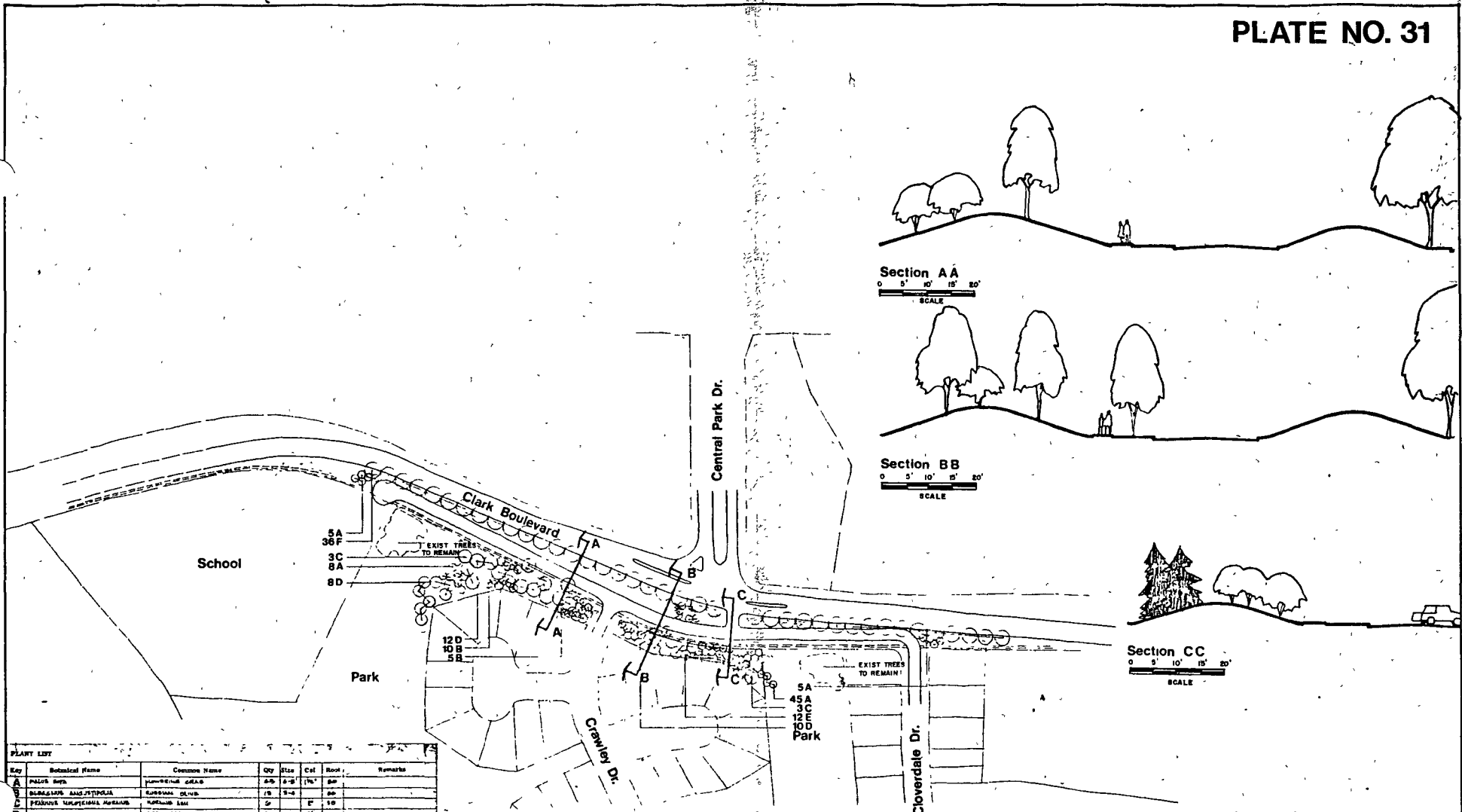


**LEGEND**

-  MUNICIPAL & PUBLIC
-  HIGH-RISE RESIDENTIAL
-  COMMERCIAL CORE AREA
-  GREENBELT & BUFFER AREA

**Plate No. 30**

**CITY OF BRAMPTON PLANNING DEPARTMENT**

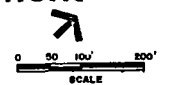


PLANT LIST

Key	Botanical Name	Common Name	QTY	Size	Cal	Root	Remarks
A	PAVIA SPYR	SHRUBBING GINK	25	12-18"	1 1/2"	50"	
B	SCABROSA ALBIFLORULA	SHRUBBING OLIVE	15	12-18"	1 1/2"	50"	
C	FRAXINUS EUROPAEA	SHRUBBING LEECH	5	12-18"	1 1/2"	50"	
D	FRAXINUS PENN LANCEOLATA	SHRUBBING LEECH	50	12-18"	1 1/2"	50"	
E	PRUNUS SPINOSA	SHRUBBING PLUM	15	12-18"	1 1/2"	50"	
F	ALNUS INCANA	SHRUBBING ALNUS	50	12-18"	1 1/2"	50"	
G							
H							
I							
J							
K							
L							
M							
N							
O							
P							
Q							
R							
S							
T							
U							
V							
W							

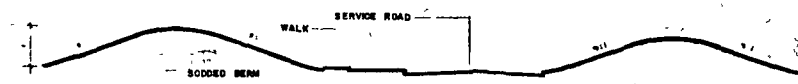
Planting Plan  
 Clark Boulevard Realignment  
**Landscape Treatment**

