

THE CORPORATION OF THE CITY OF BRAMPTON

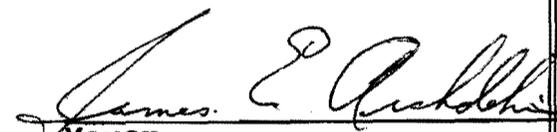
BY-LAW NUMBER 122-74

A By-law to Adopt the 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 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 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 21st day of October, 1974.



Mayor



Clerk



SECTION A



CHAPTER 1

This Chapter concerns a parcel of land located in the northern section of the former Township of Toronto. The purpose of this Chapter is to change the land use designation on the Official Plan from Agricultural to Highway Commercial. The location of this parcel of land is shown on Plate No 2 attached.

This parcel of land is located on the west side of #10 Highway, approximately half way between the Derry Sideroad and Steeles Avenue, Conc. 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.

The purpose of this change is to allow 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. (Its depth is approximately 930 feet). West and north of this driving range is more farmed land.

This proposed change is a spot zoning, as is so often necessitated by Highway Commercial land use. The proposed land use is also an intrusion into an as yet undeveloped area. However, it is felt that this land use will not be detrimental to any future residential development of the adjoining lands. The site is located so that future hinterland road development and development of roads onto the #10 Highway will present no difficult problem, nor will

the residential lotting of the lands. A need for motels as well as for service stations on the ever more heavily trafficked #10 Highway make these a reasonable use of land. It should be pointed out that it is preferable for these uses to be located at this time, so that future developments on the lands surrounding them will be aware of the presence of such land uses, rather than prejudicially preventing the establishment of such uses when the surrounding areas have been developed.

CHAPTER 2

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 deals with one site located 3000 feet (approximately) to the south of the 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. (see Plate No. 2 attached).

3.0 Basis

The Municipality feels that the site in question is suitable for the uses proposed, which are, namely, a service station occupying a large part of the Highway #10 frontage, and to the rear a motel comprising some eighteen units, to 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 Town 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 entire ten acre parcel of land would not be needed (even to complete the second stage of development).

Accordingly, the land which is the subject of this Chapter has an approximate area of 5.5 acres, 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. In addition to the usual features of such a plan, detailed landscaping proposals would be shown so that the Municipality could be assured that the surrounding presently vacant lands would not be adversely affected by the development proposed.

5.0 Implementation

Upon receipt of approval of the Minister of Housing, 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 3

1.0 Purpose

This Chapter is to permit the development of low density residential uses in designated agricultural areas under certain conditions which are designed to safeguard the agricultural operations of the area concerned. (See Plate No 2 attached):

2.0 Location

This Chapter is considered to include all agricultural areas in the former Township of Toronto which meet the conditions of location for low density residential development, contained in the Policy section of this Chapter.

3.0 Basis

This area is one that will be the subject of future studies to determine how best to promote the continuance of agricultural operations in an area not required for urban development in the planning period up to 1980.

Such non-agricultural pursuits as golf courses, cemeteries and similar open space uses may be located in agricultural areas, so they do not introduce, or can be arranged not to introduce, conflicting uses.

Commercial or Highway Commercial uses may be appropriate but cannot at present be predetermined as to their most suitable future location, etc. Applications for such uses, therefore, may be considered at the appropriate time on their individual merits and will necessitate amendments to the Official Plan.

By regulating the kind and amount of urban uses that will be permitted in agricultural areas and delineating the boundaries of the expected urban growth in the planning period, it is hoped that:

- (a) Speculative pressures, which act as a deterrent to farming operations, can be prevented;
- (b) The public intention regarding the future of the agricultural area will be clarified, thus stabilizing the position of the farming community.

In addition to the non-agricultural uses now permitted in the area, it is intended to permit under strict control, some low density rural residential development.

It is anticipated that 100 divisions of land will be given consent by the Land Division Committee in the agricultural area, that these will meet the need for a number of years of:

- (a) those who have sold or will sell their farms and wish to live in the old farm home.
- (b) those who grew up on the farm and wish to live near their parents in order to provide part time assistance while having full time employment elsewhere.
- (c) those who like the rural atmosphere and environment.

4.0 Chapter Details and Policies Relative Thereto:

The intent of this Chapter is to permit low density rural residential development under certain conditions that will prohibit any use that conflicts with agricultural development, and will limit the possibility of claims by the owners of such development for the type of services usually supplied in urban and suburban residential areas.

The granting of permission for development is therefore conditional on the owner of the parcel providing:

- (a) adequate water supply on the site to meet the

- requirements of the responsible Minister,
- (b) satisfactory conditions for the operation of a private sewage disposal system in accordance with conditions set by the Ministry of the Environment,
 - (c) a frontage on an existing highway,
 - (d) in the case of parcels which are created by the consent of the Land Division Committee under the provisions of The Planning Act, R.S.O. 1970, as amended, the site meets the following conditions:
 - (i) In the case of land fronting on a future major highway a maximum area of approximately 2.0 acres, a minimum area of 1.7 acres, a minimum depth of 368' and a minimum frontage of 200'.
 - (ii) In the case of land fronting on a future collector street, a maximum area of approximately 2.0 acres, a minimum area of 1.3 acres, a minimum depth of 285' and a minimum frontage of 200'.
 - (iii) In the case of land fronting on a future arterial road, a maximum area of approximately 2.0 acres, a minimum area of 1.6 acres, a minimum depth of 351' and a minimum frontage of 200'.
 - (iv) It is anticipated that there may be some exceptional cases where for topographic or other reasons it may be desirable to create lots that do not conform exactly to the conditions listed in (i), (ii) and (iii) above. These cases will be considered on their own merits and will not be considered as precedents for haphazard development.
 - (e) A siting of the building in such a fashion as to permit the inclusion of the parcel in any future subdivision of any surrounding lands.

It is the intent of the Municipality that only temporary

access be provided from the parcels of land to all King's Highways and to all highways regarded by the Municipality as future 120' roads. Permanent access will be provided by future interior road allowances, which will result in lots with reversed frontage.

(f) Adequate drainage on the site.

(g) Consent of the Land Division Committee of the Region of Peel to the division of land may be given under the provisions of The Planning Act, R.S.O. 1970 as amended, subject to the following conditions:

(i) That the creation of the new parcel of land does not disrupt the performance of agricultural operations on abutting properties,

(ii) That a division will only be granted where the land, from which the parcel is to be divided, has an area of 10 acres or more and was registered as a separate parcel in the Registry Office for the Region of Peel on or before the first day of January, 1960.

(iii) That only one division will be granted to each parcel as defined in (ii) above.

(iv) That the number of such divisions in any one area be determined by the Land Division Committee on the basis of:

- controlling the demand for schools and municipal administrative functions,
- prohibiting the disruption of agricultural operations,
- preventing the possibility of requests for services such as water and sanitary sewers.

(v) That the division of land consented to has no frontage on Highway #401.

(vi) That the lot line of land divided shall not be closer than 40' to the crest of the embankment of a stream valley, existing or proposed as a greenbelt.

Notwithstanding anything contained in By-law 2813 or any other by-law no permission to construct a single family detached house on a lot will be given in an agricultural area unless the lot is a registered lot.

For the purpose of the last preceding paragraph a registered lot is a parcel of land described in a deed registered in the registry office for the Region of Peel on or before January 1st, 1960, or is a lot created by consent of the Land Division Committee of the Region of Peel under The Planning Act, R.S.O. 1970 as amended.

5.0 Implementation

Upon receipt of the approval of the Minister of Housing, the Zoning By-law applicable to the Agricultural Area will be amended to permit the inclusion of low density residential development according to the conditions and intent of this Chapter and the revised standards relevant to such classification will apply.

6.0 Interpretation SEE CHAPTER 2

CHAPTER 4

1.0 Purpose

This Chapter changes the designation on the Official Plan of a parcel of land from Agricultural to Highway Commercial. This parcel of land is presently used as a garden centre; this Chapter will enable this use to continue and expand.

2.0 Location

The subject parcel of land is located approximately 3600 feet north of Derry Road West and occupies part of Lot 12

and 13, Cons. 5 W.H.S. The land is rectangular in shape and has a frontage of approximately 600' on the west side of the Fourth Line West, known as Mississauga Road, a depth of approximately 400' and an area of approximately 5.5 acres. (See Plate No 2 attached).

3.0 Chapter Details and Policies
Relative Thereto:

Factors which were found to support both the redesignation of this land for Highway Commercial use and the possibility of the integration of this use on this site into the overall scheme for the area are:

- (a) The probable community development of large tracts of land in the "Meadowvale" Community which would support this use.
- (b) (i) The excellent visibility along the Fourth Line West (Mississauga Road) in both directions.
 (ii) The ample size of the lands to be redesignated which permits good design of buildings and parking facilities, as well as the construction of safe, efficient access and egress points and the provision of adequate green buffer strips.
 (iii) The concentration of traffic at this site during off-peak traffic hours, particularly in the evenings and on Saturdays will not conflict with the concentration of traffic during peak hours moving to and from Highway #401 along the Fourth Line West (Mississauga Road).
- (c) The conservative demand of this use on services, (water, septic tanks, hydro) is not expected to be appreciably greater than the demand by surrounding farms.
- (d) The compatibility of this use with the surrounding land uses, both present and future. As the surrounding areas develop, this garden centre, with good design and landscaping, will fit in with the residential

character and could possibly become a special feature of the area. The buffer to be provided around this use will have matured by the time residential development takes place. However, to ensure the satisfactory development of this garden centre, the Municipality expects to attach a site plan to the Zoning By-law implementing this Chapter.

4.0 Implementation

Upon receipt of the approval of the Minister of Housing, the Zoning By-law applicable to the area will be amended to the appropriate classification of AC2, including a site plan.

5.0 Interpretation SEE CHAPTER 2

CHAPTER 5

1.0 Purpose

To designate in symbolic manner as Highway Commercial certain lands at the intersection of two major roads, 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.

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 No. 2 attached)

3.0 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.

4.0 Implementation

Upon receipt of approval of the Minister of Housing, the Zoning By-law applicable to the area will be amended to the appropriate classifications.

5.0 Interpretation SEE CHAPTER 2

CHAPTER 6

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, 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.

2.0 Location

The lands affected 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' north of the interchange with the MacDonald-Cartier Freeway (Highway #401). (See Plate No. 2 attached).

3.0 Chapter Details and Policies
Relative Thereto:

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

4.0 Implementation

Upon receipt of approval of the Minister of Housing, the Zoning By-law applicable to the area will be amended to the appropriate classification.

5.0 Interpretation SEE CHAPTER 2

SECTION B

SECTION B

Preamble:

The first Official Plan which was approved for the Town of Brampton in 1948, was embodied in a map entitled "Plan for the Development of Brampton". In addition, a number of changes to the original plan have been approved from time to time; some of these changes contained policy statements respecting the development of certain lands within the former Town of Brampton.

Plate No. 3 is an index map showing the location of the various Chapters included in this section of the consolidation, and Plate No. 4 is a consolidated plan of "land use" based upon all Official Plan Amendments approved to date.

The policy statements contained in the following Chapters (7-31) should be read in conjunction with reference to the location of the lands affected by the particular Chapter, (See Plate No. 3) and the appropriately designated land use (See Plate No. 4).

CHAPTER 7

Having reference to Plate No. 3 and 4; the following policies shall apply:

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

There shall be limited access from the Commercial Area on the south-west corner of Vodden and Kennedy Road to the No. 7 Highway By-pass (Kennedy Road). This access to Kennedy Road shall be restricted to one with one additional access to Vodden Street. The location of both access points should be as far from the intersection of Kennedy Road and Vodden Street as possible, and will be decided upon by Council at the time the land is to be subdivided or built upon.

CHAPTER 8

Having reference to Plate No. 3 and 4, the following policies shall apply:

1.0 Development Policies

1.1 Residential

In considering new plans of subdivision it shall be the policy that no plan of subdivision will be recommended for approval under The Planning Act unless:

- (a) assurance has been received from the Ministry of the Environment that the subdivision could be supplied with water through the municipal system without jeopardizing the supply of water to other areas within the former Town of Brampton and the former Township of Chinguacousy where there are plans of subdivision which, although not yet developed, have previously been given approval by the Minister.
- (b) assurance has been received from the Ministry of the Environment that there is sufficient capacity in the sewage treatment plant to handle adequately the increase in sewage that would be created by the development of the subdivision and

further, that the use of this capacity or a part of it would not decrease the capacity in the sewage treatment plant which has been earmarked to handle the sewage that will be created by those plans of subdivision for the former Town of Brampton and the former Township of Chinguacousy which although not developed, have previously been given approval by the Minister.

The above provisions (a) and (b) shall not apply to the proposed Ridgehill plan of subdivision comprising the East Half and the West Half of Lot 3 in the First Concession West of Hurontario Street.

No plan of subdivision will be recommended for approval unless it has been established to the satisfaction of the Municipal Council that such plan will not harmfully affect the economic structure or the social and administrative services not being provided by the municipality.

It shall be the policy of the Municipal Council to maintain a proper balance of assessment so that all residential development will receive adequate support from industrial and commercial assessment. This policy will assure the continuance of work opportunities within the municipality and a tax yield necessary to support a full compliment of municipal services.

As regards the services to be provided within a subdivision, it shall be the policy of the municipality not to recommend the approval of a plan unless Council is satisfied that the following services will be adequately provided or installed within the subdivision:

- (a) Municipal water and sewers.
- (b) Roads.
- (c) Storm drainage.
- (d) Parkland.
- (e) Easements.
- (f) Land for highway widening when required.

1.2 Commercial

The location of future commercial areas has been shown on Plate No. 4 either by means of a definite designation showing the exact location or by means of a symbol in the form of a circled showing only the approximate location.

Although the circles are intended to indicate only approximate locations any commercial area that is permitted by a circle should be located within the general vicinity of the circle and should be approximately the size as indicated by the acreage figure appearing inside the circle.

It shall be the policy of the Council that all commercial areas should be developed in accordance with the following principles:

- (a) Access and egress points to abutting roads should be kept to a minimum.
- (b) Parking facilities in connection with each commercial area should be equal to at least four times the gross retail floor area of the store or stores such parking facilities will serve.
- (c) Adequate buffering should be provided between the commercial area and adjacent residential land.
- (d) The commercial areas should back onto the rear of adjacent residential lots.
- (e) There should be an adequate setback of buildings within each commercial area from adjacent roads so that automobiles may be parked free of any street right-of-way and so that easy movement of automobiles may be accomplished within the area devoted to parking.

1.3 Major Roads

All road allowances which lie between concessions formerly within the former Township of Chinguacousy shall be considered as major roads and it shall be the policy of Council to widen these roads to 100 feet.

In recommending a proposed plan of subdivision that abuts a major road to the Minister for approval it shall be the policy of Council to ensure:

- (a) That no lots within the subdivision face a major road.
- (b) That adequate land will be dedicated as public highway to widen the major roads to fifty feet from centre line.
- (c) That the interval between street accesses to major roads from subdivisions will be approximately 1,000 feet and that wherever possible service roads will be provided adjacent to major roads.

CHAPTER 9

Having reference to Plate No. 3 and 4, the following policies shall apply;

Notwithstanding that the subject land is designated as open space it shall be the policy of Council to permit a parking lot to be established thereon, such parking lot to be used in connection with a shopping centre immediately to the south.

It shall also be the policy of Council not to permit the erection of any buildings or structures on the subject land, and access to the parking lot shall be by the approved shopping centre entrances only.

CHAPTER 10

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

By reason of the increase in land values, the Council of the Corporation of the former Town of Brampton considers this Chapter necessary to prevent the possible sterilization of the lands herein.

The appropriate development of the subject land would be accelerated if certain highway commercial uses which serve the needs of the travelling public and public or municipal uses were permitted besides light and heavy industrial uses. The permitted highway commercial uses shall in no way be deemed to permit the use of any land herein for retail commercial or residential purposes; however, a dwelling unit for an owner or an essential watchman shall be permitted on the premises for all of the lands concerned.

To provide for the orderly development of the uses permitted for the area concerned, Council will amend the zoning by-law only for individual development projects, and only if the following conditions can be satisfactorily met:

- (a) Uses of the heavy industrial, light industrial and highway commercial category as permitted shall not be mixed indiscriminately but shall be grouped together as much as possible.
- (b) Access points to Queen Street will be limited in number and designed to minimize the danger to pedestrian and vehicular traffic.
- (c) Buildings shall be set back from Queen Street in conformity with established setbacks, and parking, driveways, etc. shall be provided off Queen Street whenever possible.
- (d) Appropriate lands for landscaping purposes shall be set aside for the protection of an abutting highway commercial, light industrial, public or municipal use if their nature demands such special protection.

Implementation & Interpretation

The restricted area By-law which implements the Official Plan will be amended upon the approval of this application. The provisions of the Official Plan, as amended, from time to time, shall apply in regard to this Chapter.

CHAPTER 11

Having reference to Plate No. 3 and 4, the following policies shall apply;

- 1.0 It is the intention of the Town Council that the land and building covered by this Chapter shall be used only for a Funeral Home and for no other Commercial use.

The Zoning By-law Amendment will be passed based on this policy and will limit the use of the building and land to a Funeral Home and a residence within the home and parking in connection therewith.

If the final design of the parking arrangement proposes parking in front of the Funeral Home adjacent to the residence to the North, a buffer planting will be required along the North side of the Funeral Home site to screen the adjacent from the parking lot.

2.0 Implementation

Upon receipt of the approval of the Minister of Municipal Affairs to this Chapter, application will be made to the Ontario Municipal Board for approval of the amendment to the Restricted Area Zoning By-law.

3.0 Interpretation

The provisions of the Official Plan as it may be amended from time to time with respect to the interpretation of that plan shall apply to this Chapter.

CHAPTER 12

Having reference to Plate No. 3 and 4, the following policies shall apply;

- 1.0 It is the intention of the Town Council that the land and building covered by this Chapter shall be used for a YM/YWCA Centre only and for no other commercial use.

The Amendment to the Restricted Area Zoning By-law will be passed based on this policy and will limit the use of the building and land to those uses generally associated with YM/YWCA Centre and vehicle parking in connection therewith.

2.0 Implementation

SEE CHAPTER 11, SECTION 2.0

3.0 Interpretation

SEE CHAPTER 11, SECTION 3.0

CHAPTER 13

Having reference to Plate No. 3 and 4, the following policies shall apply:

1.0 Residential

Consents under The Planning Act, R.S.O. 1970, as amended will generally be discouraged and will only be granted on land which is affected by a Subdivision Control By-law when it is clearly not necessary in the public interest that a plan of subdivision be registered. A plan of subdivision shall not be deemed necessary when the following criteria are satisfied:

- (a) Where the undue extension of any major services will not be required.
- (b) Where the land fronts on an existing public road allowance which is of minimum engineering standards acceptable to the former Town Engineer.
- (c) Where the ultimate development of the entire holding will not require the creation of a new road allowance.
- (d) Where the final shape of all new parcels created or to be created on the entire holding, is established as part of the application for consent.
- (e) Where the total holding will not be capable of being developed for more than four new building lots.

2.0 General

Regard shall also be had for the following criteria on considering an application for consent:

- (a) Consents should have the effect of infilling in existing urbanized areas and not of extending the urban area unduly.
- (b) The size of any parcel of land created by such consent should be appropriate for the use proposed considering the public services available and the soil conditions and in no case, should any parcel be created which does not conform with the general intent and purpose of the provisions of the Zoning By-law.
- (c) Direct access from major roads should be restricted and residential lots should, where possible, have access only from internal residential roads.
- (d) Consents should not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of the limited sight lines or curves or grades.

3.0 Industrial

In the case of Industrial land, it is virtually impossible because of the nature of industrial development to determine the final shape of all parcels which will ultimately be created on the entire holding. No consent should be given on any Industrial application for consent until the Municipal Council is satisfied that the approval of the application for consent will not adversely affect the ultimate development of the entire holding.

Also in the case of Industrial land, it is 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 the reluctance therefore, to fix too rigidly the final road locations. No consent should be given on any Industrial application for consent until the Municipal Council is satisfied that the approval

of the application will not adversely affect the ultimate road pattern design of the entire holding.

4.0 Interpretation

SEE CHAPTER 11, SECTION 3.0

CHAPTER 14

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Industrial.

1.0 Definition

An Industrial Use Area shall be defined as follows:

The Industrial Use Area shall mean that the predominant use of land is designated for industry which is defined as manufacturing, extracting or processing of raw or semi-processed materials, repair workshops and the storage of goods. This category need not prevent some of the land being used for other purposes provided that the location of the other uses in an industrial area is warranted and will primarily serve the industries in the area and not uses of land within another classification, and that these other uses will in no way contribute to the detracting of the area for sound industrial development.

2.0 Roads

2.1 A system of roads shall apply to the land as indexed on Plate No. 3 and shall have a minimum right-of-way as shown on Plate No. 5. Plate No. 5 represents an indication of the major arterial and collector roads to serve the area. The locations indicated may not represent the final alignments of these roads and certain locations have been indicated which will be subject to further review.

2.2 A Major Arterial Road shall mean that class of road that is intended to carry large volumes of traffic moving at medium to high speeds. Major Arterial Roads serve the major traffic flows between the principal areas of traffic generation and will perform a secondary function of servicing adjacent properties. The amount of access permitted to these properties shall not interfere with the primary function of moving through traffic.

A Collector Road shall mean that class of 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 major arterial roads. Full access to adjacent properties will generally be allowed on Collector Roads.

A Local Road shall mean that class of road that is 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 with an origin or destination along its length. Whenever possible local roads will not intersect with major arterial roads.

2.3 All local roads created within the area will be established with a minimum right-of-way width of eighty (80) feet.

2.4 While Council has not complete jurisdiction over the development of Steeles Avenue and Heart Lake Road which are Regional roads, Council will endeavour to:

- (i) protect the major arterial function of Steeles Avenue by restricting access to the arterial by requesting the grant of a one foot reserve;
- (ii) protect the future function of Heart Lake Road by requesting the dedication of land sufficient to widen the road to 50 feet from the original centre line, and;

(iii) give particular attention to the intersection of Steeles Avenue and Heart Lake Road due to the possible requirements that may arise from the future alignment of the Belfield Expressway at this location.

3.0 Development Policies

- 3.1 Council will ensure that the pattern of roads will complement existing adjoining road patterns and that adequate provision will be made for water, sewer and storm drainage facilities prior to the development of the land.
- 3.2 Council may not recommend to the Minister the dedication of land for public purposes other than highways where such land is included in a plan of subdivision, but may accept a cash payment in lieu of such conveyance where it considers such alternate action is warranted.
- 3.3 Council will endeavour to ensure that the type of industrial uses to be permitted will be compatible with the existing uses presently established in the area, and give due regard to the aesthetics of land use and the impact upon the users of the Belfield Expressway.
- 3.4 In order that the desirable location of roads and utilities that might be located on the roads are not affected by property ownership, Council will require the dedication of one foot reserves on the open sides of road allowances to ensure an acceptable, apportionment of costs.

4.0 Implementation

- 4.1 Chapter 14 will be implemented by an appropriate amendment to the Zoning By-law which will impose zoning classification and regulations in conformity with the Development Policies.

- 4.2 To ensure that the intent of this Chapter is implemented the following conditions will be imposed by by-law:
- (a) that the area be designated as an area subject to subdivision control, in accordance with the Planning Act, R.S.O. 1970, as amended; and further;
 - (b) that the area be subject to part-lot control as set out in the Planning Act, R.S.O. 1970 as amended.
- 4.3 To ensure that the development of the land will cause minimum interruption to the traffic flow on major arterial roads, Council will require the dedication and conveyance of one-foot reserves where it is considered desirable.
- 4.4 Though the final design of the Belfield Expressway is not complete and the Expressway is not expected to be constructed for a number of years, Council will consider the need to establish appropriate measures to ensure that buildings and auxilliary uses in Lot 1, Concession 2, E.H.S. will not be unduly affected by Expressway facilities.
- 5.0 Interpretation
- 5.1 It is intended that minor adjustments may be made to land use boundaries where the general content of the land use plan is maintained provided that no areas shall be created that do not conform with this plan in respect of land use.
- 5.2 The locations of the right-of-ways as shown on Plate No. 5 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 further detailed design at or before the construction of the facility.

- 5.3 The locations of the rights-of-way beyond the corporate limits of the municipality, are to be interpreted as indicating the need for a road facility, but is not to be construed as an indication of policy by the Council of the adjoining former municipality, the Council of the former County of Peel or the former Department of Highways of Ontario.

CHAPTER 15

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

1.0 Development Principles

- 1.1 Within the subject area the following uses shall be permitted: medical, dental office or clinic; pharmacy and a dwelling unit as an accessory use for the benefit of a caretaker in conjunction with any of the uses indicated above.

A restaurant, smoke shop, gift shop or flower shop will be permitted as an accessory use provided that the following criteria is complied with:

- (i) the accessory use occupies space within the building containing the principal use;
- (ii) the accessory use is located on the ground floor level of the building;
- (iii) the accessory use shall not occupy more than sixty (60) per cent of the floor space of the floor space of the ground floor level.

- 1.2 Council will also ensure that adequate off-street parking and loading facilities will be provided and that the design of such facilities will be in accord with desirable standards of traffic engineering. Further, Council will ensure that the facilities will be located, designed and suitably screened to reduce the adverse influence of noise, glare of lights and traffic hazards upon adjoining uses,

1.3 Council will then ensure that adequate setbacks will be established and maintained to provide for future road widenings and to provide landscaped open space to preserve as much as possible the amenity of the area.

2.0 Implementation

2.1 The land use area referred to by this Chapter shall be implemented by the approval of a zoning by-law to comply with the intent of this Chapter.

2.2 It is the intent, that upon approval of this Chapter, that previously approved Chapters will be in agreement with Chapter 15. Where doubt or conflict may exist as to the land use designation between Chapter 15 and any previously approved Chapter, the designation as indicated by Chapter 15 shall prevail.

3.0 Interpretation

3.1 Where the general intent of the land use plan is maintained minor adjustment to boundaries will not require an amendment to the Official Plan.

3.2 Notwithstanding the designation of a Commercial Use Area on Plate No. 4, more particularly at the north-east corner of John and Lynch Streets, the uses shall be restricted to those indicated in Section 1.1 of this Chapter.

CHAPTER 16

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Residential.

1.0 Definition

1.1 A Residential Use Area shall be defined as follows:

The Residential Use Area shall mean that the predominant use of the land is for dwellings. Various types of dwellings ranging from single-family detached dwelling units to multi-

family, multi-storey dwelling structures, shall be included under this category. Similar types shall be located together rather than an indiscriminate mixing of the various types. This category need not prevent some land being used for other purposes, provided that these purposes are compatible to dwellings and their location in a Residential Area is necessary to serve the surrounding dwellings, and provided further that these uses will in no way, contribute to the depreciation and deterioration of the value and amenity of the area for dwellings, and that precautions are 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 uses of land does not include any commercial or industrial use 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.

2.0 Residential Development Principles

- 2.1 The Residential Use Area shall permit in addition to dwellings of various types ancillary uses including elementary, separate, public, high and private schools, churches, public utility installations, public libraries, police and fire stations, home occupation and day nurseries provided that standards are maintained to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising.
- 2.2 A police, fire station or similar use located within a Residential Use Area shall be subject to the following criteria:
- (a) The site shall be located on the border of a Residential Use Area adjacent to a Commercial or Industrial Use Area;
 - (b) The site shall have the principal access to a major or minor arterial road and a secondary access if necessary to a collector or a local road;

- (c) surface parking and ancillary areas shall be located and suitably screened to reduce the adverse influence of outdoor activities upon adjacent residential uses;
- (d) buildings shall be sited with setbacks consistent with the needs of the particular use and with due regard to reducing the adverse influence upon nearby residential uses.