Johnson Sustrunk Weinstein  
 + Associates





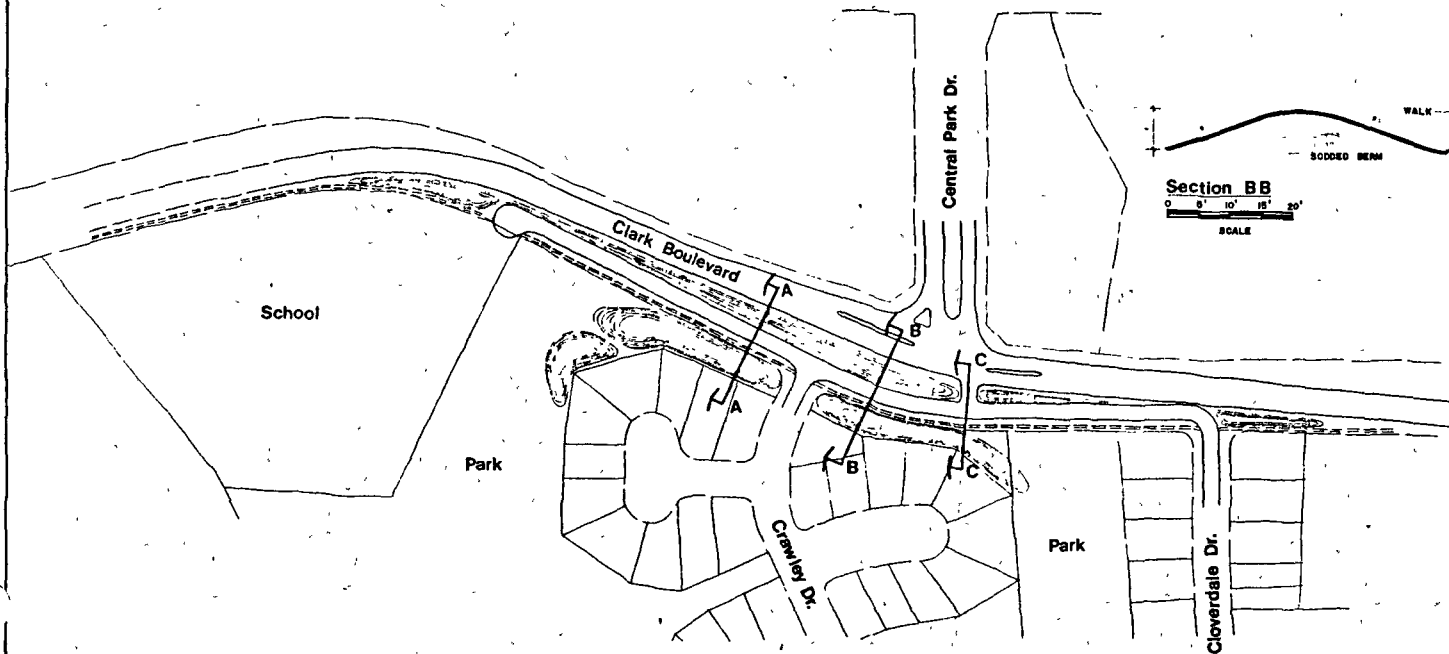
Section AA  
0 5' 10' 15' 20'  
SCALE



Section BB  
0 5' 10' 15' 20'  
SCALE



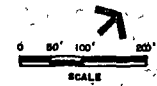
Section CC  
0 5' 10' 15' 20'  
SCALE

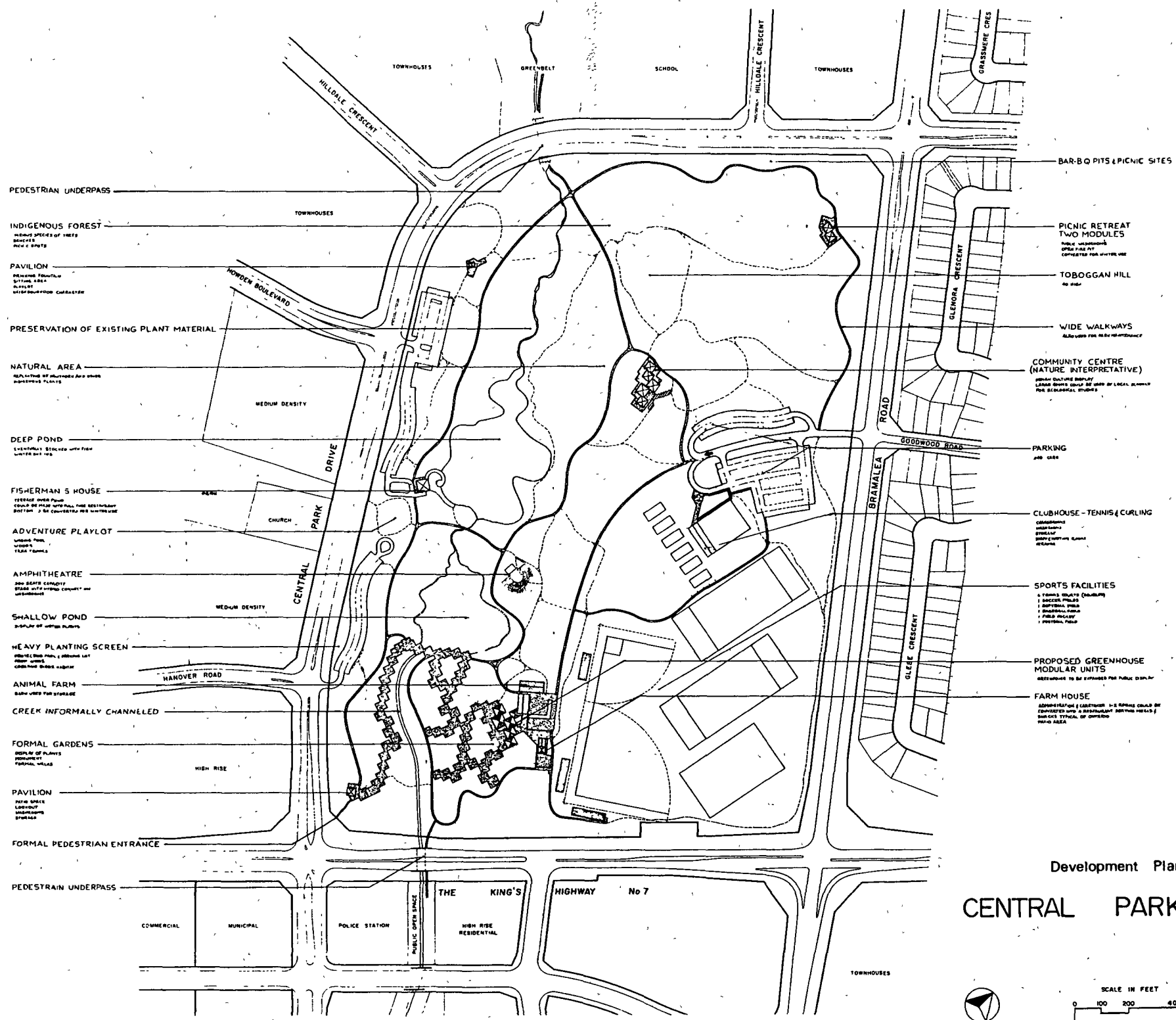


NOTES  
1) CONTOUR INTERVALS AT 1' SHOWN SCHEMATICALLY

Grading Plan  
Clark Boulevard Realignment  
Landscape Treatment

Johnson Sustrunk Weinstein  
& Associates





PEDESTRIAN UNDERPASS

INDIGENOUS FOREST  
MEDIUM DENSITY

PAVILION  
RECREATION FACILITY  
57' x 100' x 20'  
PUBLIC USE  
UNDERSTORY CANOPY

PRESERVATION OF EXISTING PLANT MATERIAL

NATURAL AREA  
MEDIUM DENSITY

DEEP POND  
EXISTING SITE WITH FISH  
WATER 10' x 15'

FISHERMAN'S HOUSE  
RECREATION FACILITY  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'  
BOTTOM 2' x 2' x 2' x 2' x 2' x 2'

ADVENTURE PLAYLOT  
WOODEN PLATFORM  
10' x 10' x 10'

AMPHITHEATRE  
200 SEATS CAPACITY  
STAGE WITH STAIRS AND LIGHTS

SHALLOW POND  
20' x 10' x 10'

HEAVY PLANTING SCREEN  
PUBLIC USE FACILITY  
WOODEN PLATFORM  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'

ANIMAL FARM  
BARN WITH FEED STORAGE

CREEK INFORMALLY CHANNELLED

FORMAL GARDENS  
MEDIUM DENSITY

PAVILION  
PUBLIC USE FACILITY  
WOODEN PLATFORM  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'

FORMAL PEDESTRIAN ENTRANCE

PEDESTRIAN UNDERPASS

BAR-B-Q PITS & PICNIC SITES

PICNIC RETREAT  
TWO MODULES  
PUBLIC USE FACILITY  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'

TOBOGGAN HILL  
10' x 10'

WIDE WALKWAYS  
ALSO USED FOR RECREATION

COMMUNITY CENTRE  
(NATURE INTERPRETIVE)  
PUBLIC USE FACILITY  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'

PARKING  
100 SPACES

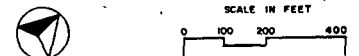
CLUBHOUSE - TENNIS / CURLING  
WOODEN PLATFORM  
CONC. ON 10' x 10' x 10' x 10' x 10' x 10'

SPORTS FACILITIES  
1 TENNIS COURTS (Outdoor)  
1 SOCCER FIELD  
1 BASKETBALL COURT  
1 BASKETBALL COURT  
1 FIELD HOUSE  
1 PRACTICE FIELD