2.3 A home occupation shall include vocations that perform a personal service normally not involving a repair or manufacturing operation and shall be permitted in a residential area, subject to the following general requirements:

- (a) only the occupant of an existing one-family dwelling assisted by no more than one other person, may carry on the home occupation within the dwelling unit provided that no external changes to the dwelling are required;
- (b) no display of goods or wares nor outside storage of material or vehicles shall be permitted and only a small identification type of sign shall be permitted;
- (c) no home occupation shall occupy more than 15 per cent of the gross floor area of a dwelling excluding the basement notwithstanding that the home occupation may be carried out in the basement;
- (d) off-street parking spaces shall be provided in addition to residential requirements provided that the off-street parking spaces are suitably screened in order to not adversely affect the amenity of nearby lands.

2.4 A day nursery not operated as part of a publicly supported school system and subject to the provisions and regulations of the Day Nurseries Act and Regulations shall be permitted in a residential use area provided that the following requirements are fulfilled:

- (a) If operated as a non-profit venture and located either in a place of worship or associated place of public assembly, or as an accessory use within a group dwelling project for the principal benefit of the occupants of the group dwelling project;
- (b) if operated as a profit making venture a zoning by-law shall be enacted restricting the use of the premises to a day nursery in accordance with additional requirements that are deemed necessary by Council to protect the amenity of the residential use area.

2.5 At least four residential density ranges may be employed to permit different types of residential structures. The approximate number of dwelling units per net acre shall be as follows:

- (a) Range 1 - up to 8 dwelling units permitting principally one-family dwellings;
- (b) Range 2 - 9 to 16 dwelling units permitting one and two-family dwellings and certain unique residential structures such as nursing homes;
- (c) Range 3 - 17 to 20 dwelling units permitting row houses, maisonettes, small apartment buildings, senior citizen buildings and similar dwelling types;
- (d) Range 4 - 21 to 44 dwelling units permitting principally high rise apartments.

Population equivalents for the residential density ranges shall be determined on the basis of sleeping accommodation to be provided. The following shall apply;

<u>Dwelling Unit By Type</u>	<u>Persons per Dwelling Unit</u>
Bachelor	1.0
One-Bedroom	2.0
Two-Bedroom	3.0
More than Two Bedrooms	3 plus one for each bedroom over two

2.6 Residential Density Range 3 and 4 residential development shall be in accordance with the following principles:

- (a) The development shall not pre-empt the capacity of existing and future facilities, i.e. - road, sanitary and storm sewer, water supply, park and recreation, schools - thereby preventing the development or redevelopment of nearby lands at the rate of 25 persons per gross acre;
- (b) access shall be either to a major or minor arterial or a collector road, or to a local road if access is subject to control provided that traffic does not require to pass through an existing or proposed lower density residential area;
- (c) location shall be adjacent to an area of similar development, or Commercial, Industrial, Open Space or Institutional Use Area in order that the loss of amenity that might be suffered by a Range 3 or 4 residential development located adjacent to another Use Area may be kept to a minimum;
- (d) usable private open space and recreation area shall be provided for Range 3 residential density development at a ratio of at least 200 square feet of land area per person;
- (e) in no case shall the ratio of the gross floor area to lot area exceed 1.0. The gross floor area shall mean the aggregate of the area of all floors excluding any floor area which is used for motor vehicle parking, building maintenance and servicing, and communal recreation facilities.

3.0 Implementation

SEE CHAPTER 15, SECTION 2.1

3.1 It is the intent, that upon approval of this Chapter that previously approved Chapters will be in agreement with Chapter 16.

4.0 Interpretation

SEE CHAPTER 15, SECTION 3.1

CHAPTER 17

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Definition

1.1 The Commercial use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. The classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the areas from being used for proper commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for commerce. This exception to permit other uses of land does not include an industrial undertaking that may be interpreted as being compatible to commerce unless such undertaking is part of and incidental to a commercial use or undertaking and is essential for the satisfactory operation of the commercial undertaking; nor does this exception to permit other uses of land include residential uses that may be interpreted as being compatible to commerce unless such residential use is (a) part of and incidental to a commercial use and is essential for the satisfactory operation of the commercial undertaking or (b) combined as a planned, integrated development within the same building in accordance with the residential-commercial development principles.

2.0 Development Principles

2.1 An existing building will be altered to provide retail, office and food warehousing space. Further construction will be carried out to provide additional floor space for retail, service and office use. The entire development will be designed in the form of a plaza to satisfy not only the daily requirements of the nearby population but will offer additional services based upon a larger trading area.

2.2 Dwelling units shall not be permitted.

2.3 The design and quantity of access, off-street parking and loading facilities will be in accordance with desirable standards of traffic engineering. Council will ensure that the facilities will be located, designed and suitably screened to reduce the adverse influence of noise, glare of lights and traffic hazards upon adjoining uses. Further Council will ensure that satisfactory arrangements have been made to provide adequate drainage, road and similar facilities.

2.4 The site shall be suitably landscaped to preserve as much as possible the amenity of the area. Advertising of an illuminated nature shall be so located and designed as to avoid interference with traffic movement and the residential development in the area.

3.0 Parking and Off-street Loading

3.1 Adequate provision of off-street parking and loading facilities shall be provided in consideration of:

- (a) The type and size of the retail, office and storage components of the development proposed;
- (b) the availability of and probable use of different modes of transportation;
- (c) the type and purpose of parking to be provided, i.e. short term for customers; long term for employees.

4.0 Roads and Access

4.1 In recognition of the arterial character of Kennedy Road and Clarence Street the following will be considered:

- (a) The development should permit the widening of Kennedy Road and Clarence Street satisfactory to Council to provide the desirable level of service;
- (b) access from the subject property should be regulated in consideration of the high traffic volume and of the proximity of the intersection of Kennedy Road and Clarence Street.

5.0 Implementation

SEE CHAPTER 14, SECTION 4.1

6.0 Interpretation

SEE CHAPTER 11, SECTION 3.0

CHAPTER 18

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Development Principles

- 1.1 Within the area which in the subject of this Chapter only the following area shall be permitted: apartment dwelling and tuck shop, rental office, caretaker dwelling, off-street parking, and similar uses as accessory uses in conjunction with the principal use indicated above.
- 1.2 There shall be no external evidence of the existence of the tuck shop and the size of the tuck shop shall be restricted in size to provide a service to tenants.
- 1.3 Residential development shall be in accordance with the following principles:
 - (a) The development shall not pre-empt the capacity of existing and future facilities, i.e. - road, sanitary and storm sewer, water supply, park and recreation,

- schools - thereby preventing the development or redevelopment of nearby lands at the rate of 25 persons per gross acre;
- (b) access shall be either to a major or minor arterial or a collector road, or to a local road if access is subject to control provided that traffic does not require to pass through an existing or proposed lower density residential area;
 - (c) location shall be adjacent to an area of similar development, or commercial, industrial, open space or institutional use in order that the loss of amenity will be kept to a minimum;
 - (d) usable private open space and recreation area shall be provided at a ratio satisfactory to Council;
 - (e) in no case shall the ratio of the gross floor area to lot area exceed 1.5. The gross floor area shall mean the aggregate of the area of all floors excluding any floor area which is used for motor vehicle parking, building maintenance and servicing and communal recreation facilities;
 - (f) 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 underground parking to satisfy the expected requirements of the occupants;
- (ii) the provision of parking to satisfy the expected demands of visitors and guests;
- (iii) the provision of recreation and similar facilities;
- (iv) the location, design and operation of the facilities - i.e. parking, play areas, lounges, etc., must be conducive to their use by the population intended to be served and shall preserve as much as possible the amenity of the area.

2.0 Implementation

SEE CHAPTER 15, SECTION 2.1

2.1 Where doubt or conflict may exist as to the land use designation between Chapter 18 and any previously approved Chapter, the designation as indicated by Chapter 18 shall prevail.

3.0 Interpretation

SEE CHAPTER 15, SECTION 3.1

CHAPTER 19

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Definition

1.1 SEE CHAPTER 16, SECTION 1.1

1.2 The Industrial Use Area shall mean that the predominant use of land is designated for industry which is defined as manufacturing, extracting and processing of raw or semi-processed material, repair workshops, and the storage of goods. This category need not prevent some of the land being used for other purposes provided that the location of the other uses in industrial area are warranted and will primarily serve the industries in the area and not uses of land within another classification, unless these other uses are located in an area where they may act as a buffer between the industrial use and the abutting use, and that they will in no way, contribute to the detracton of the area for sound industrial development.

2.0 Residential Development Principles

2.1 The Residential Use Area shall permit in addition to dwellings of various types ancillary uses including elementary, separate, public, high and private schools, churches, public utility installations, public libraries, police and fire stations, private recreation facilities, home occupation and day nurseries provided that standards are maintained to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising.

2.2 A private recreation facility which involves the use of land, buildings or structure for a sporting or athletic activity and including private eating facilities shall be permitted in a Residential Use Area subject to the following criteria:

- (a) The site shall act as a buffer between the non-residential use area and the residential use area and will reflect the general standards and character of the residential use area

- (b) the site shall have satisfactory access to the road system and/or public transport facilities in consideration of the type and size of the contemplated use.
- (c) off-street parking, outdoor activities and ancillary areas shall be located and suitably screened to minimize the adverse influence upon nearby residential uses.
- (d) the private recreation facility shall be subject to setbacks, landscaping, external architectural and sign control which is conducive to the amenity of the residential use area.

3.0 Industrial Development Principles

3.1 A private recreation facility may be located in an Industrial Use Area subject to the following criteria:

- (a) The site shall act as a buffer between the non-industrial use area and the industrial use area and will reflect the general standards and character of the non-industrial use area;
- (b) the site shall have satisfactory access to the road system and/or public transport facilities in consideration of the type and size of the contemplated use;
- (c) off-street parking, outdoor and ancillary areas shall be located and suitably screened to minimize the adverse influence upon nearby non-industrial uses;
- (d) the private recreation facility shall be sited with setbacks consistent with the needs of the particular use and with due regard to reducing the adverse influence upon nearby use.

4.0 Implementation

SEE CHAPTER 14, SECTION 4.1

4.1 To ensure the intent of this Chapter is implemented the following conditions will be imposed By-law:

- (a) the bulk (height, width and length) of any proposed building(s) shall not exceed that of existing abutting uses, or the predominant use permitted within the zone which is to be rezoned;

- (b) adequate regulations providing for off-street parking, landscaping and setbacks sufficient to ensure that the proposed development will not detract from the amenity of the area.

5.0 Interpretation

- 5.1 It shall not be the intention of this Chapter to establish specific use areas for private recreation facilities. The pattern of land use applicable to this Chapter shall conform with Plate No. 4 attached to this Section.

CHAPTER 20

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Residential.

1.0 Development Principles

- 1.1 Within the area which is the subject of this Chapter only the following uses shall be permitted: apartment dwelling and accessory uses in conjunction with the principal use.
- 1.2 Residential development shall be in accordance with the following principles:
 - (a) The development shall not pre-empt the capacity of existing and future facilities, i.e. - road, sanitary and storm sewer, water supply, park and recreation, schools - thereby preventing the development or redevelopment of nearby lands at the rate of 25 persons per gross acre;
 - (b) access shall be either to a major or minor arterial or a collector road, or to a local road if access is subject to control provided that traffic does not require to pass through an existing or proposed lower density residential area;
 - (c) location shall be adjacent to an area of similar development, or commercial, industrial, open space

or institutional use in order that the loss of amenity will be kept to a minimum;

- (d) Usable private open space and recreation area shall be provided at a ratio satisfactory to Council.
- (e) in no case shall the ratio of the gross floor area to lot area exceed 1.75. The gross floor area shall mean the aggregate of the area of all floors excluding any floor area which is used for motor vehicle parking, building maintenance and servicing, and communal recreation facilities.
- (f) 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 underground parking to satisfy the expected requirements of the occupants;
 - (ii) the provision of parking to satisfy the expected demands of visitors and guests;
 - (iii) the provision of recreation and similar facilities;
 - (iv) the location, design and operation of the facilities - i.e. parking, play areas, lounges, etc., must be conducive to their use by the population intended to be served and shall preserve as much as possible the amenity of the area.

1.3 Council will ensure that adequate setbacks will be established and maintained to provide road widenings.

2.0 Implementation

SEE CHAPTER 15, SECTION 2.1

2.1 Where doubt or conflict may exist as to the land use designation between Chapter 20 and any previously approved Chapter, the designation as indicated by Chapter 20 shall prevail.

CHAPTER 21

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Definition

SEE CHAPTER 16, SECTION 1.1

2.0 Residential Development Principles

2.1 The Residential Use Area shall permit in addition to dwellings of various types, ancillary uses including elementary, separate, public, high and private schools, churches, public utility installations, public libraries, police and fire stations, private recreation facilities, home occupations and day nurseries provided that standards are maintained to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising.

2.2 A day nursery which involves the temporary custody, for a continuous period not exceeding twenty-four hours, of more than three children under ten years of age not of common parentage and that is not part of a public, private or separate school may be permitted in a Residential Use Area subject to the following criteria:

- (a) The day nursery shall comply with the provisions of the Day Nurseries Act and Regulations of the Department of Social and Family Services and shall be duly licenced under that Act;
- (b) particular emphasis shall be placed on the compliance with health and safety regulations;
- (c) the day nursery shall be subject to setbacks, landscaping, external architecture and sign control which is conducive to the amenity of the Residential Use Area;

- (d) off-street parking, outdoor activities and ancillary areas shall be located and suitably screened to minimize any adverse influence upon nearby residential uses;
- (e) the site shall have satisfactory access to the road system and or public transport facilities in consideration of the type and size of the contemplated use;
- (f) a day nursery may be located within a residential use area in a place of worship or other place of public assembly or as an accessory use within a group dwelling project for the principle benefit of the occupants of the group dwelling project provided that the criteria of this Chapter can be satisfied.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

3.1 To ensure that the intent of this Chapter is implemented the following conditions will be imposed by By-laws:

- (i) The bulk (height, width and length) and the building coverage of any proposed building(s) shall not exceed that of existing abutting uses or the predominant use permitted within the zone which is to be rezoned.
- (ii) adequate regulations providing for off-street parking, landscaping and set-back sufficient to ensure that the proposed development will not detract from the amenity of the area.

4.0 Interpretation

4.1 It shall not be the intention of this Chapter to establish specific use areas for day nurseries. The Residential Use Areas applicable to this Chapter shall presently conform with those depicted on Plate No. 4 attached.

CHAPTER 22

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Residential.

1.0 Definitions

SEE CHAPTER 16, SECTION 1.1

2.0 Residential Development Principles

- 2.1 The Residential Use Area shall permit in addition to dwellings of various types ancillary uses including elementary, separate, public high and private schools, churches, public utility installations, public libraries, police and fire stations, home occupations and day nurseries provided that standards are maintained to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising.
- 2.2 A police, fire station or similar use located within a Residential Use Area shall be subject to the following criteria:
- (a) The site shall be located on the border of a Residential Use Area adjacent to a Commercial or Industrial Use Area;
 - (b) the site shall have the principal access to a major or minor arterial road and a secondary access if necessary to a collector or a local road;
 - (c) surface parking and ancillary areas shall be located and suitably screened to reduce the adverse influence of outdoor activities upon adjacent residential uses;
 - (d) buildings shall be sited with setbacks consistent with the needs of the particular use and with due regard to reducing the adverse influence upon nearby residential uses.
- 2.3 A home occupation shall include vocations that perform a personal service normally not involving a repair or

manufacturing operation and shall be permitted in a residential area, subject to the following general requirements:

- (a) only the occupant of an existing one-family dwelling assisted by no more than one other person, may carry on the home occupation within the dwelling unit provided that no external changes to the dwelling are required;
- (b) no display of goods or wares nor outside storage of material or vehicles shall be permitted and only a small identification type of sign shall be permitted;
- (c) no home occupation shall occupy more than 15 per cent of the gross floor area of a dwelling excluding the basement notwithstanding that the home occupation may be carried out in the basement;
- (d) off-street parking spaces shall be provided in addition to residential requirements provided that the off-street parking spaces are suitably screened in order to not adversely affect the amenity of nearby lands.

2.4 A day nursery not operated as part of a publicly supported school system and subject to the provisions and regulations of the Day Nurseries Act and Regulations shall be permitted in a residential use area provided that the following requirements are fulfilled:

- (a) If operated as a non-profit venture and located, either in a place of worship or associated place of public assembly, or as an accessory use within a group dwelling project for the principal benefit of the occupants of the group dwelling project.
- (b) if operated as a profit making venture a zoning by-law shall be enacted restricting the use of the premises to a day nursery in accordance with additional requirements that are deemed necessary by Council to protect the amenity of the residential use area.

2.5 At least four residential density ranges may be employed to permit different types of residential structures. The approximate number of dwelling units per net acre shall be as follows:

- (a) Range 1 - up to 8 dwelling units permitting principally one-family dwellings;
- (b) Range 2 - 9 to 16 dwelling units permitting one and two-family dwellings and certain unique residential structures such as nursing homes;
- (c) Range 3 - 17 to 20 dwelling units, permitting row houses, maisonettes, small apartment buildings, senior citizen buildings and similar dwelling types;
- (d) Range 4 - 21 to 44 dwelling units permitting principally high rise apartments.

Population equivalents for the residential density ranges shall be determined on the basis of sleeping accommodation to be provided. The following shall apply:

<u>Dwelling Unit by Type</u>	<u>Persons per Dwelling Unit</u>
Bachelor	1.0
One-Bedroom	2.0
Two-Bedroom	3.0
More than Two Bedroom	3 plus one for each bedroom over two

2.6 Residential Density Range 3 and 4 residential development shall be in accordance with the following principles:

- (a) The development shall not pre-empt the capacity of existing and future facilities, i.e. - road, sanitary and storm sewer, water supply, park and recreation, schools - thereby preventing the development or redevelopment of nearby lands at the rate of 25 persons per gross acre;

- (b) access shall be either to a major or minor arterial or a collector road, or to a local road if access is subject to control provided that traffic does not require to pass through an existing or proposed lower density residential area;
- (c) location shall be adjacent to an area of similar development, or Commercial Use, Industrial, Open Space or Institutional Use Area in order that the loss of amenity that may be suffered by adjoining uses will be kept to a minimum. Conversely, the loss of amenity that might be suffered by a Range 3 or 4 residential development located adjacent to another Use Area must be kept to a minimum.
- (d) usable private open space and recreation area shall be provided for Range 3 residential density development at a ratio of at least 200 square feet of land area per person, for Range 4 residential density development at a ratio of at least 100 square feet of land area per person.
- (e) in no case shall the ratio of the gross floor area to lot area exceed 1.0. The gross floor area shall mean the aggregate of the area of all floors excluding any floor area which is used for motor vehicle parking, building maintenance and servicing, and communal recreation facilities.

3.0 Implementation

SEE CHAPTER 15, SECTION 2.1

- 3.1 It is the intent, that upon approval of this Chapter, that previously approved Chapters will be in agreement with Chapter 22.

4.0 Interpretation

SEE CHAPTER 15, SECTION 3.1

CHAPTER 23

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Definitions

1.1 SEE CHAPTER 16, SECTION 1.1

2.0 Development Principles

2.1 The Residential Use Area shall permit in addition to dwellings of various types ancillary uses including elementary, separate, public, high and private schools, churches, public utility installations, public libraries, police and fire stations, home occupations and day nurseries provided that standards are maintained to avoid nuisances arising from vehicular and pedestrian traffic, signs and advertising.

2.2 A home occupation shall include vocations that perform a personal service normally not involving a repair or manufacturing operation and shall be permitted in a residential area, subject to the following general requirements:

- (a) Only the occupant of a one-family dwelling assisted by no more than one other person, may carry on the home occupation within the dwelling unit provided that no external changes to the dwelling are required;
- (b) no display of good or wares nor outside storage of material or vehicles shall be permitted and only a small identification type of sign shall be permitted;
- (c) no home occupation shall occupy more than 15 per cent of the gross floor area of a dwelling excluding the basement notwithstanding that the home occupation may be carried out in the basement;
- (d) off-street parking spaces shall be provided in addition to residential requirements provided that the off-street parking spaces are suitably screened in order to not adversely affect the amenity of nearby lands.

3.0 Implementation

SEE CHAPTER 15, SECTION 2.1

4.0 Interpretation

- 4.1 It shall not be the intention of this Chapter to establish specific use areas for home occupations. The Residential Use Area applicable to this Chapter shall apply to those lands referred to by this Chapter and as indicated on Plate No. 3.

CHAPTER 24

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

1.0 Definitions

SEE CHAPTER 17, SECTION 1.1

- 1.1 The functional classification of the commercial development permitted will be of a district commercial area designed in the form of a plaza to satisfy not only the daily requirements of the nearby population, but will offer additional services based upon a larger trading area. Dwellings as an accessory use shall not be permitted.

2.0 Roads

- 2.1 Notwithstanding the absence of an approved plan of roads Council will endeavour to implement the appropriate regulations and co-operate with the appropriate authorities to ensure that development on the subject lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads. To achieve this end Council will:

- (a) protect the function of Queen Street East by permitting only one access point to the property from Queen Street incorporating right turning movements only to be used for ingress and egress purposes until a proposed

interchange is constructed at the intersection of Queen Street East (King's Highway No. 7) and the proposed Belfield Expressway at which time ingress only for right turns will be permitted; (Minister's Modification)

- (b) protect the future function of Heart Lake Road and future Province of Ontario requirements by requesting the dedication of a one-foot reserve between Queen Street East and Davidson Road extension; but this protection is not to prevent the entering into of an undertaking to permit a temporary access to Heart Lake Road subject to conditions acceptable to the appropriate authorities;
- (c) all access locations onto Queen Street East and Heart Lake Road are to be designed and situated in accordance with accepted traffic engineering criteria.

3.0 Development Principles

- 3.1 Development will proceed only when Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, road, sidewalks and electric energy facilities) are adequate or that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- 3.2 Council will ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with desirable traffic engineering standards. Further Council will ensure that the design and location of the facilities will be in such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses and on site users as deemed necessary by Council. The quantity of off-street parking and loading facilities required will be based upon the intended uses and the size of the proposed uses of the land.

- 3.3 Council will ensure that appropriate measures will be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- 3.4 The type and number of uses that may be erected on the lands covered by this Amendment will be restricted to those that are deemed acceptable to Council. Notwithstanding the generality of the above, Council will permit the erection and operation of a food supermarket, a department store and four (4) other retail establishment designed in the form of a plaza.

4.0 Implementation

- 4.1 Chapter 24 will be implemented by an appropriate amendment to the Zoning By-law in such a form which will impose a suitable zoning classification and regulations in compliance with the intent of the Chapter.

5.0 Interpretation

- 5.1 The boundaries between land uses designated on Plate No. 4 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 amendment to the Official Plan.
- 5.2 The Commercial Use Area applicable to this Chapter shall apply to those lands referred to in this Chapter and as indicated on Plate No. 3.

CHAPTER 25

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

1.0 Definition

1.1 The Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the areas from being used for proper commercial development and provided further that precautions are taken by imposing standards on how the land may be used by these other purposes to protect the areas for commerce.

This exception to permit other uses of land does not include an industrial undertaking that may be interpreted as being compatible to commerce unless such undertaking is part of and incidental to a commercial use or undertaking and is essential for the satisfactory operation of the commercial undertaking; nor does this exception to permit other uses of land include residential uses that may be interpreted as being compatible to commerce unless such residential use is part of and incidental to a commercial use and is essential for the satisfactory operation of the commercial undertaking.

1.2 The restriction on the use of Block N, Registered Plan No. 581 as defined by Chapter 9, limiting its use to a parking lot be used in connection with a shopping centre immediately to the south shall be relaxed to permit the encroachment of a commercial building to a maximum distance of ten (10) feet provided that the gross ground floor area of that part of the building occupying Block N, does not exceed one hundred (100) square feet and a common enclosed or covered pedestrian area with an average width of about 12 feet and a total gross floor area of about 1400 square feet.

2.0 Development Principles

2.1 The existing commercial development will be expanded on the basis of a district commercial area designed in the form of a plaza to satisfy not only the daily requirements of the nearby population, but will offer additional services based upon a larger trading area. Dwellings as an accessory use, shall not be permitted.

2.2 Adequate provision for off-street parking and loading facilities shall be provided. The design of parking and loading facilities shall be in accordance with desirable standards of traffic engineering and such facilities shall be located, designed and suitably screened to reduce the adverse influence of noise, glare of lights traffic hazards upon adjoining and on site uses. The quantity of off-street parking and loading facilities to be provided shall consider in establishing standards for different uses:

- (a) The availability of and probable use of different modes of transportation;
- (b) the type and size of uses proposed and
- (c) the type and purpose of parking to be provided, i.e. short term parking for customers and long term parking for employees.

2.3 To ensure that the size of the buildings erected or to be erected on the site will not have an undue adverse influence upon the adjoining residential uses Council will undertake the appropriate provisions to regulate the location, floor area and height of buildings.

3.0 Implementation

3.1 The land use category of Commercial Use Area shall apply to those lands referred to in this Chapter and indicated by Plate No. 3, and shall be implemented by the approval of zoning by-laws to comply with the intent of Section 1.0 and 2.0.

Council will ensure, that prior to the enactment of the zoning by-law, that Eldomar Avenue South East and Meadowland Gate South East will be closed and conveyed for the purpose of creating an integrated plaza type development.

- 3.2 It is the intent, that upon approval of this Chapter that Chapter 9 shall be amended to permit a limited encroachment on Block N, Registered Plan No. 581.

4.0 Interpretation

- 4.1 The boundaries between land uses designated on Plate No. 4 are approximate. Where the general intent of the land use plan is maintained, minor adjustment to boundaries will not require amendment to the Official Plan.

- 4.2 In the event that a portion of Eldomar Avenue South East and Meadowland Gate South East are closed and conveyed to others for purposes of commercial development the former road allowances shall be interpreted as carrying a Commercial Use Area designation.

CHAPTER 26

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Definitions

SEE CHAPTER 17, SECTION 1.1

2.0 Development Principles

2.1 Design Criteria

- 2.1.1 The enlarged commercial area designated by Chapter 26 will be developed primarily on the basis of a district commercial area intended to satisfy the daily and essential needs of the existing and future population in the adjacent residential areas and may include but not exclusively such retail and

service outlets as a drug, variety, or food store; barber or beauty shop, laundry and dry-cleaning pickup establishment and automobile gasoline station. In addition to the satisfaction of the daily requirements, additional services based upon a larger trading area and larger population will be permitted and may include but not exclusively such additional service and retail outlets as professional, legal, medical, and dental offices, junior department or discount, furniture and appliance stores.

2.1.2 The principal retail development will be in the form of a plaza comprising about 11 acres, and it is not intended that the development be designed in the form of a strip development with a number of an individual free standing commercial buildings. Abutting the plaza development a further 3 acres more or less may be developed for a combined hotel and office building. A site approximately 1 acre removed from, but adjacent to the plaza area may be developed for passenger motor vehicle service purpose being essentially in the nature of a service station. Notwithstanding the definition of the Commercial Use Area shall not be permitted except in the hotel/office building where a limited number of dwelling units deemed essential by Council for the operation of the building may be permitted. This exception is not intended to permit a planned, integrated development within the same building as outlined by Section 1.1. Accordingly residential-commercial development principles are not established by Chapter 26.

2.1.3 The allocation of about 3 acres for a hotel/office building is not intended to indicate that no consideration will be given to the size of the building and its influence upon Council's development policy that may be determined from time to time.