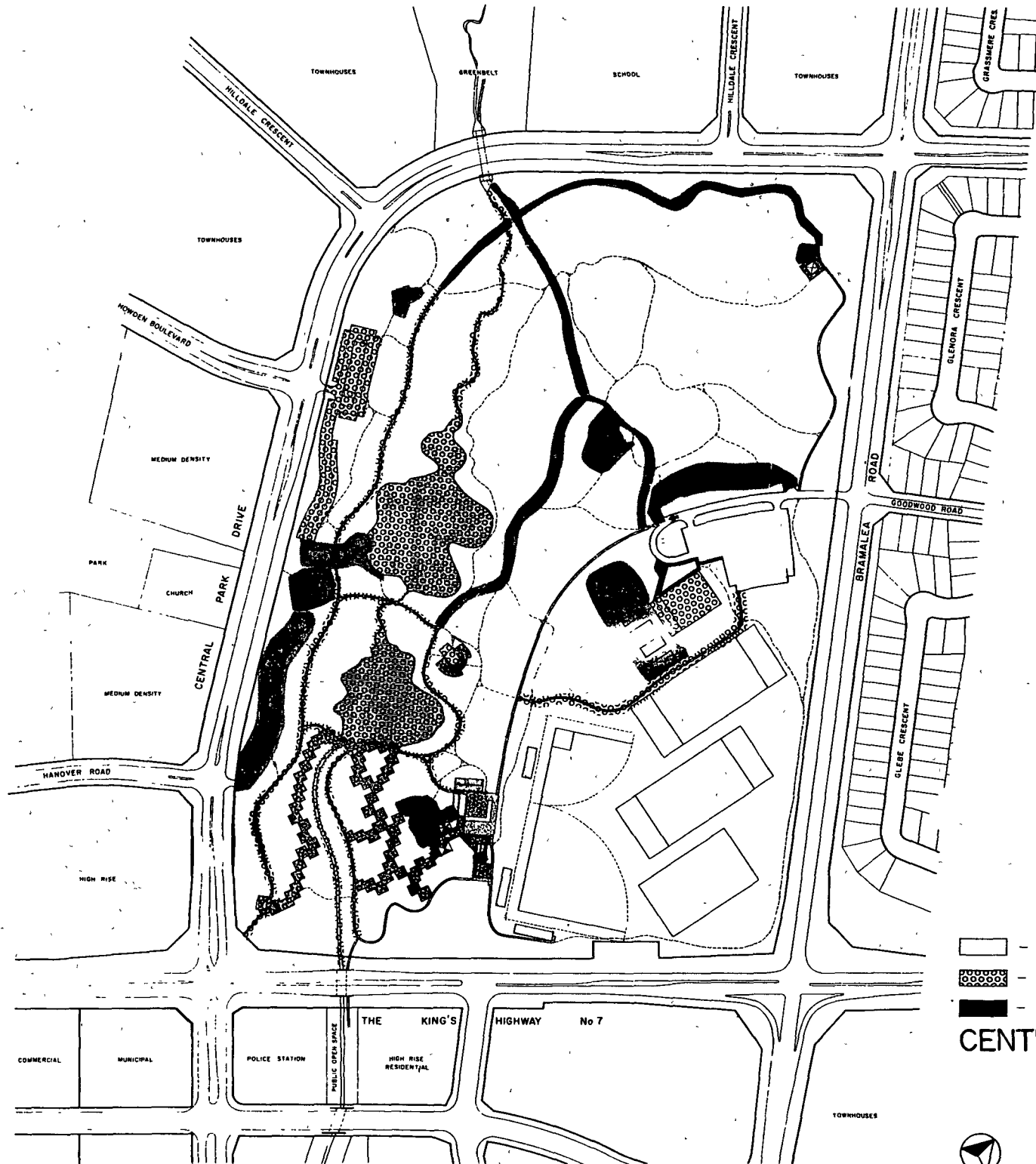
PROPOSED GREENHOUSE  
MODULAR UNITS  
DESIGNED TO BE EXPANDED FOR PUBLIC PARK

FARM HOUSE  
ADDITIONAL (LIFEHOUSE) - 1-2 BARNY COULD BE  
CONVERTED INTO A RESTAURANT (SERVING HEALTHY)  
FOODS TYPICAL OF ONTARIO  
PARK AREA

Development Plan  
**CENTRAL PARK**



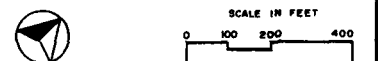
Based on proposals by: KNOX, MARTIN, KRETCH LTD

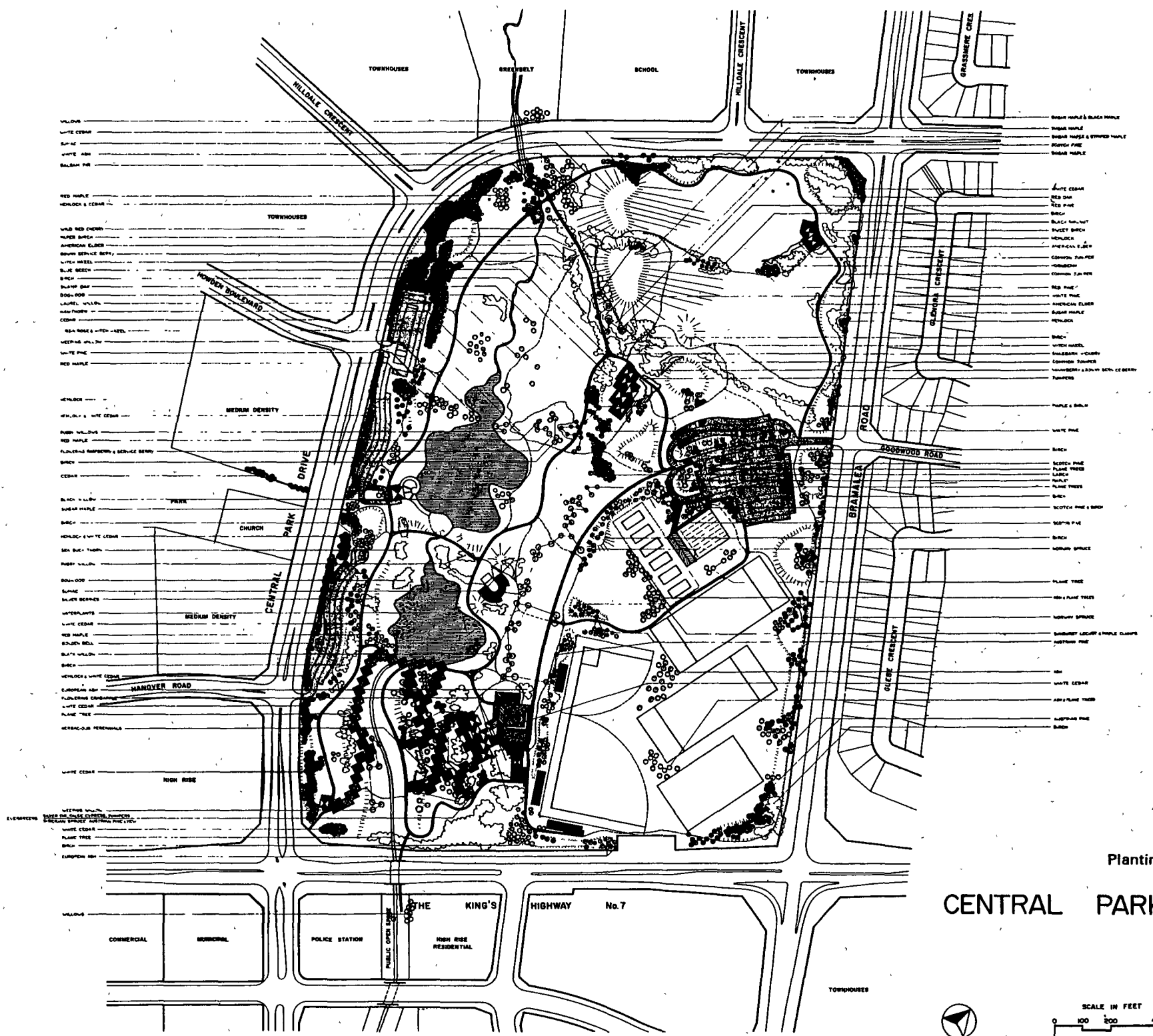


Staging

- - Stage I
- ▨ - Stage II
- - Stage III

# CENTRAL PARK





YELLOW  
WHITE CEDAR  
SPICE  
WHITE ASH  
BALSAH FIR

RED MAPLE  
HOLLOCK & CEDAR  
  
VIBRANT RED CHERRY  
WAXY BIRCH  
AMERICAN ELDER  
SOURWOOD BERRY  
WHITE HAZEL  
BLUE BEECH  
BIRCH  
WILLOW DOG  
DOGWOOD  
LAUREL WILLOW  
HAW THORN  
CEDAR  
SEA HEDGE & WHITE HAZEL  
KEEPER WILLOW  
WHITE PINE  
RED MAPLE

HENLOCK  
WILLOW & WHITE CEDAR  
PARK WILLOW  
RED MAPLE  
FLORIDA HAWTHORN & SERVICE BERRY  
BIRCH  
CEDAR

BLACK & LILAC  
SUGAR MAPLE  
BIRCH  
HOLLOCK & WHITE CEDAR  
SEA BUCK THORN  
ROSE WILLOW  
DOGWOOD  
SPICE  
SILVER BIRCH  
WATERPLANT  
WHITE CEDAR  
RED MAPLE  
SOUTH BELL  
BLACK WILLOW  
BIRCH  
HOLLOCK & WHITE CEDAR  
EUROPEAN ASH  
FLORIDA HAWTHORN  
WHITE CEDAR  
PLANE TREE  
HERCULEAN PTERIS

WHITE CEDAR  
HIGH RISE

WEEPING WILLOW  
BIRCH  
WHITE CEDAR  
PLANE TREE  
BIRCH  
EUROPEAN ASH

BRIGHT MAPLE & BLACK MAPLE  
HOLLOCK & WHITE CEDAR  
DOGWOOD  
SUGAR MAPLE

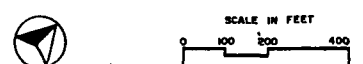
WHITE CEDAR  
RED OAK  
RED PINE  
BIRCH  
BLACK WALNUT  
SWEET BIRCH  
HOLLOCK  
AMERICAN ELDER  
COMMON WILLOW  
HOLLOCK  
RED PINE  
WHITE PINE  
AMERICAN ELDER  
SUGAR MAPLE  
HOLLOCK

BIRCH  
WHITE PINE  
BIRCH  
SCOTCH PINE  
FLAME TREE  
LARCH  
WALNUT  
PLANE TREE  
BIRCH  
SCOTCH PINE & BIRCH  
SCOTCH PINE  
BIRCH  
LORNA SPRUCE