2.1.4 The design of the development shall be such as to reduce the adverse influence of noise, glare of lights and traffic arising from the commercial uses upon the adjacent use area. Suitable screening and/or landscaping will be required when determined by Council. Advertising of an illuminated nature shall be located and designed as to avoid interference with traffic movement and the nearby residential use areas.

2.2 Parking and Off-Street Loading

2.2.1 Adequate provision for off-street parking and loading facilities shall be provided in consideration of:

- (a) The type, size, and location or grouping of the various uses and different components of the development proposed;
- (b) the availability of and probable use of different modes of transportation.
- (c) the type and purpose of parking to be provided, i.e. short term for customers; long term for employees.

2.2.2 The design of and access to off-street parking and loading facilities will be in accordance with desirable standards of traffic engineering. Council will ensure that such facilities will be located, designed and suitably screened to reduce the adverse influence of noise, glare of lights and traffic hazards upon adjoining uses.

2.3. Roads and Access

2.3.1 In recognition of the arterial function of Kennedy Road the following shall be considered;

- (a) The commercial development shall permit the widening of Kennedy Road North to provide the desirable level of service;

(b) access from the various parts of the commercial development shall be regulated in consideration of the high traffic volume and of the proximity of the intersection of Kennedy Road North and Vodden Street. Further the location, distance between access ramps and direction of traffic flow will be considered by Council to ensure that the capacity of Kennedy Road North is maintained at a satisfactory level and that undesirable traffic patterns will be reduced.

2.4 Re: Chapter 8

2.4.1 Where the commercial development principles of Chapter 8 conflict with Chapter 26, the development principles of Chapter 26 shall apply.

2.5 Staging

2.5.1 It is not anticipated that the combined office/hotel building will be constructed immediately in consideration of the present municipal and area population and the existing road facilities. Accordingly Council will undertake to regulate the development by zoning the site to be developed for a combined office/hotel building at a time when all matters of concern to Council have been resolved.

2.5.2 In the event that the office/hotel building does not become a reality, Council will consider the expansion of the plaza area to occupy these lands in accordance with the development principles without the need to consider a further amendment.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

4.0 Interpretation

4.1 The boundaries between classes of land use designated on Plate No. 4 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 purposes of any by-law to implement Plate No. 4 without the necessity of making formal amendment to the Official Plan. Other than such minor changes it is intended that no area or district shall be created that do not conform with Plate No. 4

4.2 SEE CHAPTER 11, SECTION 3.0

CHAPTER 27

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be designated as Commercial.

1.0 Definition

SEE CHAPTER 17, SECTION 1.1

2.0 Development Principles

2.1 General

The enlarged commercial use area designated by Chapter 27 will permit the establishment of a regional shopping plaza, intended to provide facilities for the shopping public residing within a trading area extending beyond the present limits of the Town of Brampton. The daily and essential needs of the existing and future population in the adjacent residential areas. The facilities will include in addition to retail outlets additional services such as professional, legal, medical and dental offices catering principally to the future population of the adjacent residential areas. The principle retail development will be in the form of an extension to the existing facilities designed with an enclosed mall conforming to compliment the existing commercial development.

While it is intended that the regional plaza site will be used primarily for retail trade purposes Council will consider at the appropriate time without the need to further amend the Official Plan, a development proposal for an office building if such use exceeds 20 per cent of the gross floor area of the development existing at the time. However, this requirement is not intended to restrict the establishment of office space incidental to the operation of a retail or service establishment nor to hinder the rental of office space within the integrated development for professional and similar purposes.

Notwithstanding the definition of the Commercial Use Area, Section 1.1, which allows residential uses subject to certain conditions, residential use shall not be permitted on the subject lands. The design of the commercial development shall be such as to reduce the adverse influence of noise, glare and lights of traffic arising from commercial uses upon adjacent use areas. Suitable screening and/or landscaping will be required when determined by Council. Advertising of an illuminated nature shall be located and designed as to avoid interference with traffic movement and the nearby residential use areas.

2.2 Parking and Off-Street Loading

Adequate provision for off-street parking and loading facilities shall be provided in consideration of:

- (a) The type, size and location of the various uses and different components of the development proposed;
- (b) the availability of and probable use of different modes of transportation;
- (c) the type and purpose of parking to be provided, i.e. short term for customers; long term for employees.

The design of and access to off-street parking and loading facilities will be in accordance with desirable standards of traffic engineering. Council will ensure that such facilities will be located, designed and suitably screened to reduce the adverse influence of noise, glare of lights and traffic hazards upon adjoining uses.

2.3 Roads and Access

In recognition of the traffic that will be generated and attracted by the commercial facilities and the need to preserve the arterial function of Main Street South (Highway No. 10 connecting link) and Steeles Avenue the following shall apply:

- (a) provision will be made to permit the widening of the road allowance of Main Street South to provide the space for additional traffic lanes including turning movements if necessary;
- (b) access from the regional shopping plaza shall be controlled in consideration of the expected high traffic volume, the proximity of the intersection of Main Street South and Steeles Avenue, the proximity of intersections of other streets with Main Street South, the presence of existing and future residential and commercial uses on adjacent and nearby lands and towards this end an one foot reserve will be obtained if necessary;
- (c) consideration will be given to the internal movement of traffic within the regional shopping plaza and adjacent lands to ensure that inadequacies that may result are not shifted to public highways calling for remedial action at public expense.
- (d) provision will be made to restrict the number and location of street intersections to Main Street South consistent with traffic engineering principles.

Provision will be made to provide a collector road location on the north limit of the regional shopping plaza approximately midway between the intersections of Main Street South with Peel Village Parkway and Bartley Bull Parkway.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

4.0 Interpretation

4.1 The boundaries between classes of land use designated on Plate No. 4 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 purposes of any by-law to implement Plate No. 4 without the necessity of making formal amendment to the Official Plan. Other than such minor changes it is intended that no area or district shall be created that do not conform with Plate No. 4.

All numerical figures on Plate No. 4 should not be interpreted as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of the Official Plan is maintained.

4.2 SEE CHAPTER 11, SECTION 3.0

CHAPTER 28

Having reference to Plate No. 3 and 4, the following policies shall apply;

1.0 Land Use

1.1 Notwithstanding the residential designation of the property situated on the west side of Main Street North immediately south of Dale Avenue and comprised of all of Lot 4 and part

of Lot 5, Registered Plan D-12, former Town of Brampton, this property may be used as an Art Gallery in addition to the residential use subject to the development principles indicated in this Chapter.

2.0 Development Principles

2.1 The subject property is intended to be primarily a residential site which will be used in addition for a selected type of commercial use. The residential character of the property is intended 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 undertaking, notwithstanding the above, sculptures or works of art may be stored outside as part of the site landscaping.

2.2 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 to such uses as the display and exhibit of works of art.

2.3 Limited parking will be required for visitors and guests and will be provided in accordance with a by-law which will be enacted to implement this Chapter.

2.4 Any traffic which may be generated by the commercial use will be limited as to quantity 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.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

4.0 Interpretation

SEE CHAPTER 11, SECTION 3.0

- 4.1 No change to Plate No. 4 of the Official Plan is contemplated by Chapter 28 and accordingly Plate No. 4 is not included as part of this Chapter.

CHAPTER 29

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use classification of lands indicated on Plate No. 3 shall be desingated as Medium Density Residential.

1.0 Land Use

- 1.1 SEE CHAPTER 16, SECTION 1.1

2.0 Development Principles

- 2.1 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.
- 2.2 Within the area which is the subject of this Chapter only the following residential uses shall be permitted: row house dwelling unit and accessory uses.
- 2.3 Council shall determine the maximum number of dwelling units that may be permitted and in no 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 purpose.
- 2.4 The residential development shall be in accordance with the following principles:
- (a) The development shall not pre-empt 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.

- (b) 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.
- (c) Location and siting of buildings shall be such to minimize the loss of amenity that might be suffered by the residential development located adjacent to another use must be kept to a minimum. Accordingly, where deemed necessary by Municipal Council, fencing, screening and landscaped open space will be required to ensure the safety, privacy and amenity of the occupants of the proposed development.
- (d) Useable private open space and recreation area shall be provided for the residential development in such quantity that is acceptable to Municipal Council.
- (e) 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 provision of pedestrian facilities.

2.5 Council will ensure that adequate setbacks will be established and maintained to provide necessary road widening.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

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

4.0 Interpretation

4.1 The boundaries between classes of land use designated on Plate No. 4 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 purposes of any by-law to implement Plate No. 4 without the necessity of making formal amendment to the Official Plan. Other than such minor changes it is intended that no area or district shall be created that does not conform with Plate No. 4.

All numerical figures on Plate No. 4 should not be interpreted as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of the Official Plan is maintained.

4.2 SEE CHAPTER 11, SECTION 3.0

CHAPTER 30

Having reference to Plate No. 3 and 4, the following policies shall apply;

The land use designation of lands indicated on Plate No. 3 shall be designated as Residential.

1.0 Land Use

1.1 SEE CHAPTER 16, SECTION 1.1

2.0 Residential Development Principles

2.1 The Residential Use Area indicated on Plate No. 3 and 4 attached and appurtenant lands forming the subject lands shall permit dwellings of various types, ancillary uses including public and separate elementary and high schools and private schools, churches, public utility installations and public libraries and in addition, a residence occupied by retarded persons subject to the following criteria:

- (a) A residence in which retarded persons will reside shall comply with the provisions of the Homes for Retarded Persons Act and Regulations of the Department of Social and Family Services and shall be duly licensed under that Act.
- (b) Such residence and additions or accessory uses shall be subject to setbacks, landscaping, external architecture and sign control which is conducive to the amenity of uses in a Residential Use Area.
- (c) Any additions or alterations to the existing building shall be carried out in a suitable fashion to complement the existing architecture, and to preserve the character of the building.
- (d) A minimum amount of space for recreation purposes shall be provided for each resident in accordance with the regulation made under the Homes for Retarded Persons Act.
- (e) Adequate off-street parking shall be provided and the design of and access to off-street parking areas and loading facilities will be in accordance with desirable traffic engineering standards. Council will ensure that such facilities will be located, designed and suitably screened to reduce the adverse influence of noise, exhaust emission, glare of lights and traffic hazards upon adjoining uses.

The off-street parking area and access roads shall be designed to ensure the safety of the occupants and visitors to the area, and
- (f) Municipal Council will ensure that adequate arrangements have been made for the provision of public services including sanitary sewer, water, electrical energy, roads, recreation, etc.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

4.0 Interpretation

4.1 The boundaries between classes of land use designated on Plate No. 4 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 purposes of any by-law to implement Plate No. 4 without the necessity of making formal amendment to the Official Plan. Other than such minor changes it is intended that no area or district shall be created that do not conform with Plate No. 4.

All numerical figures on Plate No. 4 should not be interpreted as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of the Official Plan is maintained.

4.2 SEE CHAPTER 11, SECTION 3.0

CHAPTER 31

Having reference to Plate No. 3 and 4, the following policies shall apply:

The land use classification of lands indicated on Plate No. 4 shall be designated as a High Density Residential Area.

1.0 Land Use

1.1 SEE CHAPTER 16, SECTION 1.1

2.0 Development Principles

2.1 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.

- 2.2 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. However, a church, day nursery and gymnasium shall be permitted also.
- 2.3 Council shall determine the maximum number of dwelling 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.
- 2.4 The development shall be in accordance with the following principles:
- (a) The development shall not pre-empt 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.
 - (b) 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 to ensure that the traffic function of these streets will not be affected unduly.
 - (c) Location and siting of buildings and parking areas shall be such 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 landscaped open space will be required to ensure the safety, privacy and amenity of the occupants of the proposed development.

(d) Useable private open space and recreation area shall be provided for the residential development in such quantity that is acceptable to Council, and

(e) 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, and

(iii) the provision of pedestrian facilities.

2.5 Council will ensure that adequate setbacks will be established and maintained to provide necessary road widening.

3.0 Implementation

SEE CHAPTER 14, SECTION 4.1

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

4.0 Interpretation

4.1 The boundaries between classes of land use designated on Plate No. 4 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 purposes of any by-law to implement Plate No. 4 without the necessity of making formal amendment to the Official Plan. Other than such minor changes it is intended that no area or district shall be created that does not conform with Plate No. 4.

All numerical figures on Plate No. 4 should not interpret as absolute and rigid. Minor variations from them will be tolerated providing the intent and spirit of the Official Plan is maintained.

4.2 SEE CHAPTER 11, SECTION 3.0

SECTION C

SECTION C

CHAPTER 32

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 No. 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 33

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.
- (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 #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 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.

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 No. 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 120 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 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 No 22. 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 (No. 22) 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 No. 22 called Primary Development Areas and, (b) the areas outlined on Plate No. 22 called Secondary Development Areas. It is to be noted that all industrial lands are included in the Primary Development Area.

2.5.1 A. Primary Development Area

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 No 22. 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 sewerage 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.

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 its attached Plates and 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>Neighbour- hood</u>	<u>Acres</u>	<u>Popul- ation</u>	<u>Commer- cial</u>	<u>Class- rooms</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 34

This Chapter consists of the text and Plate No. 2,7 and 22 attached. The text is composed of four parts as follows:

1.0 Highway Commercial

The purpose of this portion of Chapter 34 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

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 as 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 33 and only in accordance with the Development Policy set out below.

Highway #7, both sides

Highway #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 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 33 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 are, 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 #7 in Phase #8 of the Phasing.

This section of Chapter 34 proposes to amend the phasing program to permit those lands shown on Plate #22 attached hereto to be developed and form part of the Phasing #2. of the Phasing #2.

The Amendment

The area on the attached Plate No. 22 is amended from Phase #8 of the Official Plan as set out in Chapter 33 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 #7 from their present Residential category to Industrial.

These lands at the time of writing of Chapter 13, 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.

The Amendment

The lands on either side of No. 7 Highway and to the east of Brampton on Lts 4, 5 and 6, Con. 3 East as more fully shown on the attached Plate No. 7 are changed from residential to industrial. It is desirable that the lands fronting Highway #7 be developed with prestige industry.

CHAPTER 35

1.0 Purpose and Location

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

See Plate No. 11

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

SEE CHAPTER 2

CHAPTER 36

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 No 9, Chapter 33)

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 37

1.0 Purpose

The purpose of this Chapter is to combine neighbourhoods 3a, 4a, and part of 5a as outlined on the attached Plate #22 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, Con. 4, E.H.S. 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 38

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 No. 2 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 39

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 Plate No. 15 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 40

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 submission lie east of Bramalea Road, South of Highway #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 No. 11 and 22, 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 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 capacities 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.

7.0 Policy for Implementation

The planning policy will be implemented by zoning for the balanced housing stock required; these categories to be provided not 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 2

CHAPTER 41

1.0 Purpose

This Chapter is to strengthen the planning control of the former Township of Chinguacousy in which urban development is presently occurring in a planned new town (Bramalea) by establishing a policy for rural areas. This policy is to permit the development of very low density residential uses in designated agricultural areas suitable for the purpose, under certain conditions which are designed to safeguard the agricultural operations and the non-urban character of the areas involved.

2.0 Designated Areas

The areas designated include all agricultural areas in the former Township of Chinguacousy which meet the policy conditions set out in this Chapter. (see Plate No 2 attached)

3.0 Background Policy

The established new town development area is growing in regulated stages in accordance with the policy of establishing a fully serviced urban area. Outside that urban area the intent of the plan is to have rural, agricultural and non-urban uses. The area presently designated will be the subject of future studies to determine the best means of:

- (a) Maintaining and improving agricultural operations in the area not required for urban development in the next twenty years or more.
- (b) Strengthening rural life and improving rural communities.
- (c) Accommodating non-urban uses likely to be located in this area.
- (d) Maintaining a permanent green belt of compatible and economically viable use around the new town.
- (e) Providing for the expansion of the urban areas.

The municipal policies resulting from these future studies will be incorporated by amendment into the Official Plan.

4.0 Policy

Many non-agricultural pursuits may be located in these areas designated such as golf courses, commercial recreation areas, highway commercial and cemetery uses which do not introduce conflict or can be arranged so as not to introduce conflicting uses.

The establishment of highway commercial uses will be in accordance with the policies for such uses as set out in Chapter 34.

By regulating the kind and amount of urban uses that would be permitted in agricultural areas and delineating the boundaries of the expected urban growth in the planning period, it is hoped that:

- (a) Speculative pressures which act as a deterrent to farming operations can be prevented;

- (b) The public intention regarding the future of the agricultural will be clarified, thus stabilizing the position of the farming community.

In addition to the non-agricultural uses now permitted, it is intended, until the studies to determine the best land uses for the agricultural areas are complete and made part of the Official Plan, to permit a limited number only of low density rural estate lots subject to the following conditions:

- (a) Such development will be permitted in accordance with these policies preferably in areas of lesser quality for agricultural purposes by reason of poor topography or soil conditions.
- (b) No dwelling shall be erected on a lot with an area of less than twenty-five (25) acres, unless consent of the former Committee of Adjustment has been first obtained, which lot shall be suitable for installation and functioning of private sewage and well-water systems, satisfactory to the Medical Officer of Health. The density of development will preclude the necessity for any additional municipal services such as public water supply or sanitary sewers. Zoning By-law Number 32-66 passed by Council to implement Chapter 41 permits non-agricultural lots of a smaller size (down to approximately one-half acre) where the former Committee of Adjustment has granted consent.
- (c) Each dwelling erected on an estate-type lot shall be of such a size as not to create a financial burden for the municipality.

5.0 Implementation

This Chapter shall be implemented by one or more amendments to the zoning by-law of the former Township of Chinguacousy.

6.0 Interpretation

SEE CHAPTER 2

CHAPTER 42

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 40 and Highway #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 in Plate #9, Chapter 42 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 #7 between Bramalea Road and 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 #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 #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 #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 #9 is 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 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 2

CHAPTER 43

1.0 Definition

1.1 Built-up areas: for the purpose of this Chapter, Built-up areas mean:

- (i) Tullamore
 - (ii) Huttonville
 - (iii) Snelgrove
 - (iv) Bramalea, Crescent Hill & Bramalea Estates
 - (v) Springbrook
- (See Plate No. 2)

1.2 Non-built up areas shall mean all areas of the former Township not included under Section 1.1.

2.0 Purpose

The purpose of this Chapter is to set out policies to guide the decisions of the Land Division Committee and the City of Brampton with respect to land severances and consents in the built up and non-built up areas of the former Township of Chinguacousy.

The former Township of Chinguacousy has been strengthening its planning policy in urban and rural areas, particularly with respect to consents and land severances. Chapter 41 as amended, dealt with the problem of building on lots less than 25 acres in size and established control policies. To guide the Land Division Committee with respect to the more precise intent of the Council, it is necessary to establish criteria which will apply and set out guide lines for the future decisions of the Committee.

3.0 Policy

3.1 Built-Up Areas

Consent policies for built up areas in the former Township: Consents for severances will generally be discouraged and should only be granted on land which is affected by subdivision control by-law when it is clearly not necessary in the public interest that a plan of subdivision be

registered. If a plan of subdivision is deemed not necessary, consideration shall be given to the following criteria when considering an application for consent for severance.

- (a) Consents shall only be granted in areas where the undue extension of any major service would not be required.
- (b) Consents shall only be granted when the lot fronts on an existing public-road which is of a reasonable standard of construction and size.
- (c) Consents shall have the effect of filling up existing built up areas and not of extending these areas unduly.
- (d) The size of any parcel of land created by such consent shall be appropriate for the use proposed considering the public services available and the selling conditions and in no case shall any parcel be created which does not conform to the provisions of the zoning by-law where one applies.
- (e) Direct access from major roads shall be restricted and residential lots shall where possible have access only from internal residential roads.
- (f) Consents shall not be granted for land adjacent to a road from which access is to be obtained where a traffic hazard would be created because of limited sight lines on curves or grades.

3.2 Non-Built Up Area

Consent policies for non-built up areas in the former Township:

Consents for severances will generally be discouraged and will only be granted on land which is affected by an area of subdivision control by-law where it is clearly not necessary in the public interest that a plan of subdivision be registered. If a plan of subdivision is not deemed necessary, consideration should be given to other policies in the Official Plan and to the following criteria on considering an application for consent for severance:

- (a) Preservation of good agricultural land for agricultural purposes.
- (b) The prevention of scattered isolated residential development throughout the former Township.
- (c) Urban, residential or other development along highways or major roads should be prevented. Direct access from major roads should be restricted and residents should, where possible, have access only from minor roads.
- (d) Consents should be granted only where it has been established that soil and drainage conditions are suitable to permit proper siting of buildings and to permit the installation of an adequate means of sewage disposal and also to obtain a sufficient and potable water supply.
- (e) Consents shall be given only where the land fronts on existing public roads which are of reasonable construction and size.
- (f) The size of any parcel of land created by such consent shall be appropriate for the use proposed and in no case shall any parcel be created which does not conform to the provisions of the zoning by-law where one exists.
- (g) The use for which the lot is proposed should be related to the agricultural uses outside the built up areas.
- (h) Consents shall not be granted for land adjacent to a road from which access is to be obtained and where a traffic hazard would be created because of limited sight lines on curves or grades.
- (i) Non-agricultural development shall be encouraged to locate and fill in areas adjacent to the existing built up areas.

- (j) Generally a consent shall be granted for the severance of a parcel of land only when the frontage of the parcel is equal to at least approximately one half the depth.
- (k) Notwithstanding anything herein contained, the Land Division Committee may permit a further severance to be used as the residence of the owner of the farm subject to whatever conditions or covenants the Land Division Committee may impose which conditions or covenants may be removed upon a further application to the Land Division Committee.

4.0 Implementation

This Chapter shall be implemented by:

- (a) Further amendments to the zoning by-law of the former Township;
- (b) Decisions of the Land Division Committee;
- (c) By-laws passed pursuant to the Planning Act, R.S.O. 1970, as amended.

CHAPTER 44

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) 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.

2.0 Purpose

The purpose of Chapter 44 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 in these sites.

4.0 Implementation

The implementation will be as follows:

- (a) by designation of these sites to M1 Special (Holding) zoning category: M1S(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 45

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 institution, 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 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 46

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 #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 #7 as a rural highway.

With the rapid development of the Bramalea new town area, the areas flanking Highway #7 (which is essentially the east-west "spine" of the new town) between the Second Line East (the easterly limit) and 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:

- (a) the new "City Centre" which was zoned for central area commercial purposes, in Con. 4, E.H.S., south of Highway #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 50.
- (b) 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 #7 were thus of two kinds:

- (a) the independently owned parcels mainly zoned for agriculture with a series of non-conforming uses.
- (b) 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 #7 was committed and actual development occurred up to Fifth Line East.
- (b) Chapter 34 set out policies for the areas lying north of Highway #7, also up to Fifth Line East.
- (c) It became evident that the Ministry of Transportation and Communication would be reconstructing Highway #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 (1) and (2) 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 #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 9,11, 19,21, 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.

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.

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 Plates 9,11,19,21, 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 47

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 Con. 2, E.H.S. adjacent to Heart Lake Conservation Area. (See Plate No. 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 sq. ft. 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 48

1.0 Purpose

The purpose of this Chapter is to designate Part of the East Half of Lot 6, Con. 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 Con. 2 and Con. 3, W.H.S., from Agricultural to Special Commercial uses. (See Plate No. 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 49

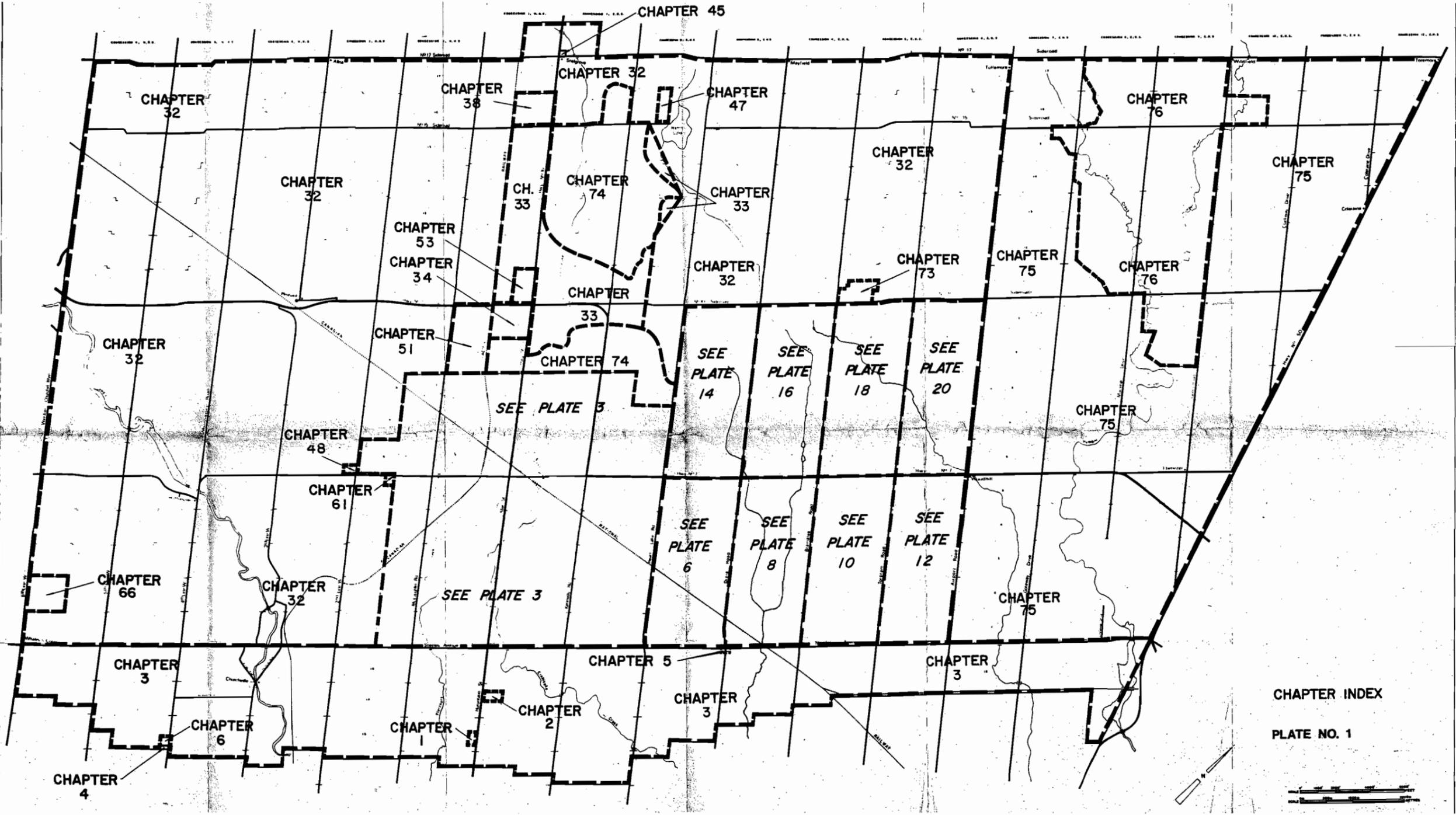
1.0 Purpose

The purpose of this Chapter is to provide for village crafts and home workshops in the smaller communities of the former Township. The map 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 homes 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

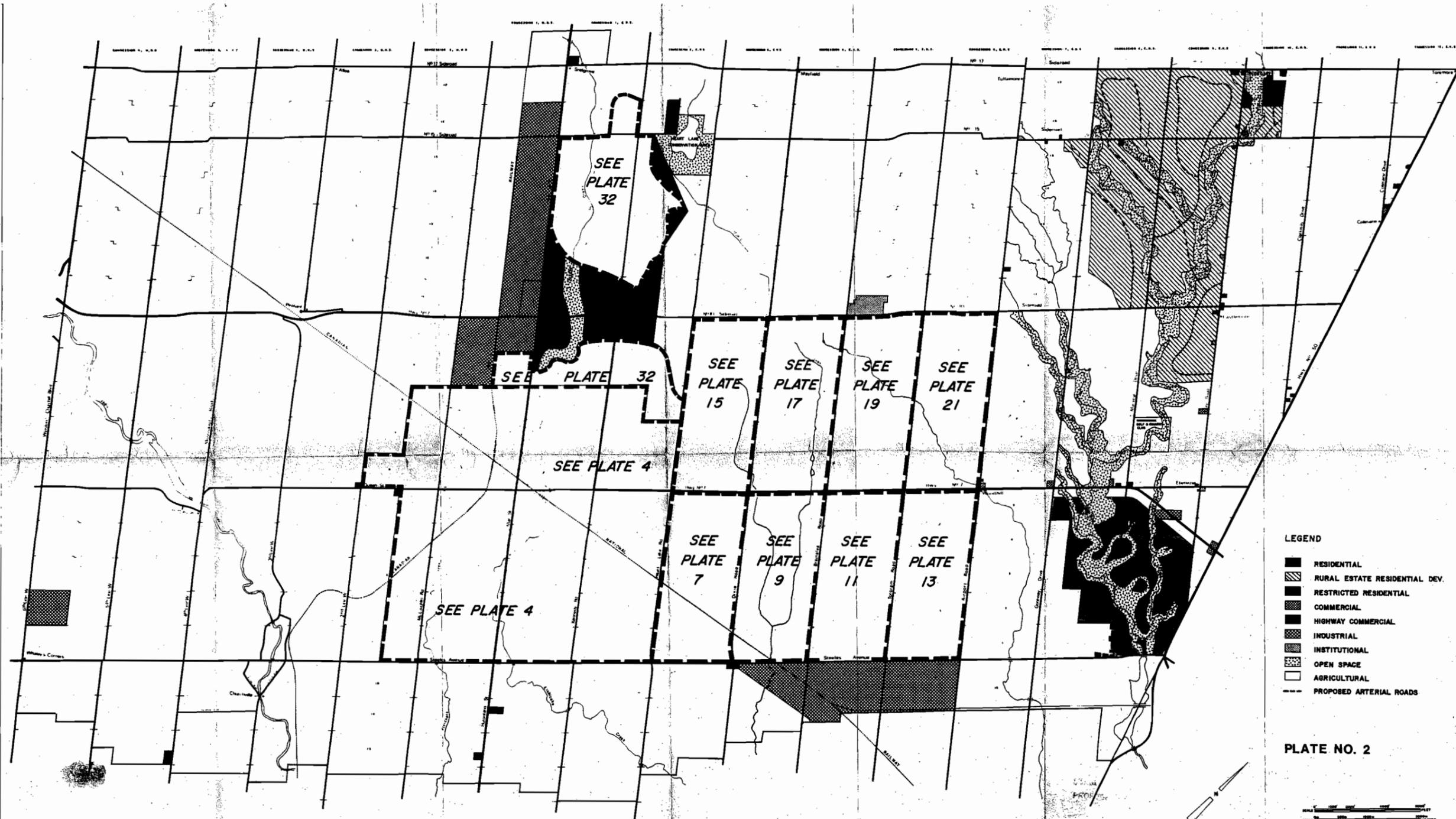
Village crafts, small village industries such as wood-working and cabinet making, hand crafting, tourists crafts and arts and handicrafts home workshops will be permitted and approved subject to the following criteria:

- 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.



CHAPTER INDEX

PLATE NO. 1

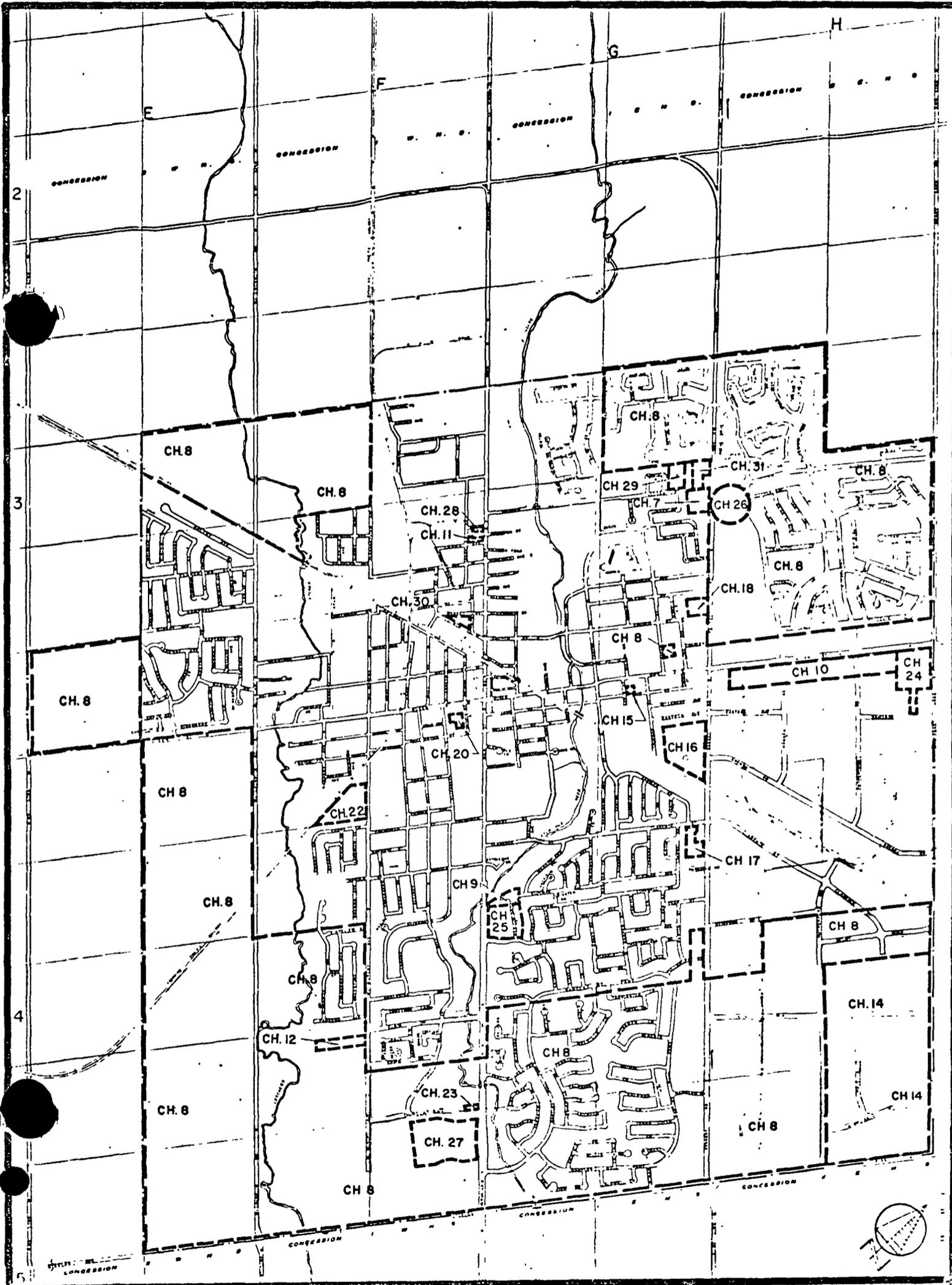


LEGEND

- RESIDENTIAL
- ▨ RURAL ESTATE RESIDENTIAL DEV.
- ▩ RESTRICTED RESIDENTIAL
- ▧ COMMERCIAL
- ▦ HIGHWAY COMMERCIAL
- ▥ INDUSTRIAL
- ▤ INSTITUTIONAL
- ▣ OPEN SPACE
- ▢ AGRICULTURAL
- PROPOSED ARTERIAL ROADS

PLATE NO. 2

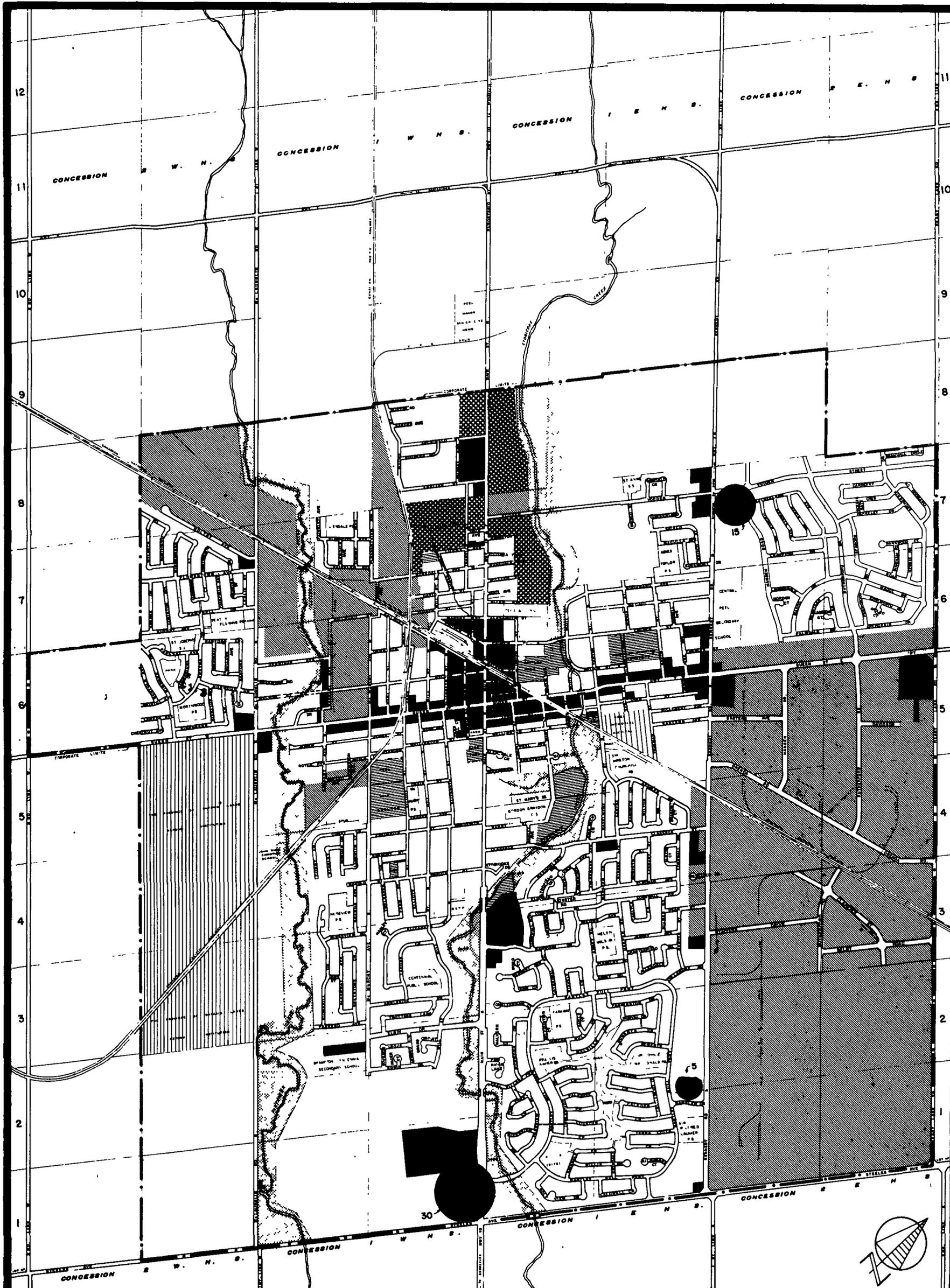




CHAPTER INDEX

**CITY OF BRAMPTON
PLANNING DEPARTMENT**

PLATE NO. 3



OFFICIAL PLAN OF THE BRAMPTON PLANNING AREA

INTERPRETATION OF THE PLAN
 THE BOUNDARIES BETWEEN CLASSES OF LAND USE SHOWN IN THIS PLAN ARE GENERAL ONLY AND ARE NOT INTENDED TO DEFINE THE EXACT LIMITS OF EACH ZONE CLASS. IT IS INTENDED THEREFORE THAT SOME ADJUSTMENTS MAY BE MADE TO THESE BOUNDARIES FOR THE PURPOSES OF ANY BY-LAW TO IMPLEMENT THIS PLAN WITHOUT THE NECESSITY OF MAKING FORMAL AMENDMENTS TO THE OFFICIAL PLAN OTHER THAN 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.

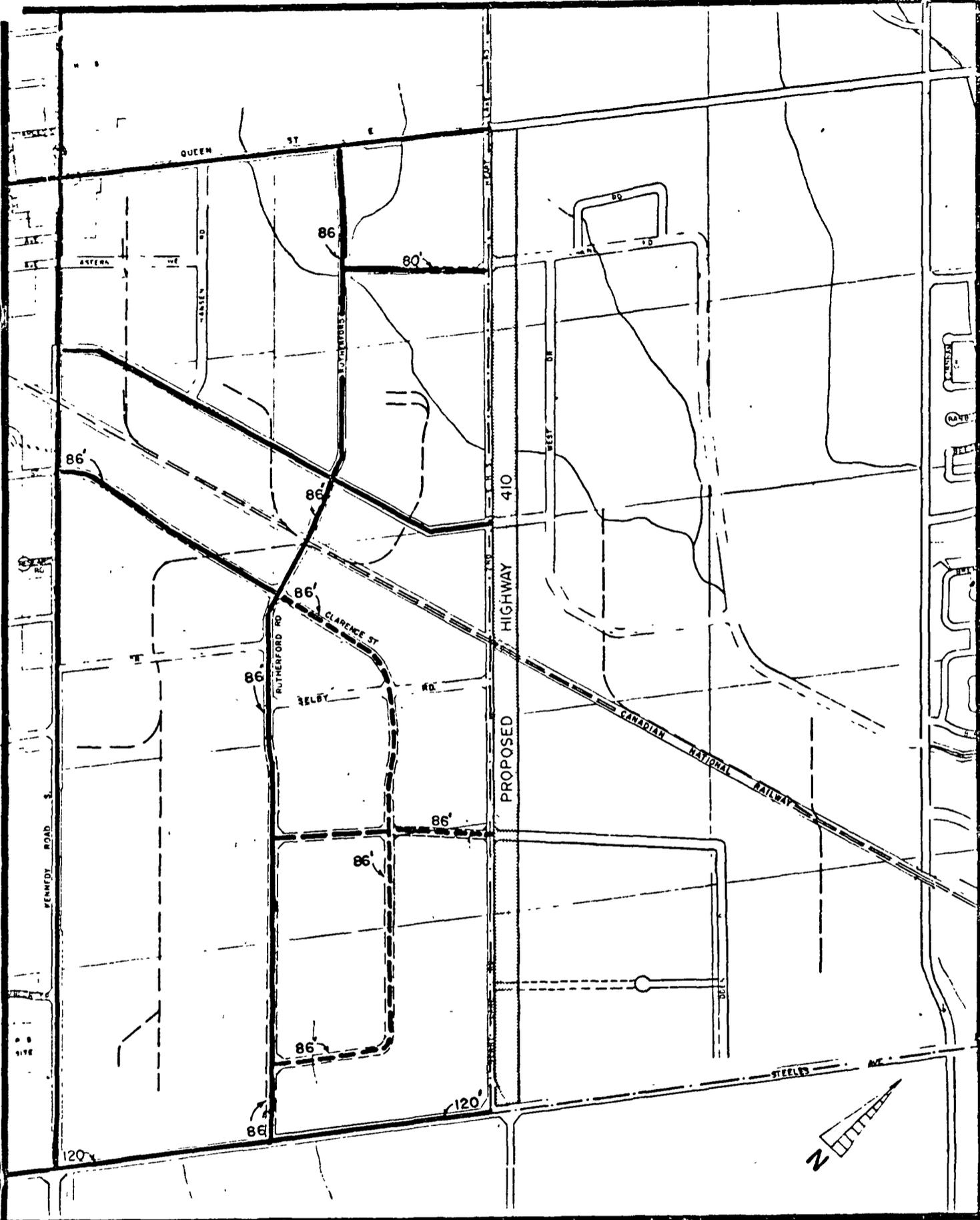
LEGEND

- | | | | |
|-----------------|--|---------------|--|
| RESIDENTIAL (R) | | OPEN SPACE | |
| COMMERCIAL (C) | | INSTITUTIONAL | |
| INDUSTRIAL (I) | | AGRICULTURAL | |
| GREENHOUSE | | | |

CITY OF BRAMPTON
 PLANNING DEPARTMENT

0' 750' 1500' 3000'

PLATE NO. 4



ROADS
— LEGEND —

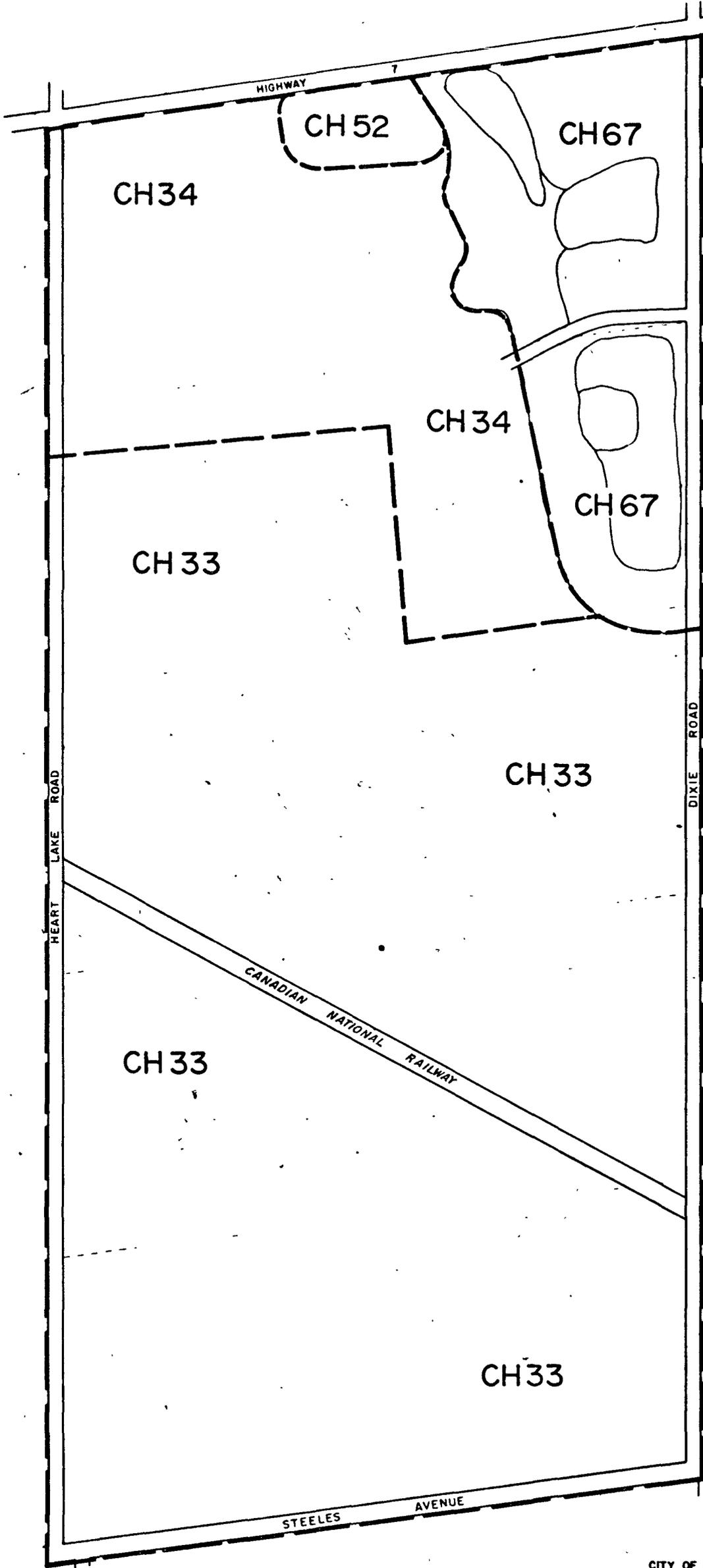
===== EXISTING RIGHT OF WAY
 ————— MAJOR ARTERIAL ROAD
 - - - - - COLLECTOR ROAD
 / / / / / AREA SUBJECT TO DETAIL DESIGN
 86' RIGHT OF WAY WIDTH AS INDICATED

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 ALIGNMENT WITHOUT THE NECESSITY
 OF MAKING FORMAL AMENDMENTS TO THE
 OFFICIAL PLAN.

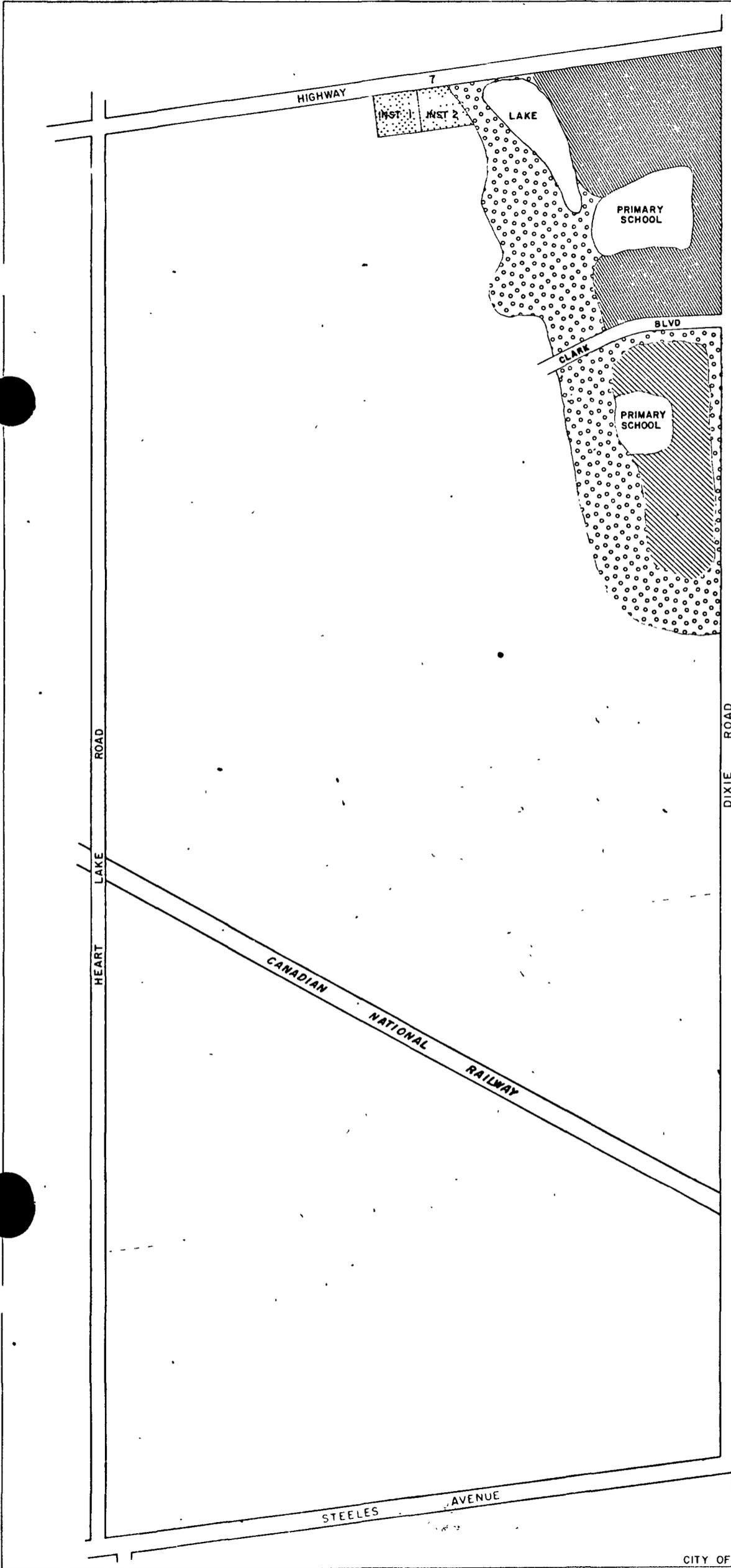
CITY OF BRAMPTON
 PLANNING DEPARTMENT

PLATE No.5

0' 500' 1000' 2000'