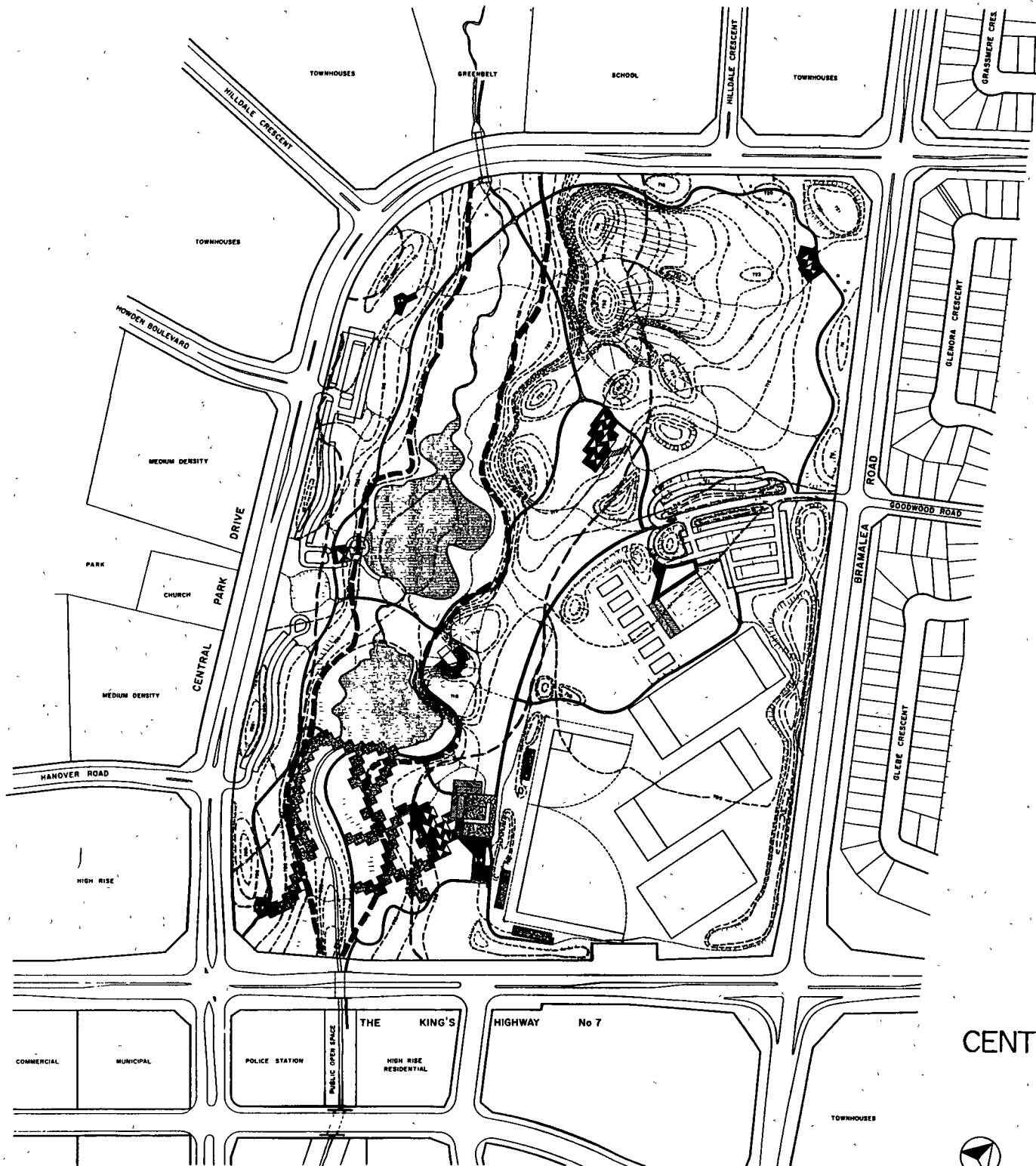
FLAME TREE  
RED PLANE TREE  
LORNA SPRUCE  
WILLOW  
WILLOW

WILLOW  
WHITE CEDAR  
PLANE TREE  
LORNA SPRUCE  
BIRCH

Planting  
**CENTRAL PARK**



Based on proposals by: KNOX, MARTIN, KRETCH LTD



Floodline & Grading

CENTRAL PARK



SCALE IN FEET  
0 100 200 400

Based on proposals by KNOX, MARTIN, KRETCH LTD.