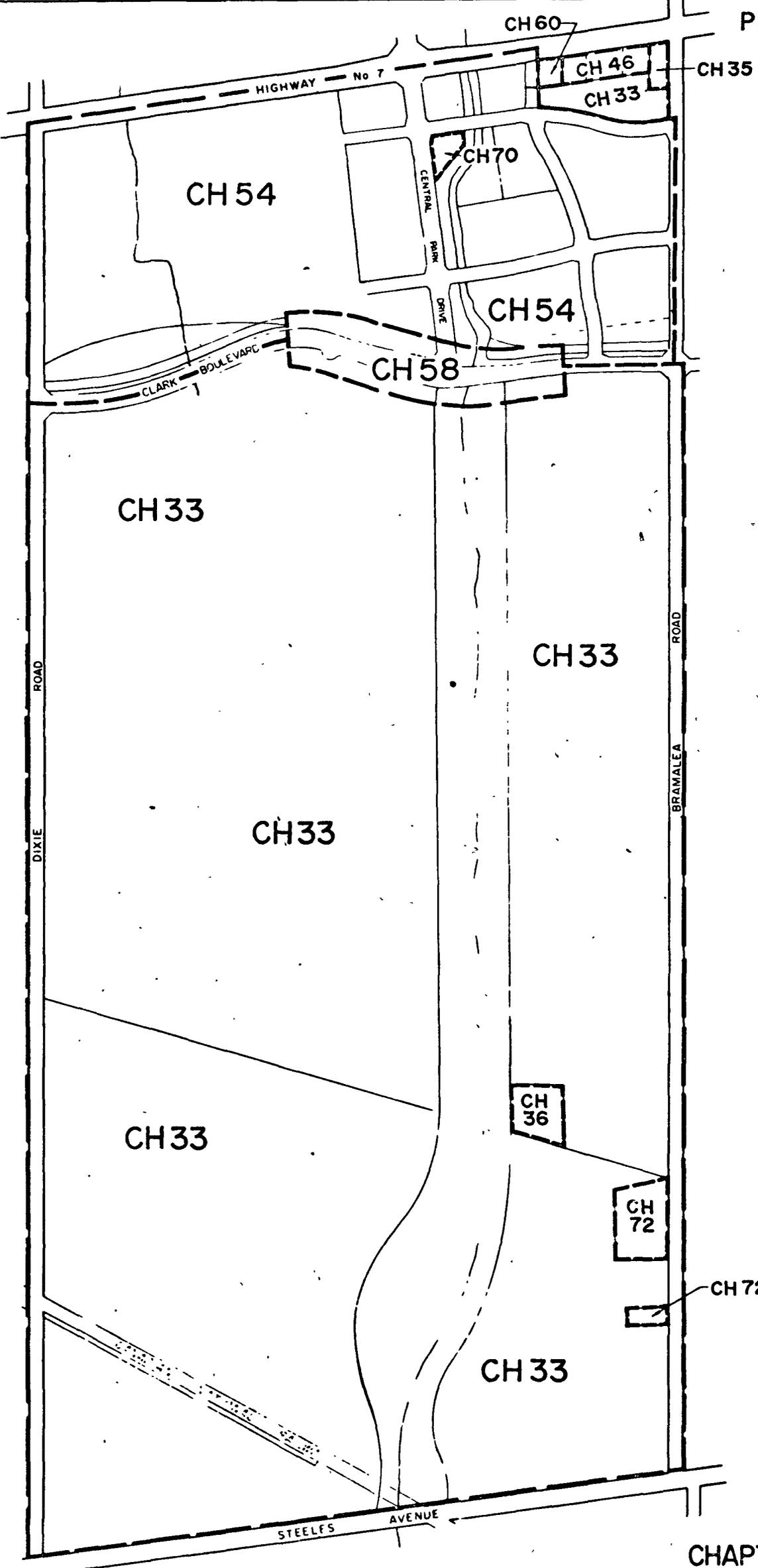
CHAPTER AREAS



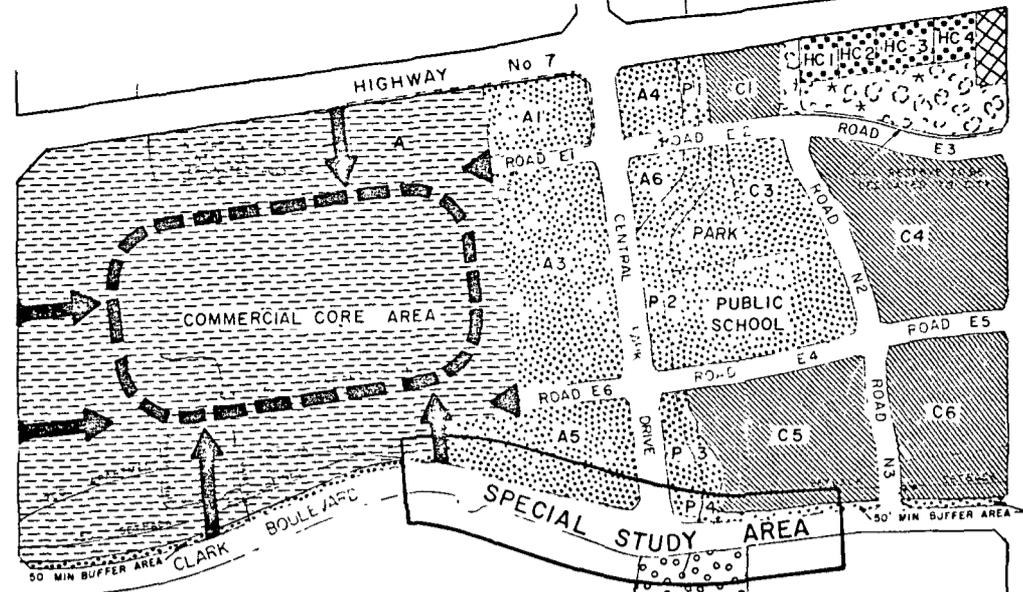
LEGEND

-  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





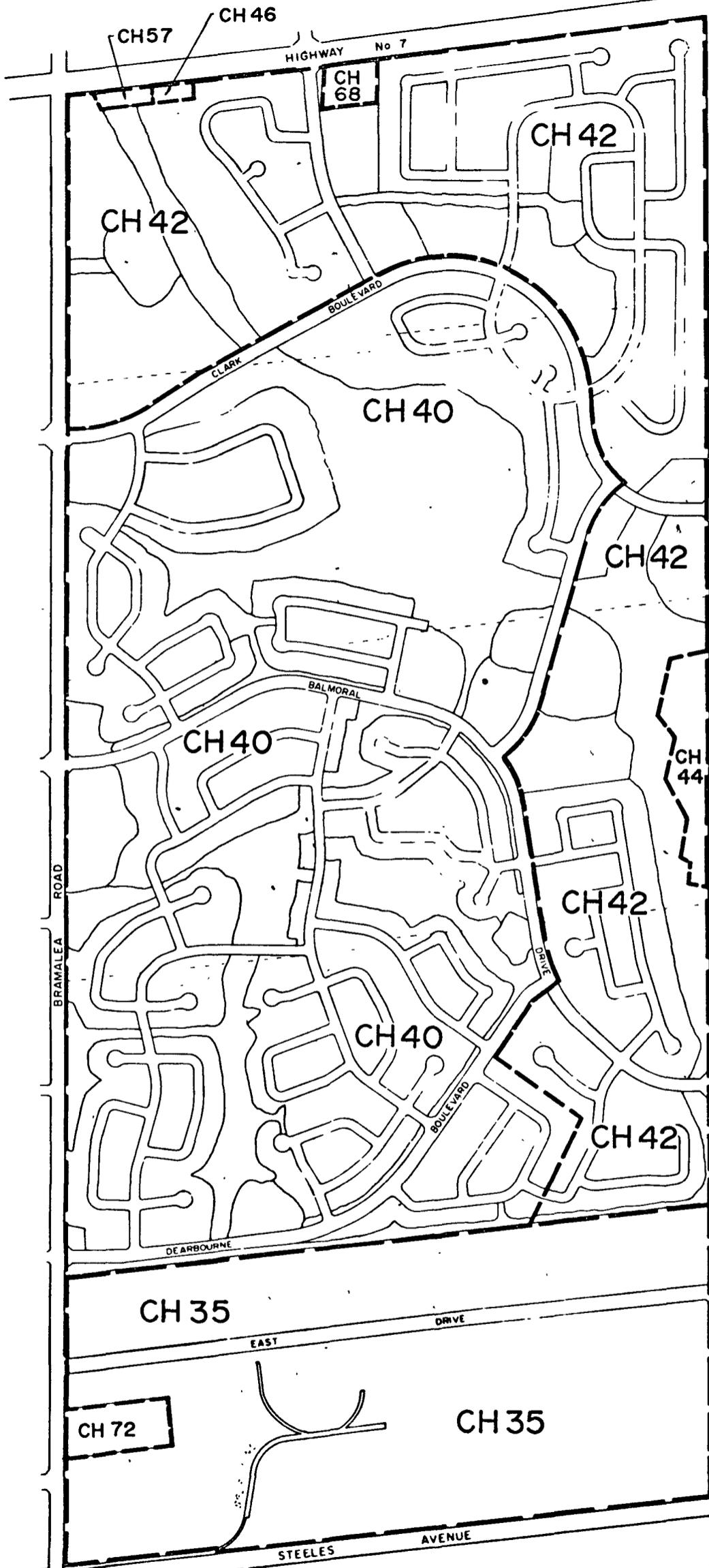
CHAPTER AREAS



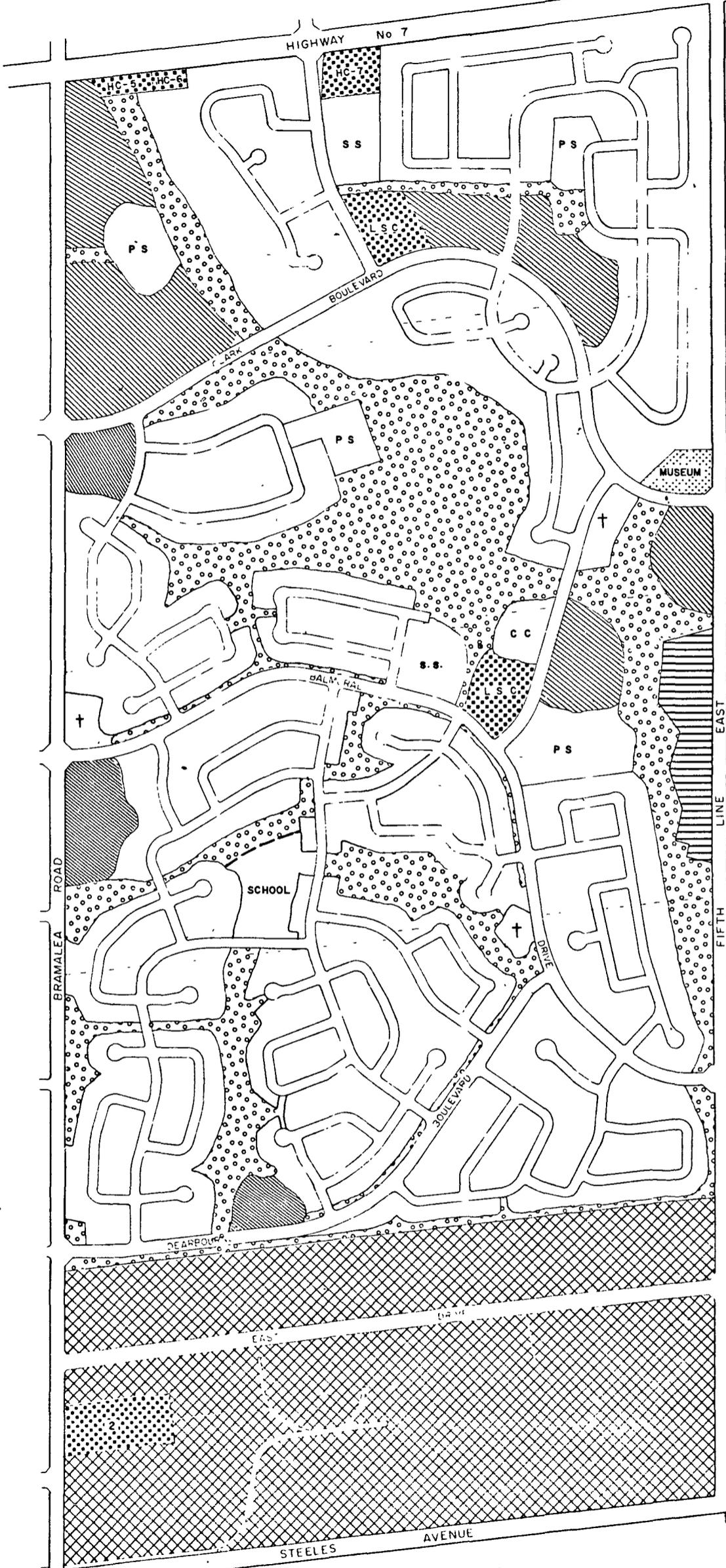
LEGEND

-  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





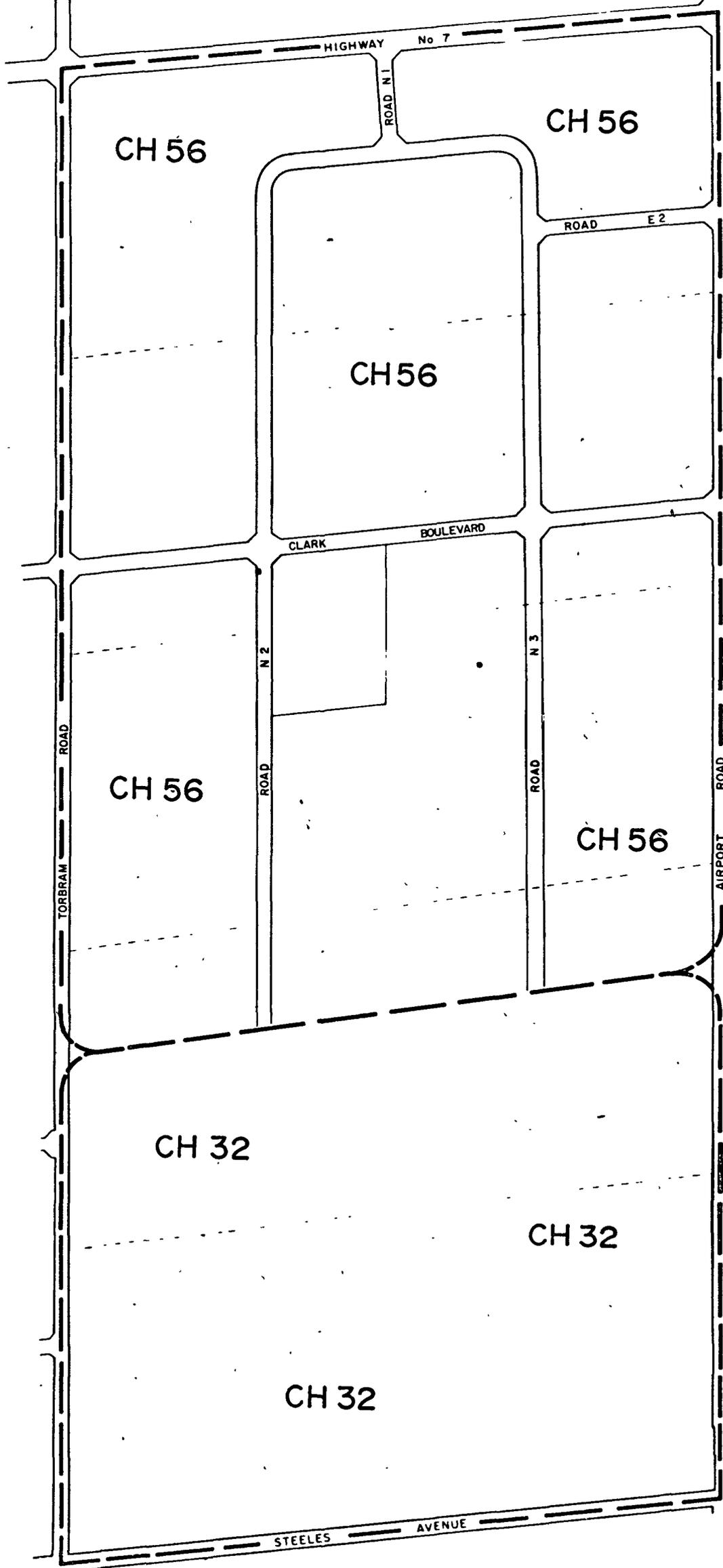
CHAPTER AREAS



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



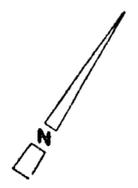


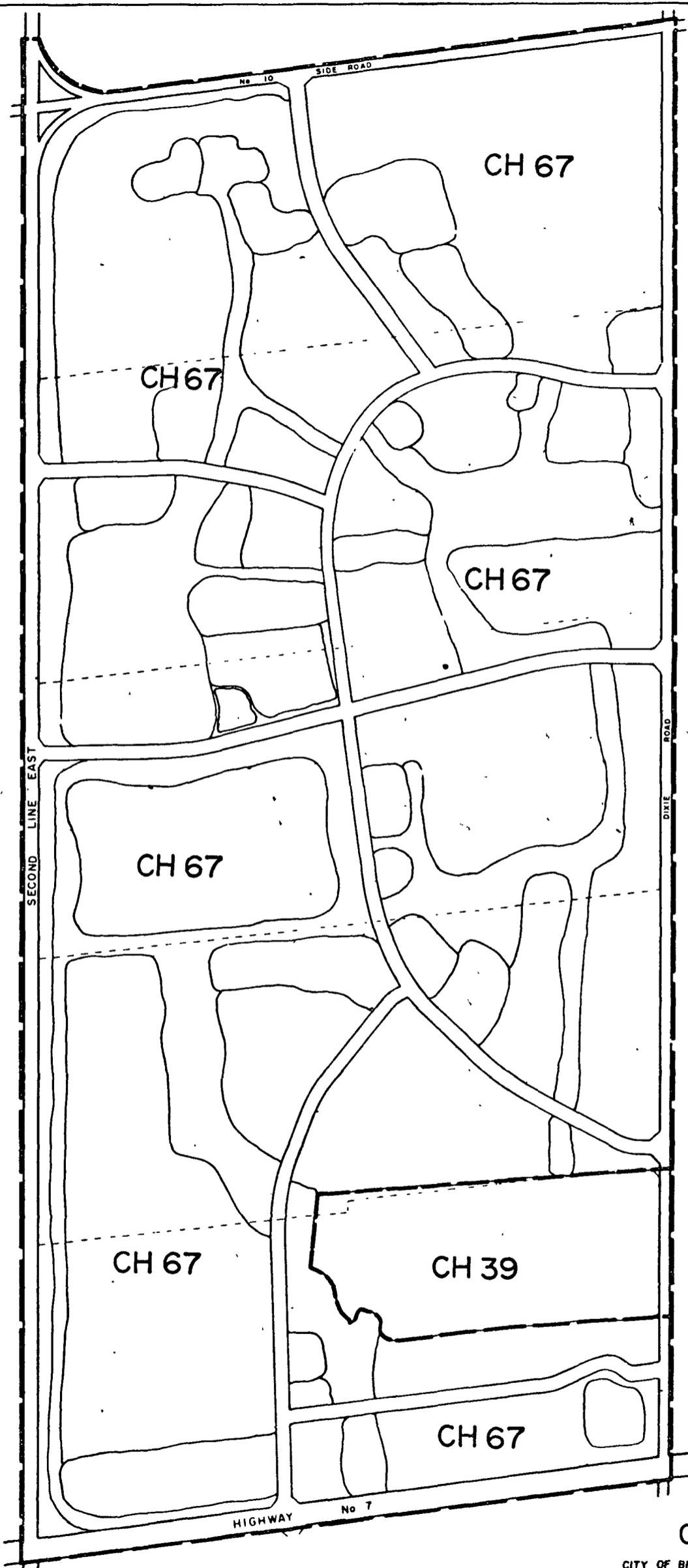
CHAPTER AREAS



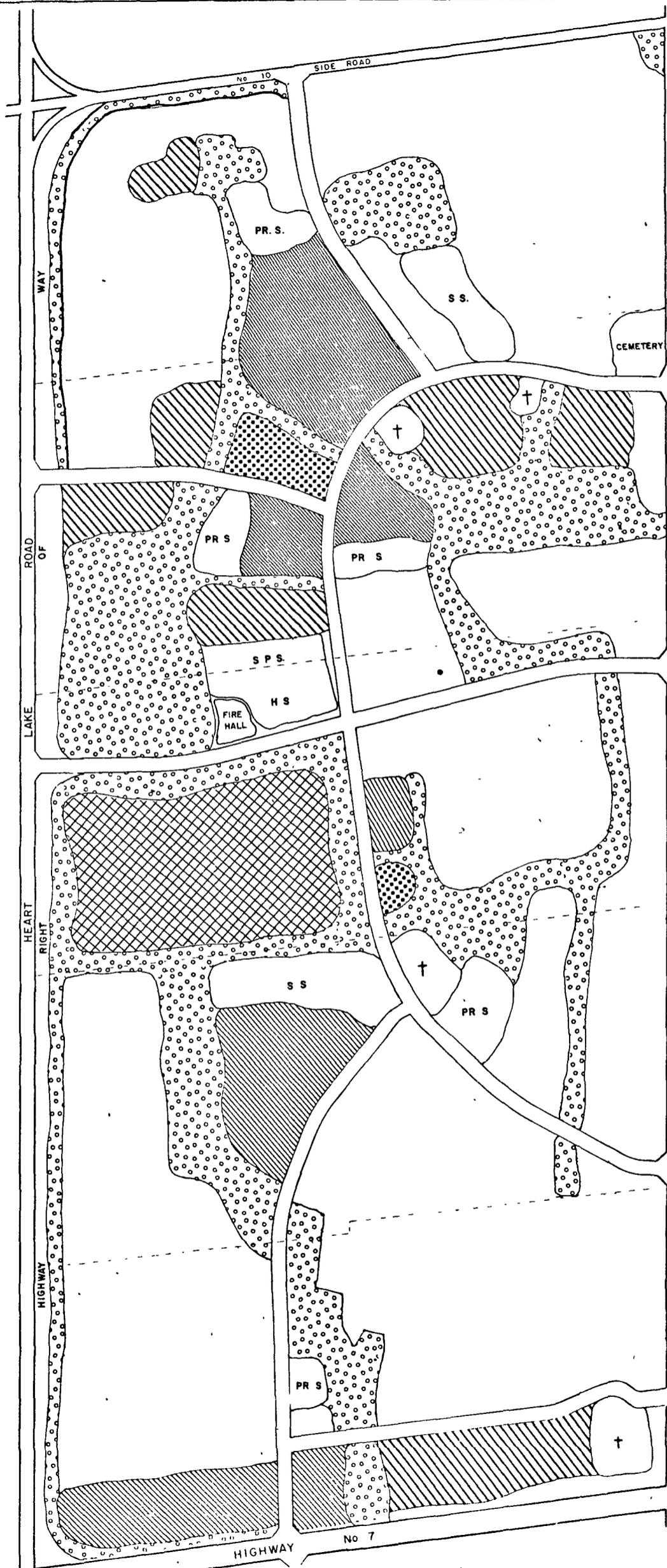
LEGEND

- A1-A6 INDUSTRIAL AREAS
- C1 SERVICE COMMERCIAL & AUTOMOTIVE CENTRE
- C2 SERVICE COMMERCIAL
- * AGRICULTURAL



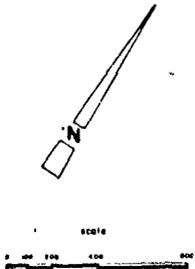


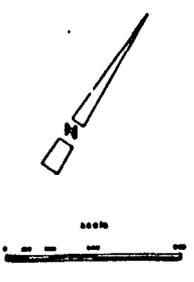
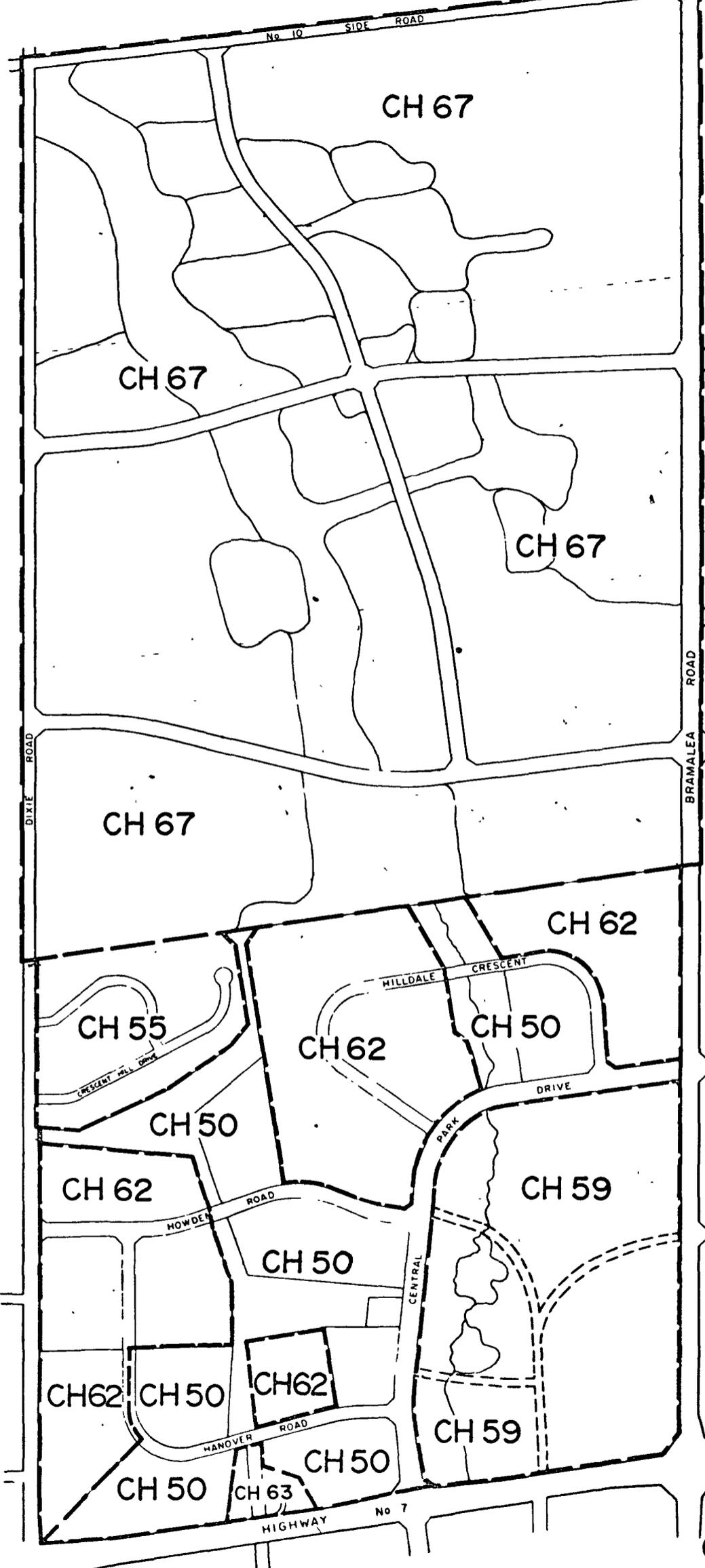
CHAPTER AREAS



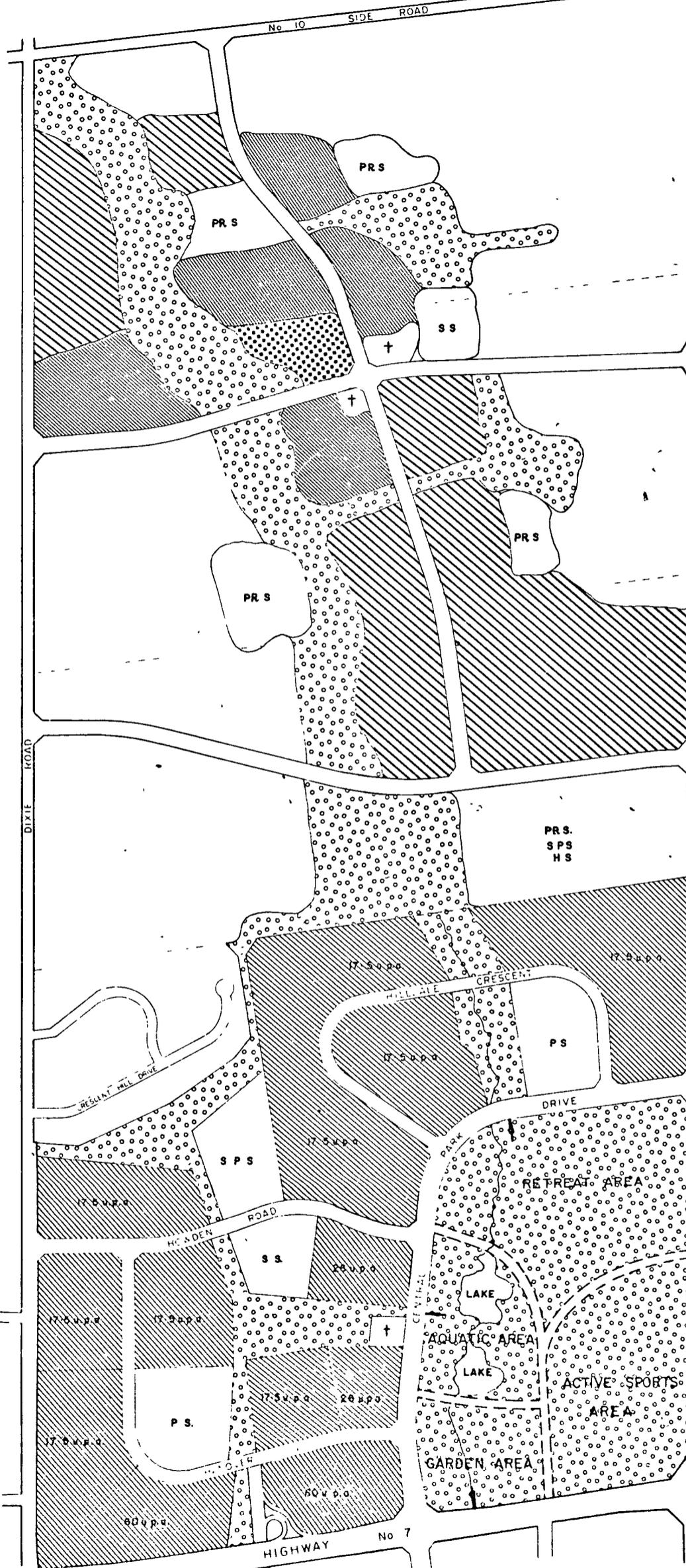
LEGEND

-  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



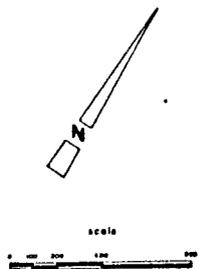


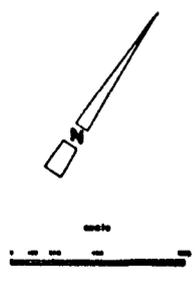
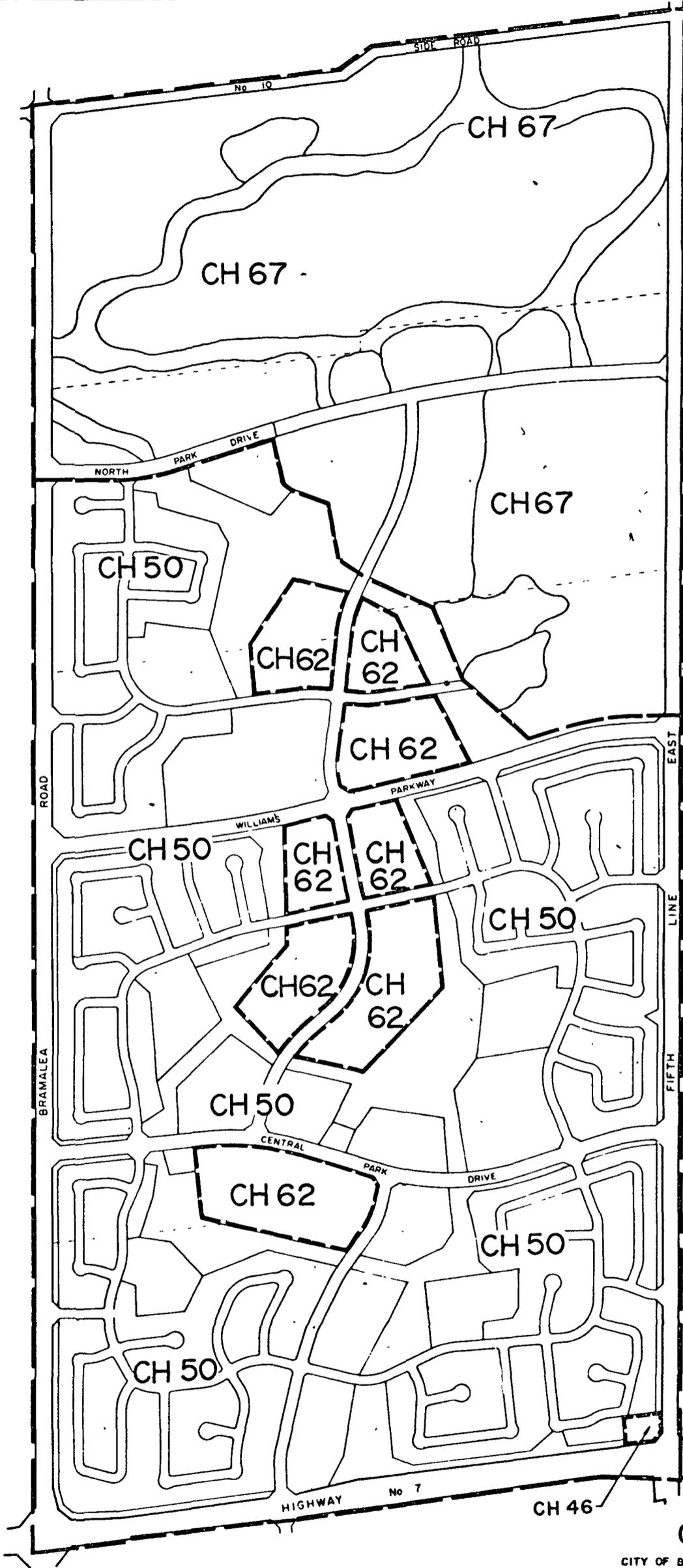
CHAPTER AREAS



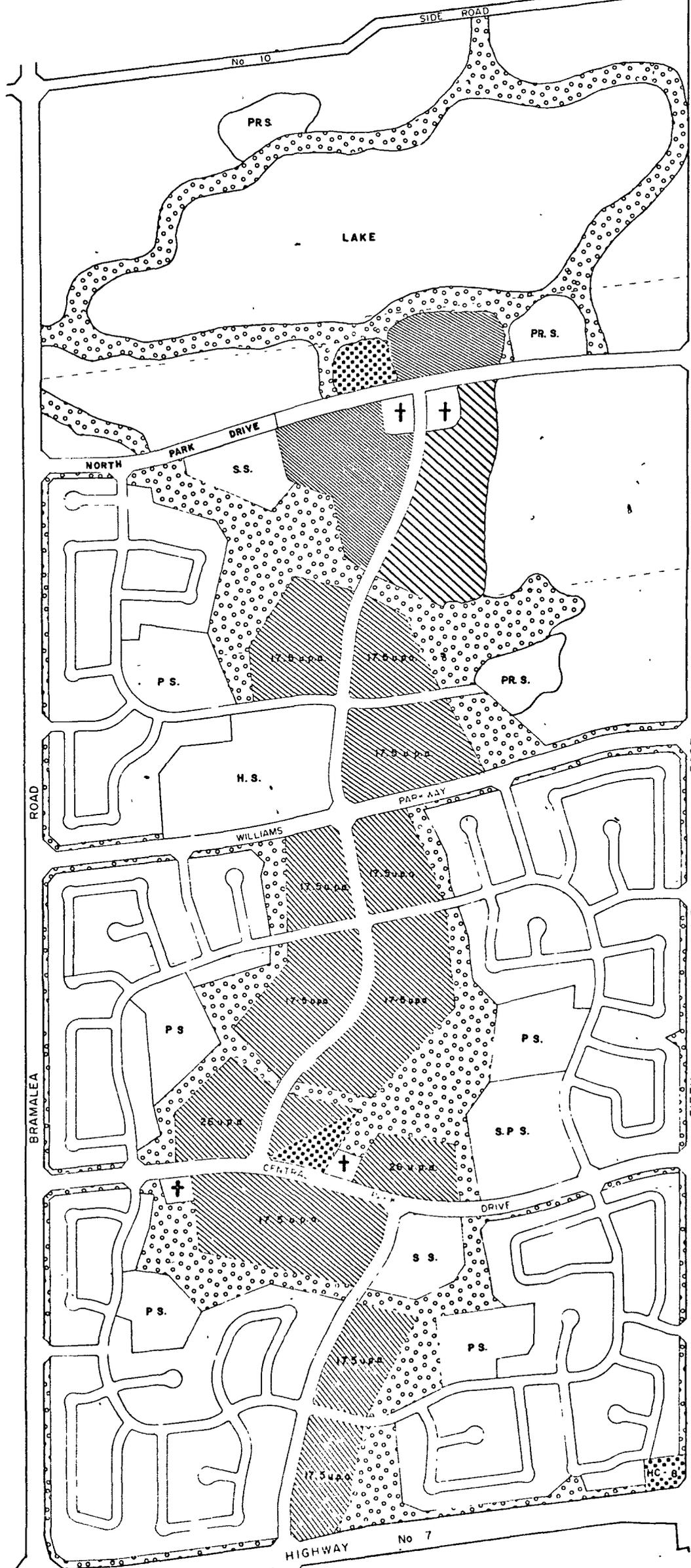
LEGEND

-  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
-  PUBLIC SCHOOL
-  SEPARATE SCHOOL
-  SENIOR PUBLIC SCHOOL
-  HIGH SCHOOL
-  PRIMARY SCHOOL
-  OPEN SPACE LINK





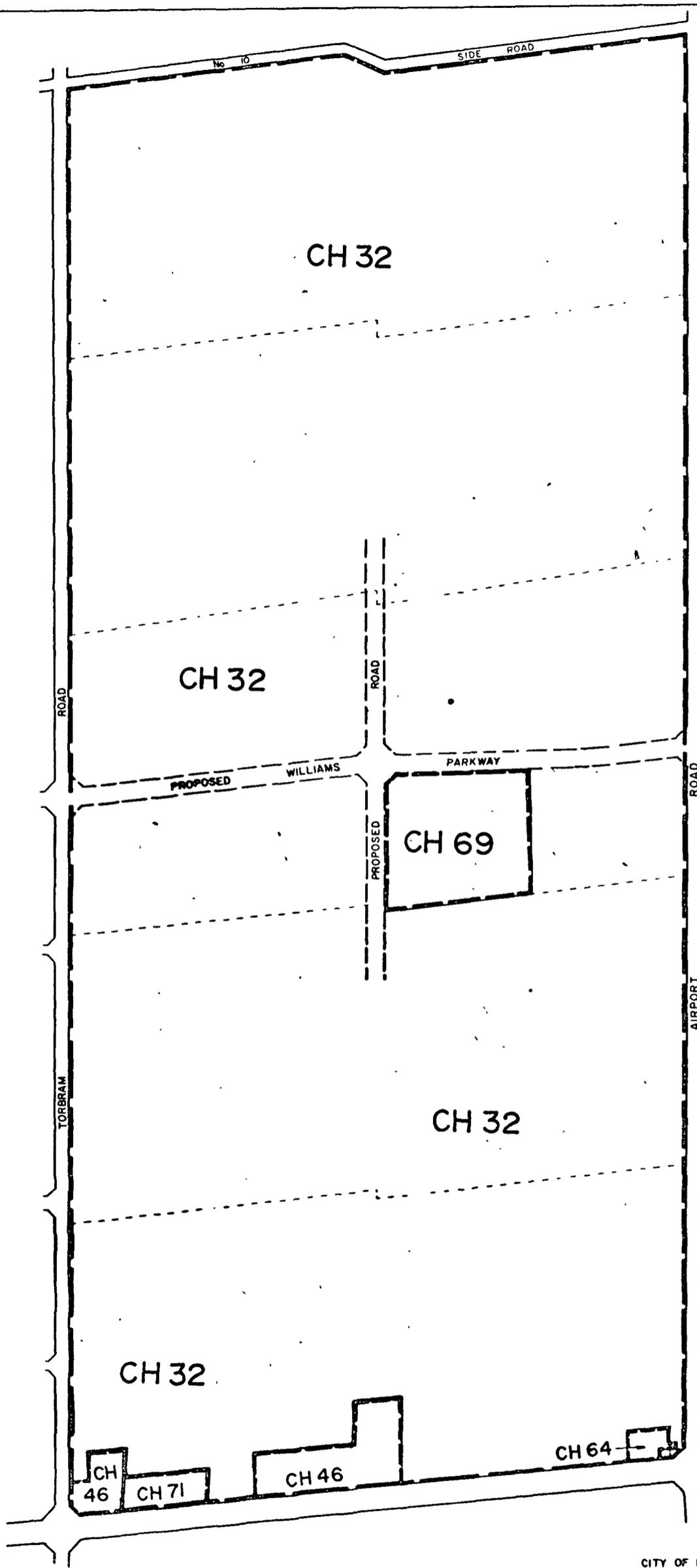
CHAPTER AREAS



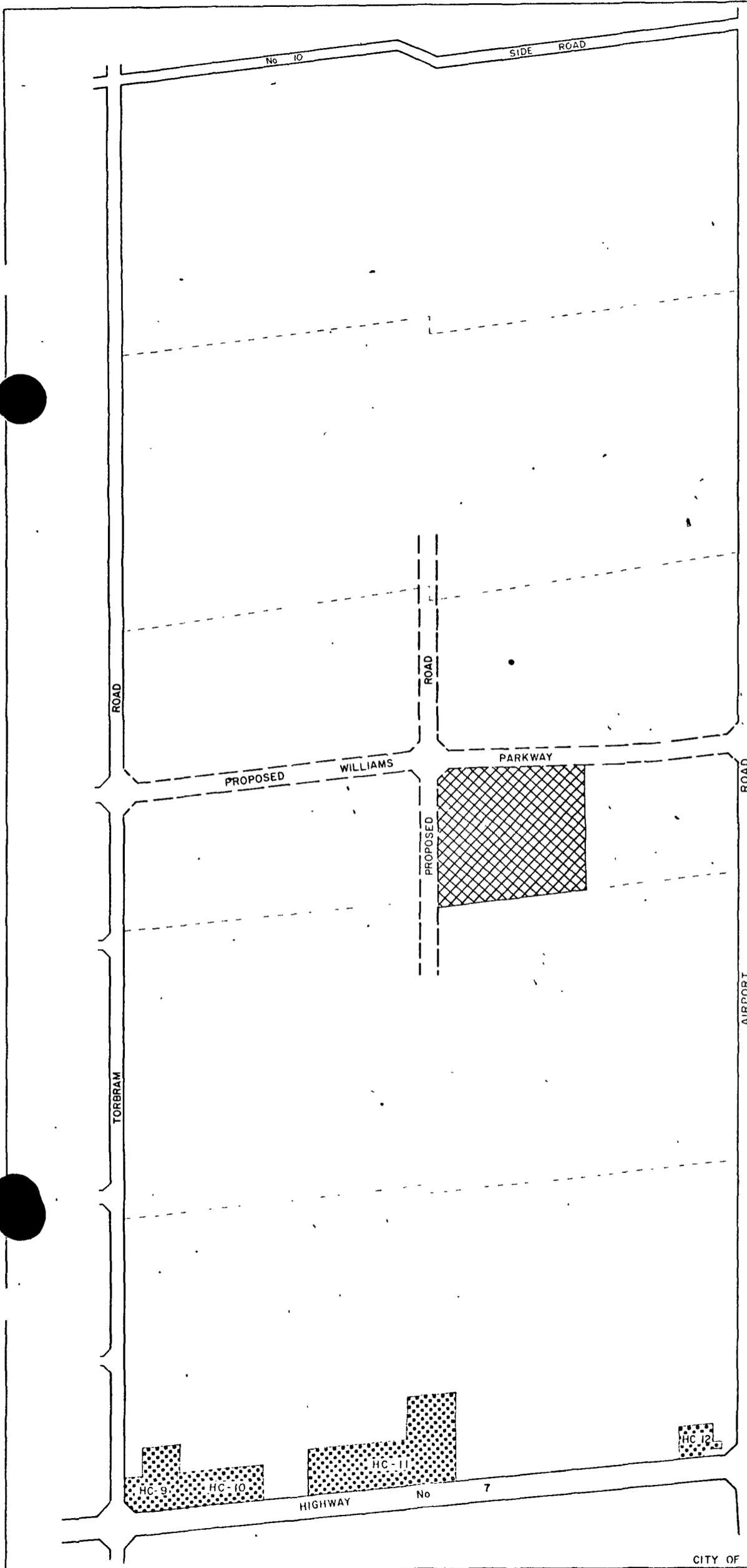
LEGEND

-  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
-  PUBLIC SCHOOL
-  SENIOR PUBLIC SCHOOL
-  HIGH SCHOOL
-  SEPARATE SCHOOL
-  CHURCH
-  PRIMARY SCHOOL





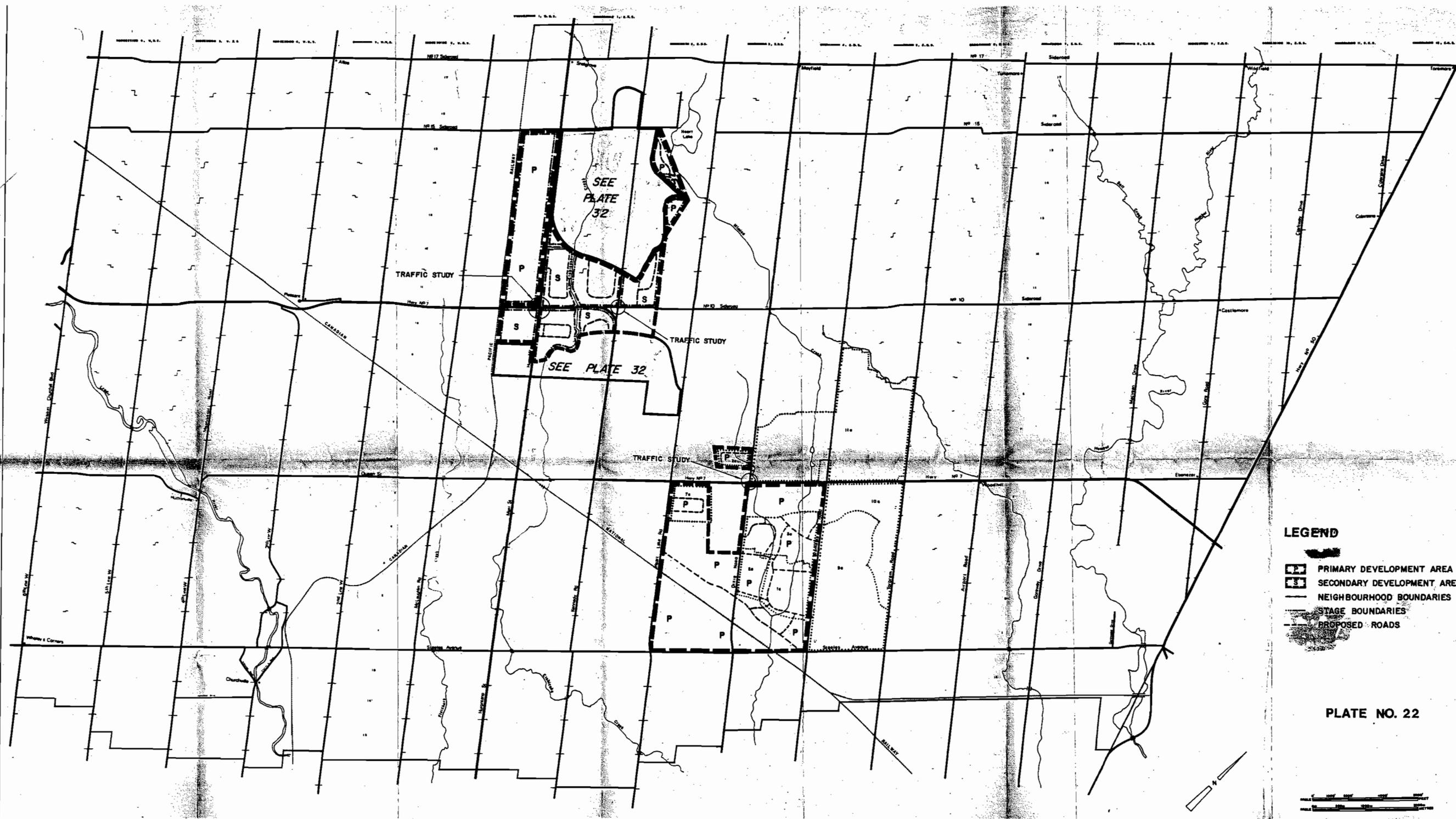
CHAPTER AREAS



LEGEND

-  DRIVE-IN FOOD RESTAURANT
-  RESIDENTIAL, WAREHOUSING, RETAIL & WHOLESALE
-  AUTO REPAIRS, SALES OF NEW OR USED CARS
-  AUTOMOBILE SERVICE STATION
-  INDUSTRIAL (Municipal Works Centre - Service Complex, Fire Station - Training Centre)
-  AGRICULTURAL

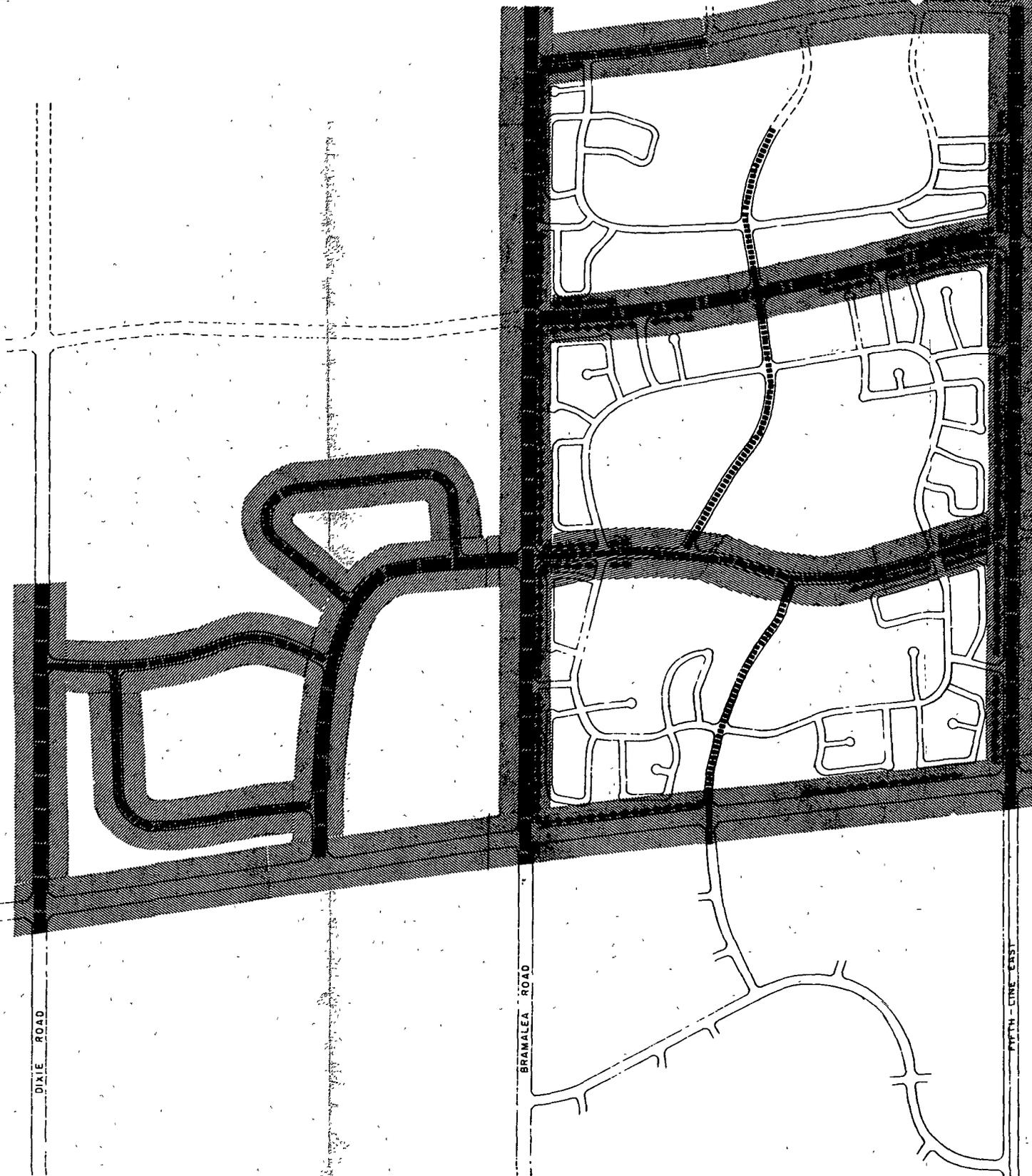




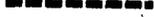
- LEGEND**
-  PRIMARY DEVELOPMENT AREA
 -  SECONDARY DEVELOPMENT AREA
 -  NEIGHBOURHOOD BOUNDARIES
 -  STAGE BOUNDARIES
 -  PROPOSED ROADS

PLATE NO. 22





LEGEND

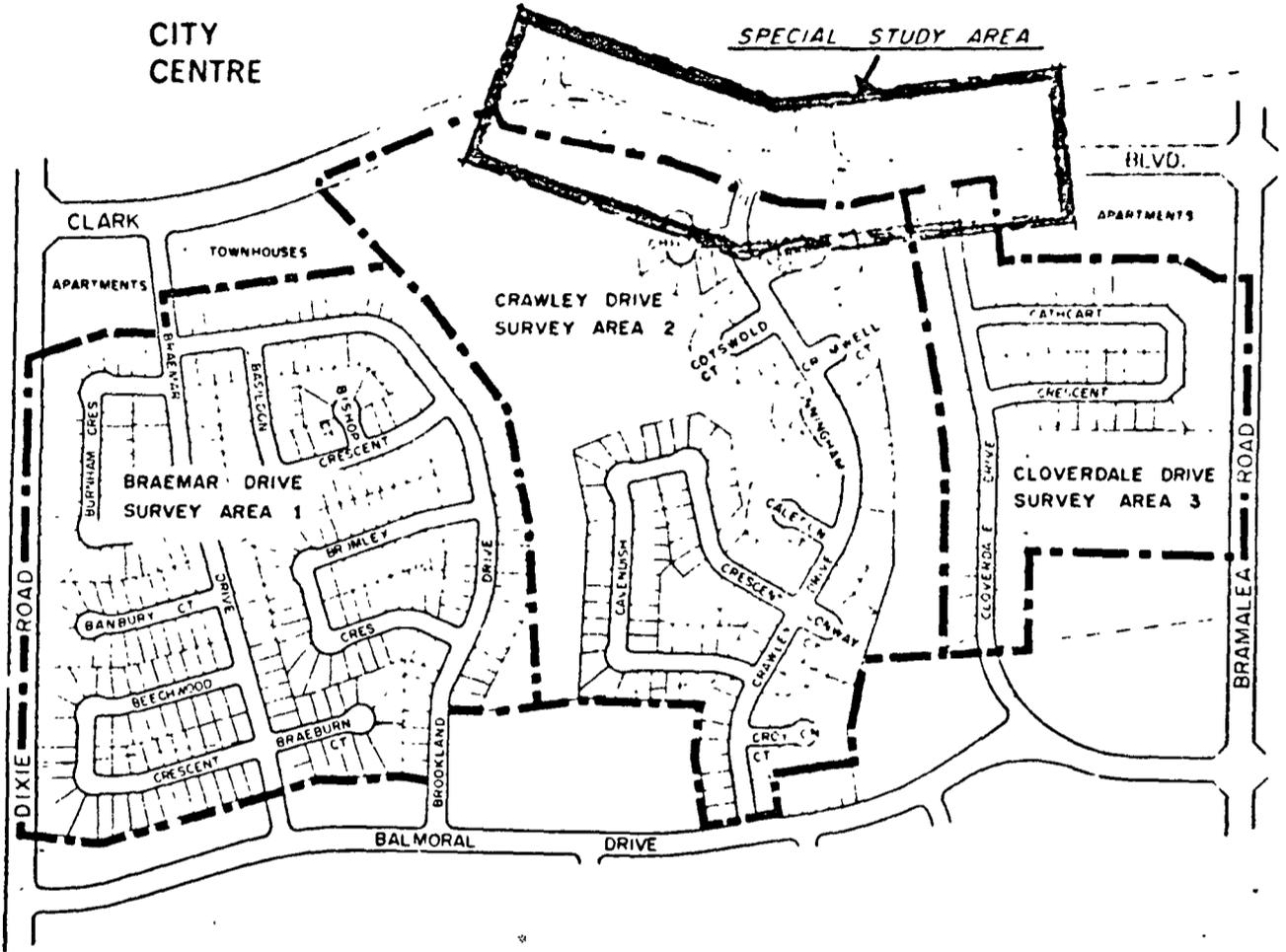
- 130' RIGHT OF WAY 
- 106' RIGHT OF WAY 
- 100' RIGHT OF WAY 
- 86' RIGHT OF WAY 
- 66' RIGHT OF WAY 
- LIMITED ACCESS 
- REVERSE FRONTAGES 



Canadian Mitchell Associates Limited Consulting Engineers and Town Planners
 70 Bramalea Road, Bramalea, Ontario March 1969 Dwg No 411 6 - C - 16

CITY
CENTRE

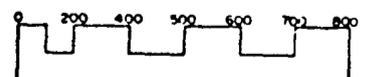
SPECIAL STUDY AREA



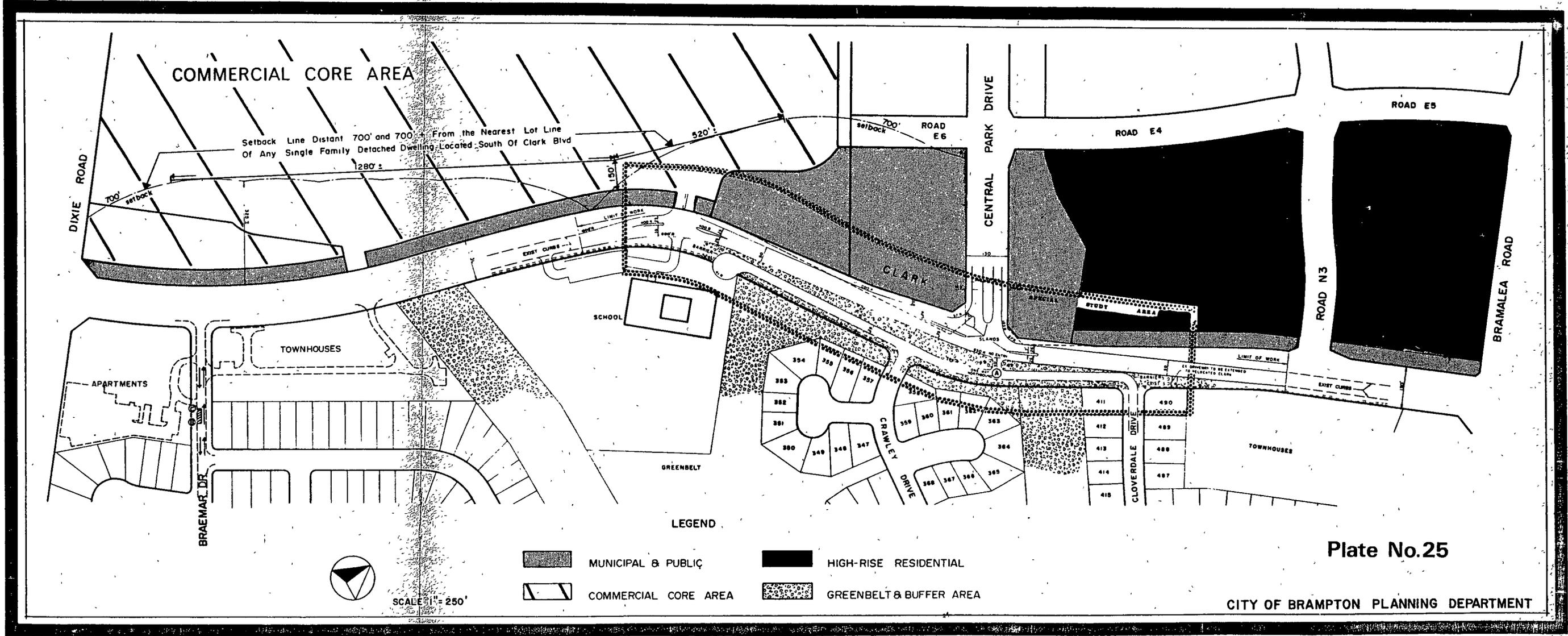
SURVEY AREAS

Plate No.24

Scale in Feet



CITY OF BRAMPTON PLANNING DEPT.



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

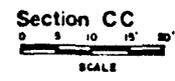
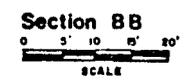
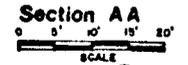
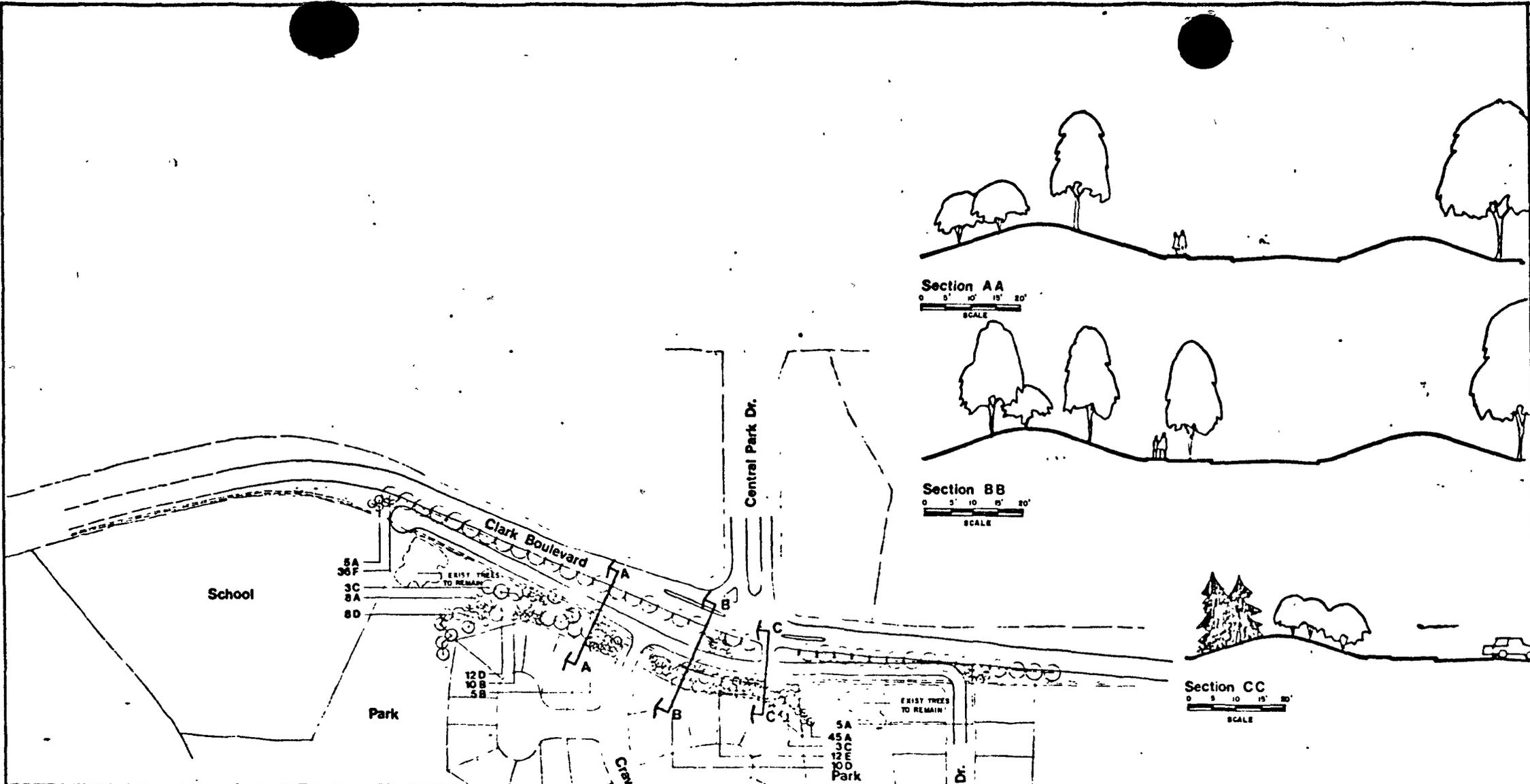
Plate No.25

LEGEND

-  MUNICIPAL & PUBLIC
-  HIGH-RISE RESIDENTIAL
-  COMMERCIAL CORE AREA
-  GREENBELT & BUFFER AREA

SCALE 1" = 250'

CITY OF BRAMPTON PLANNING DEPARTMENT



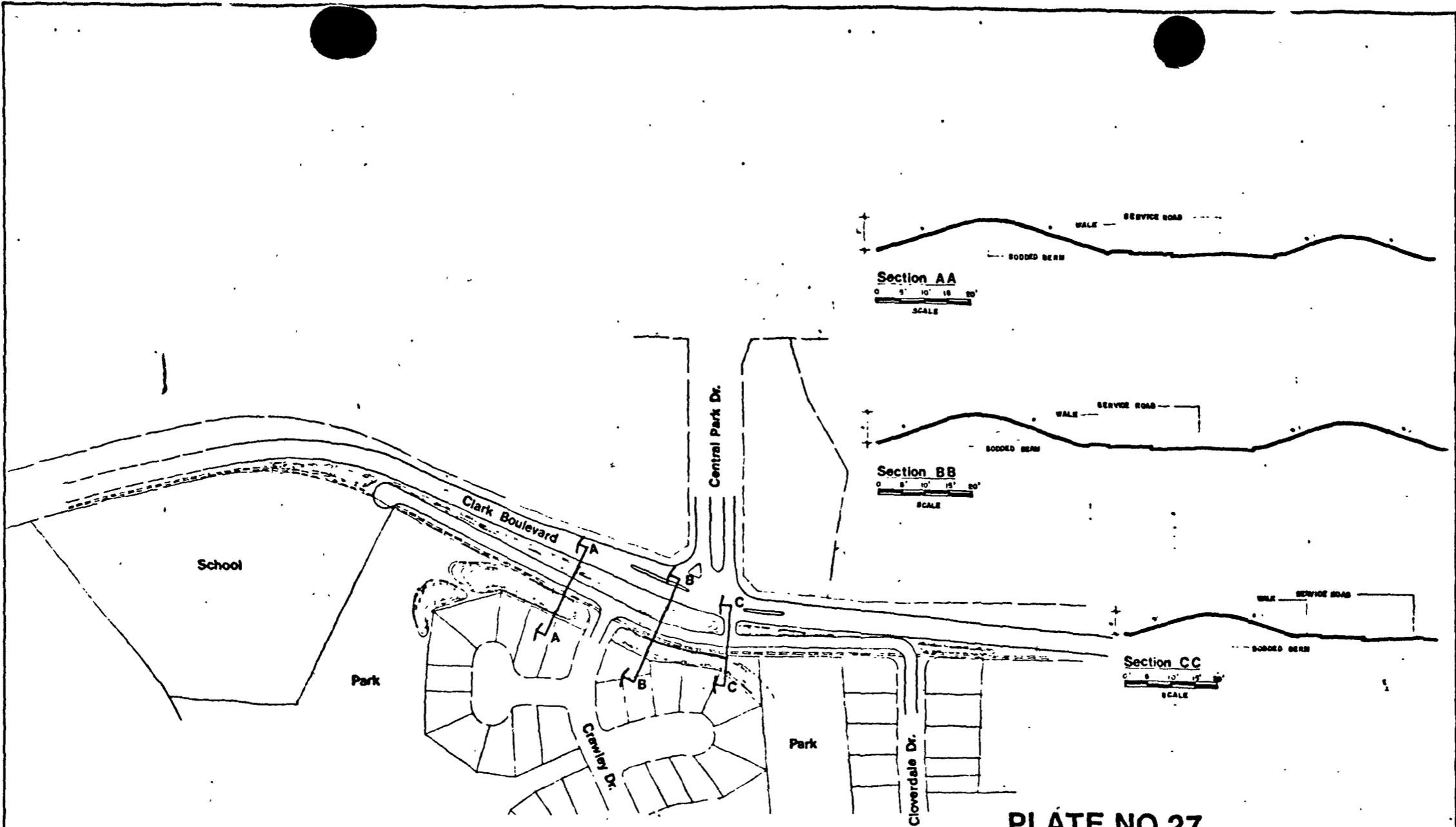
PLANT LIST

Key	Botanical Name	Common Name	Qty	Size	Col.	Spac.	Remarks
A	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
B	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
C	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
D	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
E	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
F	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
G	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
H	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
I	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
J	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
K	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
L	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
M	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
N	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
O	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
P	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
Q	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
R	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
S	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
T	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
U	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
V	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
W	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
X	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
Y	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	
Z	PLANT SPECIES	PLANT SPECIES	10	10"	10'	10'	

PLATE NO.26
Planting Plan
Clark Boulevard Realignment
Landscape Treatment

Johnson Sustronk Weinstein
+ Associates



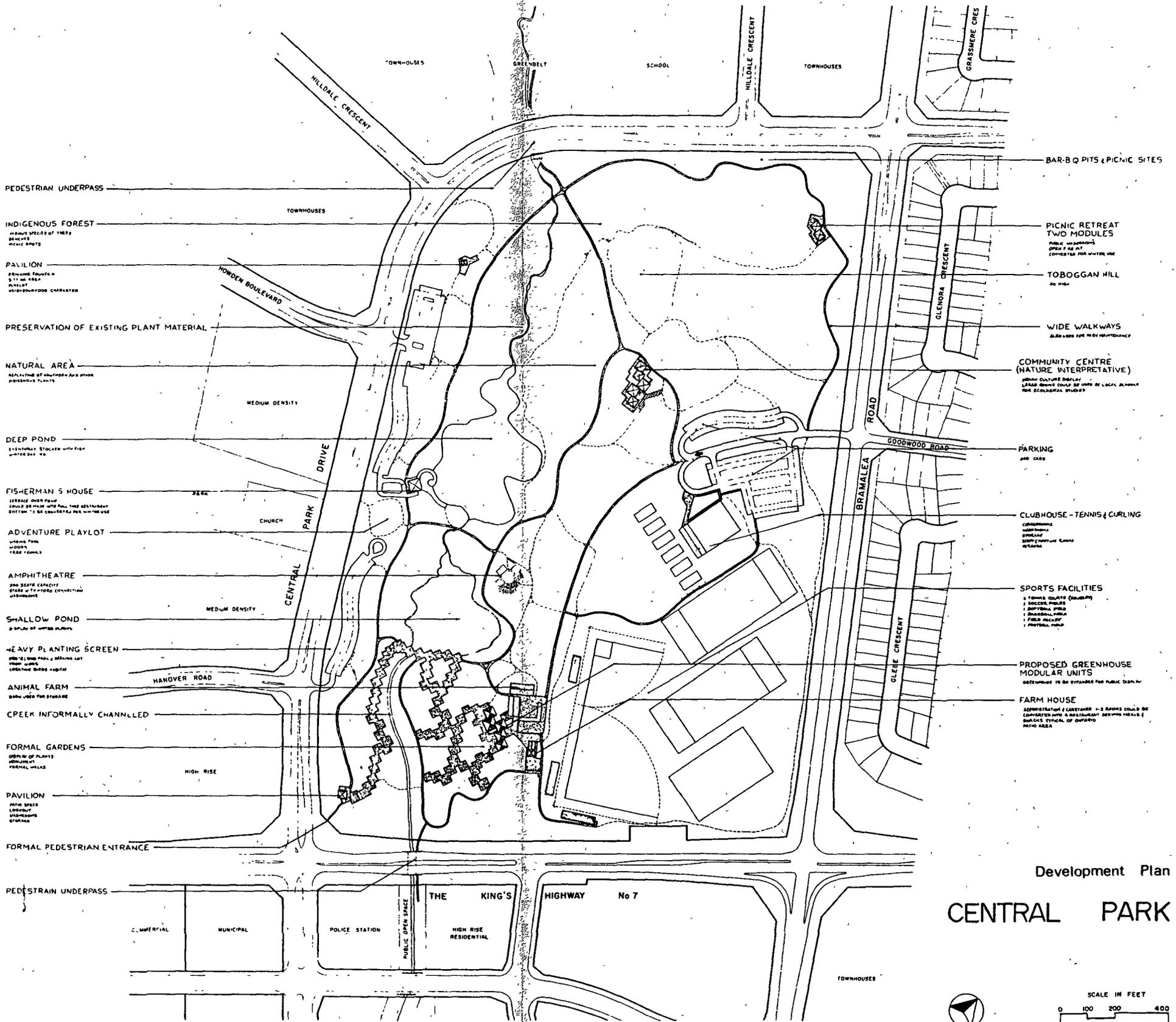


NOTES
 1) CONTOUR INTERVALS AT 1' SHOWN SEPARATELY

PLATE NO.27
 Grading Plan
 Clark Boulevard Realignment
 Landscape Treatment

Johnson Sustrunk Weinstein
 + Associates

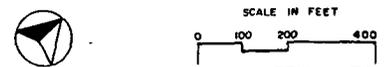


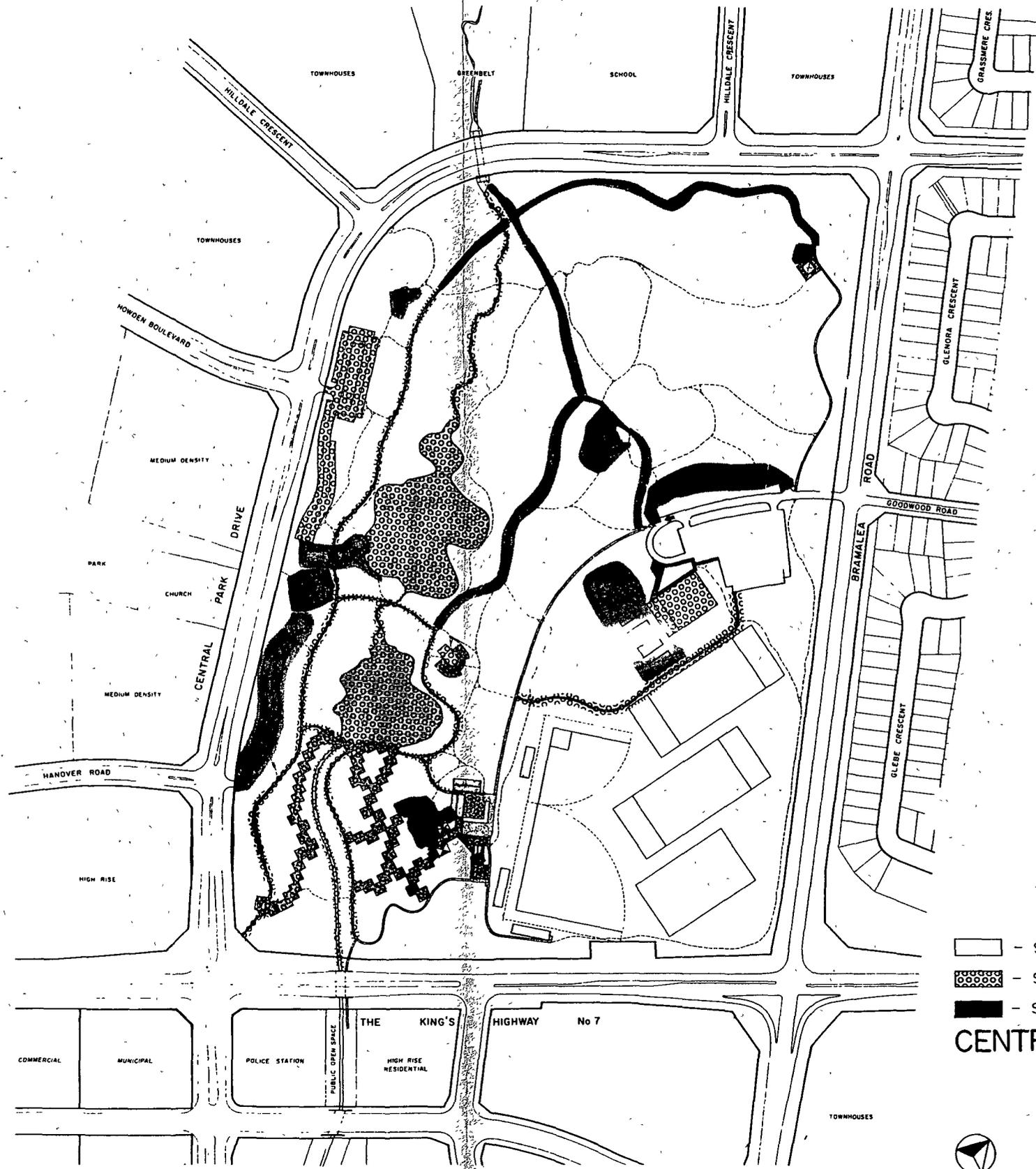


- PEDESTRIAN UNDERPASS
- INDIGENOUS FOREST
NATIVE SPECIES OF TREES
BENCHES
MOUND SPOTS
- PAVILION
BRIDGE FOUNTAIN
5.77 AC 1987
PLAYSET
WILDBIRD/FOOD CHARACTER
- PRESERVATION OF EXISTING PLANT MATERIAL
- NATURAL AREA
REPLANTING OF EXISTING AND OTHER
ADJACENT PLANTS
- DEEP POND
ESSENTIALLY STOCKED WITH FISH
WATER 200' DIA
- FISHERMAN'S HOUSE
SERVISE OVER POND
COULD BE MADE INTO PUB/THE RESTAURANT
BOTTOM TO BE CONCRETE/SEE WATER USE
- ADVENTURE PLAYLOT
WOODEN FRAME
TOWER TOWERS
- AMPHITHEATRE
200 SEATS CAPACITY
STAGE WITH VIDEO CONNECTION
UNDERGROUND
- SHALLOW POND
A DISPLAY OF WATER PLANTS
- HEAVY PLANTING SCREEN
500' X 100' POND PARK & MOUNTAIN LAY
FROM SOUTH
CONCRETE BRIDGE - CAPITAL
- ANIMAL FARM
SOME USED FOR STORAGE
- CREEK INFORMALLY CHANNELLED
- FORMAL GARDENS
DISPLAY OF PLANTS
MONUMENT
FORMAL WALKS
- PAVILION
PATIO SPACE
CONCRETE
WILDBIRDS
STORAGE
- FORMAL PEDESTRIAN ENTRANCE

- BAR-B-Q PITS & PICNIC SITES
- PICNIC RETREAT
TWO MODULES
PUBLIC USE/SPONSORS
OFFICE USE/NET
CONVERTER FOR WATER USE
- TOBOGGAN HILL
40' HIGH
- WIDE WALKWAYS
ALSO USED FOR ICE SKATING/RECREATION
- COMMUNITY CENTRE
(NATURE INTERPRETIVE)
PUB/ART DISPLAY
LARGE ROOMS COULD BE USED BY LOCAL MUSEUM
FOR ECOLOGICAL STUDIES
- PARKING
200 CARS
- CLUBHOUSE - TENNIS & CURLING
CAFETERIA
LOCKERS
SWIMMING
SQUASH COURT
RECREATION
- SPORTS FACILITIES
TENNIS COURTS (INDOOR)
SOCCER PITCHES
SOFTBALL PITCH
BASKETBALL PITCH
FIELD HOCKEY
HOCKEY PITCH
- PROPOSED GREENHOUSE
MODULAR UNITS
DETERMINED TO BE EXPANDED FOR PUBLIC DISPLAY
- FARM HOUSE
ADMINISTRATIVE & CARETAKER - 2 ROOMS COULD BE
CONVERTED INTO A BIRD FEEDING SERVICE HALL &
BARN/USE TYPICAL OF OUTRIDE
PATIO AREA

Development Plan
CENTRAL PARK

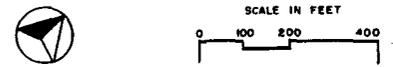


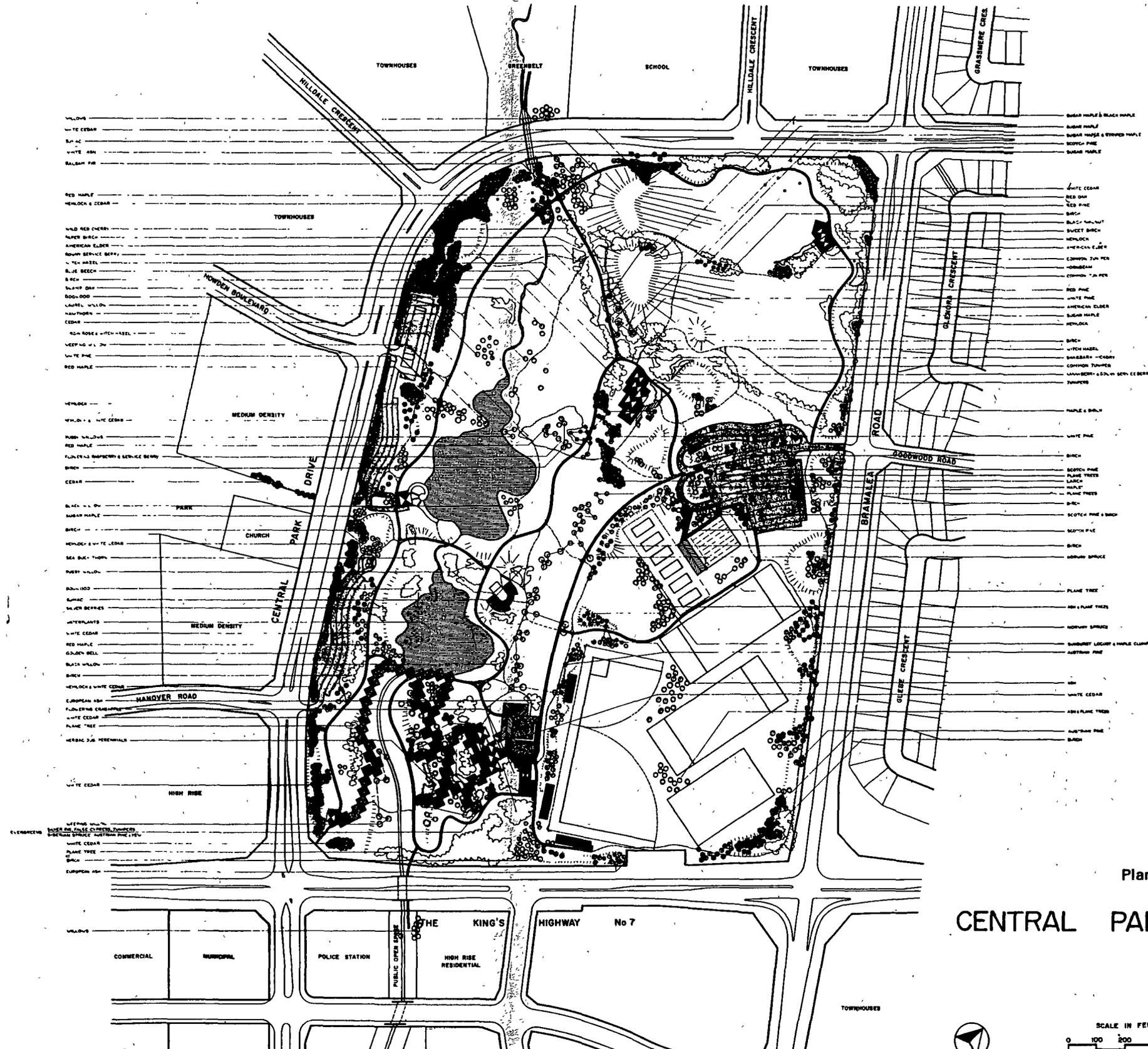


Staging

- - Stage I
- ▨ - Stage II
- - Stage III

CENTRAL PARK





WILLOW
 WHITE CEDAR
 SYPHAC
 WHITE ASH
 BALSAM FIR

RED MAPLE
 HEMLOCK & CEDAR

WILD RED CHERRY
 SILVER BIRCH
 AMERICAN ELDER
 SHOWN SERVICE BERRY
 YEW BEECH
 BLUE BEECH
 BIRCH
 SYPHAC
 DOGWOOD
 LAUREL WILLOW
 HAWTHORN
 CEDAR
 ROSE HAZEL
 WEeping WILLOW
 WHITE PINE
 RED MAPLE

HEMLOCK
 WILLOW & WHITE CEDAR

RUSH WILLOW
 RED MAPLE
 FUNERAL BIRCH & SERVICE BERRY
 BIRCH
 CEDAR

BLACK WILLOW
 SUGAR MAPLE
 BIRCH
 HEMLOCK & WHITE CEDAR
 SEA BUCKTHORN
 RUSH WILLOW

DOGWOOD
 SYPHAC
 SILVER BERRIES
 HYDRANTHUS
 WHITE CEDAR
 RED MAPLE
 GLOBE WILLOW
 BLACK WILLOW
 BIRCH

HEMLOCK & WHITE CEDAR
 EUROPEAN ASH
 FLYING DUTCHMAN
 WHITE CEDAR
 PLANE TREE
 HERBACEOUS PERENNIALS

WHITE CEDAR
 HIGH RISE

WILLOW
 SYPHAC
 BIRCH
 EUROPEAN ASH

WILLOW
 COMMERCIAL
 MUNICIPAL
 POLICE STATION
 PUBLIC OPEN SPACE
 THE KING'S
 HIGH RISE RESIDENTIAL

SUGAR MAPLE & BLACK MAPLE
 SUGAR MAPLE
 SUGAR MAPLE & STRIPED MAPLE
 SCOTCH PINE
 SUGAR MAPLE

WHITE CEDAR
 RED MAPLE
 RED PINE
 BIRCH
 BLACK WILLOW
 SWEET BIRCH
 HEMLOCK
 AMERICAN ELDER
 COMMON JUN PER
 COMMON JUN PER
 RED PINE
 WHITE PINE
 AMERICAN ELDER
 SUGAR MAPLE
 HEMLOCK
 BIRCH
 WITCH HAZEL
 SHARBAR - CEDAR
 COMMON THORN
 COMMON THORN

MAPLE & BIRCH
 WHITE PINE

BIRCH
 SCOTCH PINE
 PLANE TREES
 LARCH
 MAPLE
 PLANE TREES

BIRCH
 SCOTCH PINE & BIRCH
 SCOTCH PINE
 BIRCH

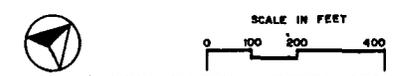
HORVATH SPRUCE
 PLANE TREE
 ASH & PLANE TREES

HORVATH SPRUCE
 SUNSHINE LOGGY & MAPLE CLUMPS
 AUSTRALIAN PINE

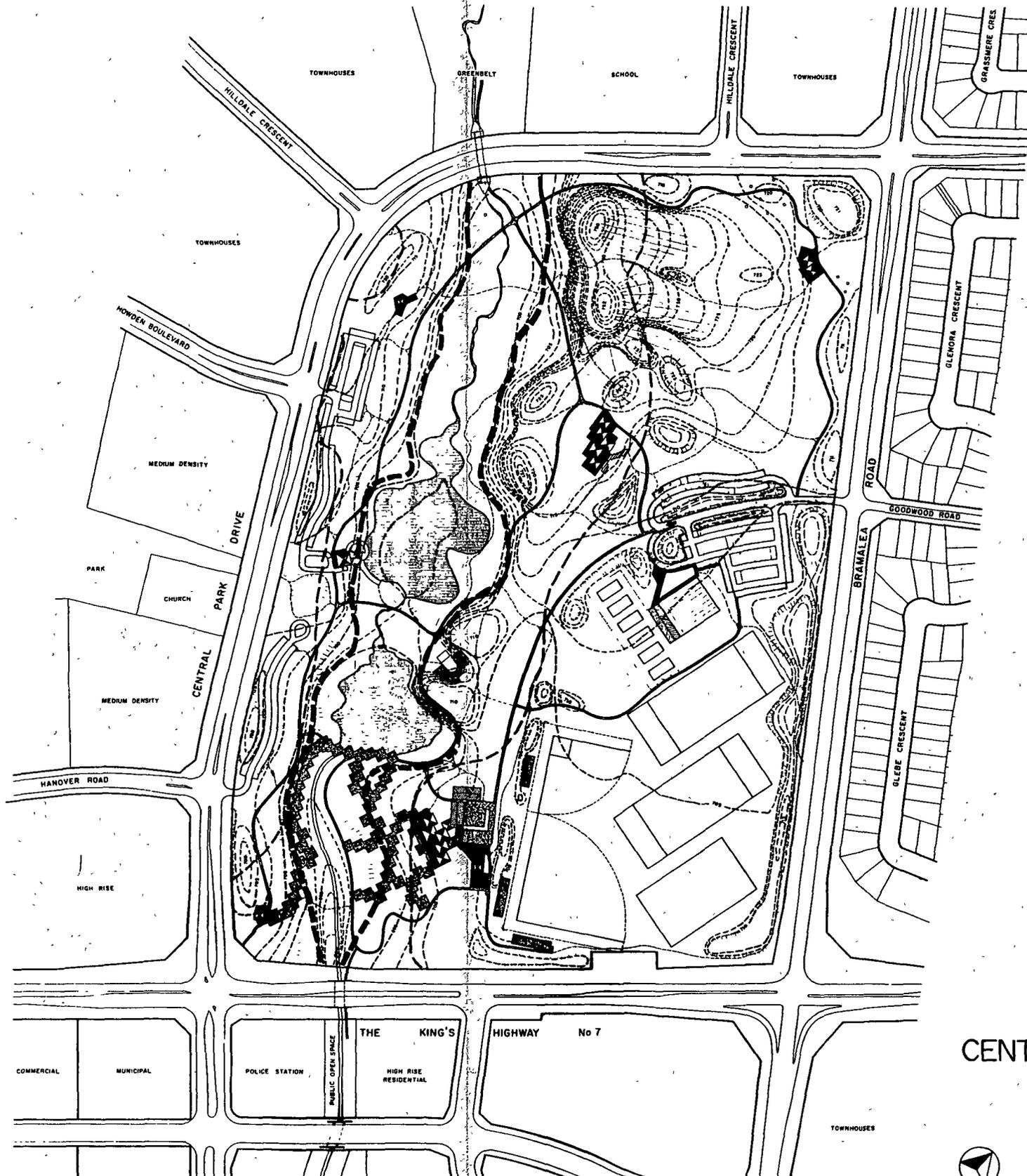
ASH
 WHITE CEDAR
 ASH PLANE TREES

AUSTRALIAN PINE
 BIRCH

Planting
CENTRAL PARK

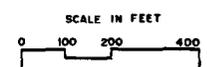


Based on proposals by: KNOX, MARTIN, KRETCH LTD

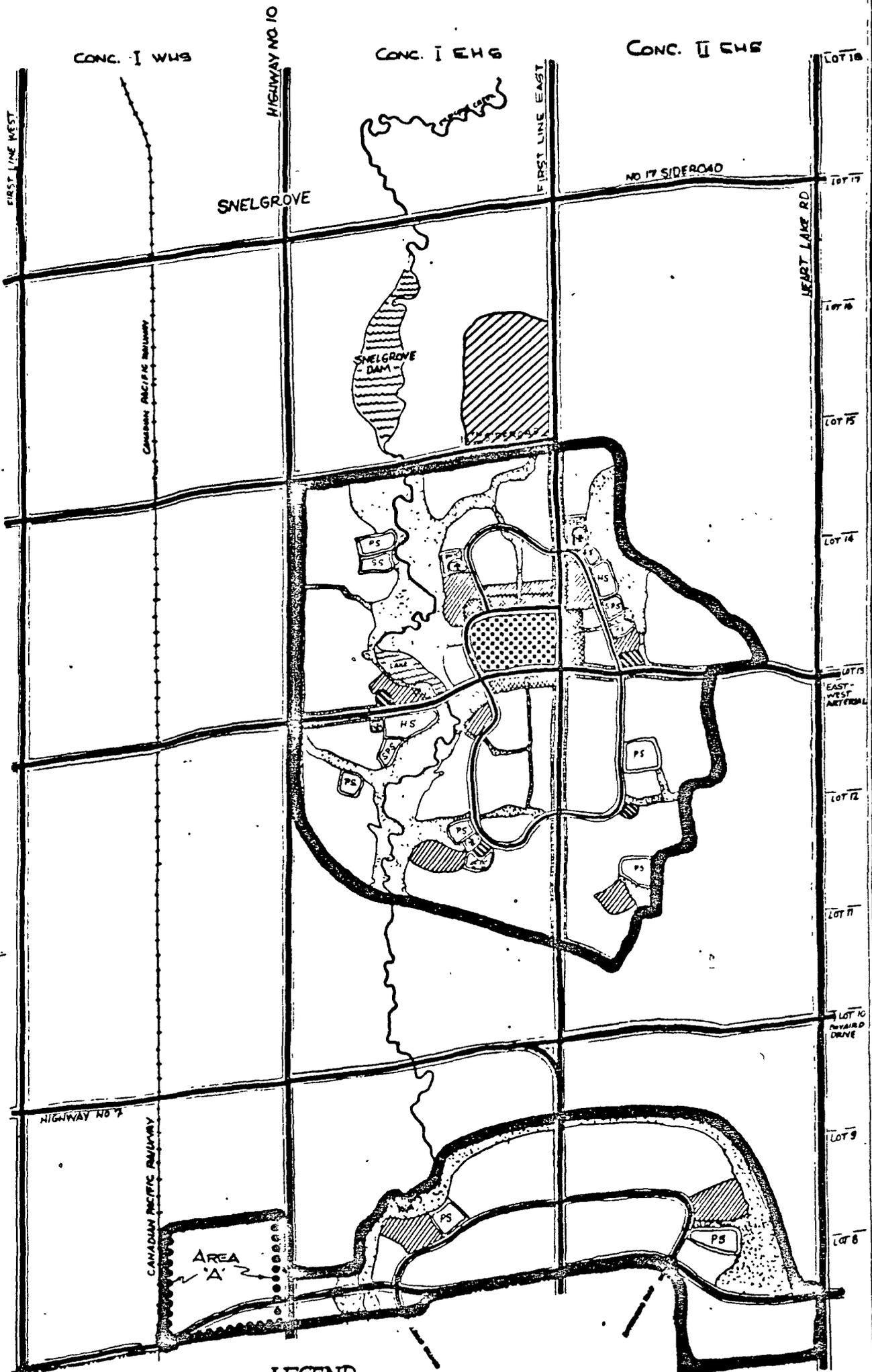


Floodline & Grading

CENTRAL PARK



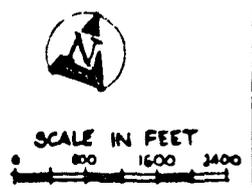
Based on proposals by: KNOX, MARTIN, KRETCH LTD



LEGEND

- | | |
|--|---|
|  URBAN PUBLIC OPEN SPACE AND BUFFER AREAS |  MEDIUM DENSITY (21-25 UNITS PER NET ACRE) |
|  LOCAL COMMERCIAL |  MEDIUM DENSITY (15-21 UNITS PER NET ACRE) |
|  PUBLIC SCHOOL |  LOW DENSITY (MAXIMUM 12 UNITS PER NET ACRE) |
|  SENIOR PUBLIC SCHOOL |  MAIN ROADS (CONTROLLED ACCESS) |
|  SEPARATE SCHOOL |  CHURCH |
|  HIGH SCHOOL |  TOWN CENTRE AREA |
| |  LOW DENSITY (ESTATE AREA) |

PLATE NO. 32



PART A

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2.0 Relative Parts	(vii)
3.0 Basis	(vii)
4.0 Purpose	(vii)
5.0 Format	(viii)
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Section B - Brampton	CH. 7-31 13-68
Section C - Chinguacousy	CH. 32-74 69-239
Section D - Toronto Gore	CH. 75-76- 240-255

INDEX; Consolidated Official Plan for the City of Brampton

- Note: (M) denotes former Town of Mississauga
(previously Township of Toronto)
- (B) denotes former Town of Brampton
- (C) denotes former Township of Chinguacousy
- (TG) denotes former Township of Toronto Gore

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CH. 10	(B) O.P.A. 28	17
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CH. 62	(C) O.P.A. 43	201
CH. 63	(C) O.P.A. 46	204
CH. 64	(C) O.P.A. 47	205
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OFFICIAL PLAN OF THE CITY OF BRAMPTON
PLANNING AREA

The attached maps and text shall constitute the Official Plan of the City of Brampton Planning Area. The Official Plan, being a consolidation of existing Official Plan policies, was prepared and adopted by the Council of the City of Brampton in accordance with Section 54 (4) of the Regional Municipality of Peel Act, and Sections 13, 14, and 17 of the Planning Act (R.S.O. 1970, Chapter 349, as amended) on the

21ST day of OCTOBER, 1974.

James E. Archibald
Mayor

Kenneth Lusk
Clerk,

THE CORPORATION OF THE CITY OF BRAMPTON

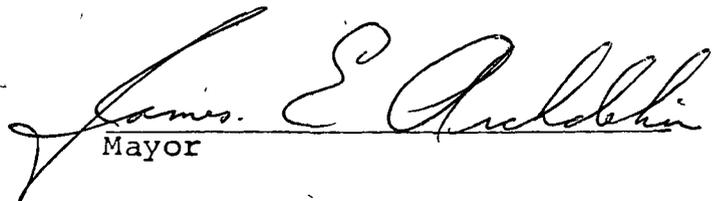
BY-LAW NUMBER 122-74

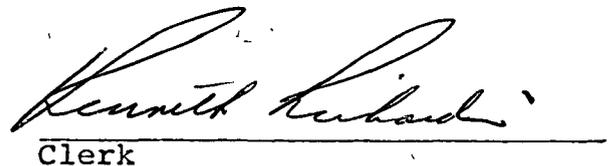
A By-law to Adopt the Official Plan of the City of Brampton Planning Area.

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 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 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.

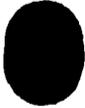
Enacted and passed this 21ST day of OCTOBER, 1974


Mayor


Clerk



PART B



PART B

Preamble

1.0 Title

The title of this document is the "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 of this Plan constitute the 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 the Town of Mississauga and the Township of Chinguacousy as an area municipality to be known as the Corporation of the City of Brampton. This same Bill designated the City of Brampton a subsidiary planning area within the joint planning area known as the Peel Planning Area.

Subsequent to 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 as policies to be applied to particular areas within the City of Brampton.

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/Official Plan amendments of the four

former municipalities (Town of Mississauga, Town of Brampton, Township of Chinguacousy, Township of Toronto Gore) which in part of in total now form the City of Brampton.

This document will serve 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 one or more Official Plans 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 within the City of Brampton Planning Area.

5.0 Format

The Official Plan of the City of Brampton Planning Area is composed of three Parts: Part A, being the Index, Certification and Adopting By-law; Part B, being the Preamble; and Part C, being 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, 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 located within the City of Brampton, and Section D pertains to the whole of the former Township of Toronto Gore.

In addition, each Section has been further subdivided into Chapters. Each Chapter deals with a separate Official Plan

amendment approved under the former municipal structure.

Part A - Index, serves to identify the Official Plan amendment to which each Chapter pertains.

Part C should be read in conjunction with the applicable Plate(s) referred to in the text of each of the following Chapters; Plate Numbers 1-31 have been inserted at the front of Part C. Each Plate which deals with proposed land uses is accompanied with an Index Plate, which allows a cross-reference to be made between each Chapter of the consolidation and the appropriate Plate indicating proposed land uses. Certain Chapters in the consolidation have not been identified on any of the Index Plates, as these particular Chapters present general policies which are applied across the whole of each of the applicable former municipalities.

PART C

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 50

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 No. 19 to the Official Plan of the former Township of Chinguacousy Planning Area as modified. (See Plate No.'s 17, 19 and 23).

1.0 Purpose, Basis & Fundamental Provisions

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 #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 #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 #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
	<u>7,985</u>	<u>31,289</u>

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 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 (i) 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 will be the provisions of the subdivision agreement for this area 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.

1.3.3 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 #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 #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 #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 is 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.

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
	<hr/>
<u>Basic Minimum Total</u>	46 acres
	<hr/>

Provided in the neighbourhood or
immediately adjacent to it -

Organized games areas	14 acres
School playing fields which may be used as or integrated with the games areas	10 acres
	<hr/>
<u>Minimum Additional Total</u>	24 acres
	<hr/>
<u>Total Minimum</u>	70 acres

Where two "villages" taken together as adjacent areas on use combined facilities and meet these standards this is acceptable provided a systematic approach is used allowing for 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 spaces 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 #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 #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 cross-route 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 #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 sq. ft. per person and not exceeding 1.0 sq. ft. 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 #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 #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 #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 encirculates the core area and radiates with one arm reaching south to Highway #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 #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 in 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.
- (c) 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, alteration or enlargement consistent with the general intent and purpose hereof.

CHAPTER 50

APPENDICES

8.0 APPENDIX ADETAILS 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				
	<hr/>		<hr/>		<hr/>
	360 Acres Total Area (incl. roads)		3,722 Total Units		13,209 Total Population

The density is as follows:-

$$360 \text{ Acres} \quad 13,209 \text{ Persons} \quad = 36.7 \text{ persons per acre}$$

(b) Easterly Village

The general density is as follows:-

492.1 Acres 14,035 persons = 28.5 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				
	<hr/>		<hr/>		<hr/>
	492.1 Total Area (incl. roads)		3,355 Total Units		14,035 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				
	<hr/>		<hr/>		<hr/>
	180 Acres Total Area (incl. roads)		908 Total Units		4,045 Total 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% = 600 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 Side-road (the northern limit). This area is as yet relatively undeveloped: Only two residential areas have been established; (See Plates 15, 17)

(a) Crescent Hill, east of Dixie Road in Lot 7, Concession 4, E.H.S. (Chapter 55)

(b) Bramalea Woods, West of Dixie Road in Lot 6, Concession 3, E.H.S. (Chapter 39)

- (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 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 and general amenity of the residential areas.

CHAPTER 51

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 No. 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 #10 and #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 #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 (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 municipality-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 52

1.0 Purpose

The purpose of Chapter 52 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:

- (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 or homes for the aged where special visitation, parking or other facilities are needed).

The characteristics of those in (a) 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 on-going 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 53

1.0 Purpose

The purpose of Chapter 53 is to provide for sales to the general public from certain industrial activities where such 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 example 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 merchandise 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 No. 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 former Official Plan of the former Township.

4.0 Implementation

This Chapter is to be implemented by:

- (a) Registration of this Chapter.
- (b) Particular and specific zoning requests as indicated and passage and approval of all zoning by-laws.
- (c) Site plans to the satisfaction of the former Township within this general policy.
- (d) Agreements negotiated with the former Township.

CHAPTER 54

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 No. 9)

2.0 Policy

2.1 THE CITY CENTRE is defined as the area circumscribed by Provincial Highway #7 to the north, Bramalea Road to the east, Clark Boulevard to the south, and Dixie Road to the west, (approximately 156 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 follow:

- (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 #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 D.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 function 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 lands are needed on the external roads (Highway #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 #7 (Chapter 50) to the City Centre. This is also to be 130 feet, in view of the essential

function it performs between Highway #7 and Clark Boulevard. The road will join Highway #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 available to the former Township in these locations 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 #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 Township are provided around C2 on Road E3.
- (vii) On CLARK BOULEVARD and Highway #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 Plates Number 9 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 lying 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 #7 and Clark Boulevard. These will be two east west roads generally parallel to Highway #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 Plates
- (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 #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 #9 . There will also be one-foot reserves so as to prevent other uncontrolled access to Highway #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 #7 and Central Park Drive, road N1 and Highway #7; 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 frontage 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 #7 and enters the City Centre area immediately east of the junction of Dixie Road and Highway #7. The other enters the City Centre area from Central Park, and crosses Highway #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, 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 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 #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 #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 the 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 block was 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 lay-out 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 alongside 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 land 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 13th 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 as 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 re-located Clark Boulevard : approx. 19.3 acres

Block A6 : Municipal purpose : approx. 1.2 acres

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 re-located Clark Boulevard : approx. .4 acres

TOTAL of lands related to WATERCOURSE approx. 6.3 acres

III PARK, AMENITY & BUFFER STRIP

Lands adjacent to CLARK BOULEVARD south of the main COMMERCIAL CORE for buffer and park purposes plus lands not now needed for relocated

Clark Boulevard : approx. 4.0 acres

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

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 #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:
- 1,200,000 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 #9. 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 No. 9 & 25. 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 #7, Roads N1 and E3, 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 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 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 #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 Block 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 block 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 C1, 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 outdoors 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 apartment building will include such facilities as a laundry lounge and a children's play-room located adjacent to the laundry lounge, and which will have 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 persons 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 predicated 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 #9 and 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 officer, 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 in green on Plate #9 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.

4.0 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

5.0 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 55

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 #17.

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 56

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 No. 13 .

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:

- (1) 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.
2. 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 #13 attached 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 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 57

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 No. 11 attached.

2.0 Policy

Present approved Official Plan policies under Chapter 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 58

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 Minister of Housing, 1971, as Modification No.15 to Chapter for the Bramalea City Centre. The attached Plate #9 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 #24.

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 #25 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. 25 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 #25 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 #25.

(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 #25. 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 #24. 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 4.

2.2 Land Use Policy

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 59

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 50. 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 50. It is envisaged that the park will be developed in stages, recognizing its' function of ultimately serving the population of Bramalea. See Plate #17 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 age at varying intensities. These use areas are defined in Section 3.2
- 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 #17. 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 indigenous 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 roads 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 No. 28. 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 #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 ancillary to the above uses. |
| (iv) Miniature golf | |

2.3 Development and Landscape Plans

Attached to this Chapter as Plates 28, 30 and 31 are specific developments 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 #29 is the staging plan implementing Plates 28, 30 and 31.

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 54 (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 #17 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 60

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 5, Concession 4, E.H.S.

2.0 Background

The subject lands are presently designated for the specific use of a welding shop under the former Chapter 46. (HC 1)

It is now the intent of the Board to amend this use designation under Chapter 46 to allow the uses of a service station and car wash.

3.0 Policy

The parcel shown on Plate #9 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 area
- (b) by agreement(s) between the former Township and the developer.

CHAPTER 61

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.

2.0 Background

The parcel shown on Plate #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 Land Division Committee.

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 #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 62

1.0 Purpose

The purposes of this Chapter are as follows:

- 1.2 To provide increased flexibility to develop varied housing forms and sitings on the blocks shown on Plate 17,19 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 50 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 17,19 of Chapter 50 designates these lands for "multiple dwellings". In order that there be no lack of clarity between the strict interpretation of Chapter 50 and the need for flexibility to allow development of varied housing forms, this Chapter sets the following policies for the blocks shown on Plate 17,19.

- (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 17,19.

- (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 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 50

no additional burden will be placed on the main road pattern, open space provisions, schools and other facilities in the area with Chapter 50 .

- 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 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 63

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 #17.

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 #17. 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 #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 64

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.

2.0 Policy

Parcel HC12 shown on Plate #21 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 65

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 Schedule A 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 66

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.

2.0 Policy

The following policies shall apply:

- 2.1 The lands shown on Plate #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 67

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 lands shown on Plate 6,14,16,18 within the Bramalea urban area as outlined on Plate 7,15,17,19. 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 then Minister of Municipal Affairs in September, 1970.

2.0 Policy

The following policies, and Plates 7,15,17,19 form the basis of Chapter 67.

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 7,15,17,19 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 7,15,17,19 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.

2.2.3 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 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 - "Village"

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 30 and provides a policy for lands south of Highway #7 within Plate 7,15,17,19.

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 7,15,17,19 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 village 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.
- 2.3.5.5 Wherever feasible, school and park sites in village areas shall be adjacent.
- 2.3.5.6 Open space, both public and private, shall be grouped systematically to provide;
- (a) A network of linked and related open space 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 space 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 4.2 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 55) and Central Park (Chapter 59). Under this Chapter, the approximate 100 acres remaining are

designated for residential, open space and school uses as shown on Plates 7,15,17 and 19.

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 a public open space-recreation facility.

2.6 Lands South of Highway #7

Lands south of Highway #7 as shown on Plate #7 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 #15.

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 excessible. 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 #19. Should this occur, it is not the policy of this amendment 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 as

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.

CHAPTER 68

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 #11.

2.0 Policy

The parcel of land shown on Plate #11 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 69

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.

2.0 Policy

The parcel of land shown on Plate #21 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 70

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 #9 . (Parcel A6)

2.0 Background

Under Chapter 54 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 54 with regard to the

Municipal and Public area.

3.0 Policy

The land shown on Plate #9 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 71

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.

2.0 Background

The parcel shown on Plate #21 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 46, 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 #21 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 72

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 33 and 35. It is 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 9,11.

3.0 Policy

Parcel #1 shown on Plate #9 shall be designated Industrial for Warehousing, Manufacturing, Business and Professional

Offices.

Parcel #2 shown on Plate #11 shall be designated Commercial for a Medical Centre, Dispensing Pharmacy and Business and Professional Offices.

Parcel #3 shown on Plate #9 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 73

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 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 #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).
- 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 74

The policies contained in this Chapter should be read having reference to Plate No. 1, 2, and 32.

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 No. 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 acre (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 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 No. 2, implementing the land uses as shown on Plate No. 32. 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 else where, 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 tableland 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. Where 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 No. 32 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 development 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 population 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 tableland to be preserved in public parkland
 - landscaped buffer adjacent Highway #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 Authority 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. 32 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 No. 32 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 No. 32 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 No. 32 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 No. 32 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 No. 32. Notwithstanding Plate No. 32 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 No. 32 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 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 No. 32. 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.

5.0 Implementation

The policies covering the area shown on Plate No. 32 are to be implemented by:

1. Approval of plans of subdivision,
2. subdivision agreements including existing agreements and any other agreements required between developers, the Region and the City and other public authorities and agencies.
3. restricted area by-laws,
4. restricted area by-laws which may:
 - a) be of a detailed site plan nature, or
 - b) be of a "Holding Zone" nature.
5. by further Official Plan Amendment(s) if required.

6.0 General Policy - Low Density Estates Area

6.1 Land Use Concept

The Low Density Estate designation in the area shown on Plate No. 32 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.

6.2 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 No. 32 shall be determined at the time of subdivision processing.

6.3 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.

6.4 Servicing and Staging

Development of the lands within the area shown on Plate No. 32 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.

6.5 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.

6.6 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.

7.0 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 No. 32. 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.

8.0 Implementation

The policies covering the area shown on Plate No. 32 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.

SECTION D

SECTION D

CHAPTER 75

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 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 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 Municipality. 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 No. 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 4.2)

(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 Section 4.1. 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 amendment, 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 4.2.
- (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.
- (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 Consents by the Land
Division Committee

For conveyances of land under The Planning Act will be given only where the land which is the subject of the application conforms to the following principles:

(a) Financial

That approval of the application shall not prejudice the financial status of the Township, particularly in the provision of school facilities.

(b) Surrounding Uses

That consideration will be given to the surrounding uses of land.

(c) Access

That properly designed and located access from the proposed use will be provided so that there will be a minimum hazard to traffic along the highway.

(d) Industrial Facilities

That for any industrial proposals, an adequate supply of water and facilities for the disposal of waste material will be provided, subject to the approval of the Ministry of the Environment.

(e) Ownership

The land must at the time of application be a part of a farm which has been owned by the applicant for not less than 5 years. (Ownership shall date from the time of signing the instrument of purchase).

(f) 50 Acres

Only one conveyance may be granted for each 50 acres of farm owned by the applicant. All conveyance which have taken place since August 8, 1950, will be considered in calculating the total of allowable conveyances from a farm.

(g) Zoning By-law

A conveyance may be granted only where the land to be conveyed conforms with the standards of the zoning by-law of the former Township for the particular use proposed for the conveyance, (for the policy concerning zoning by-laws refer to Subsection 4(b)).

4.2 By-laws for controlling development

Shall be passed under the permitting legislation of the Province of Ontario and shall include:

4.2.1 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 No. 2.

When a consent for a conveyance for a proposed commercial or industrial use is made under Section 4.1 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 Board 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 Section 4.1 (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 No. 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 Section 4.1 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 Section 4.1, (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 No. 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 Section 4.1 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.

4.2.2 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.

4.3 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 76

1.0 Introduction

This text and Plate No. 2 attached constitute Chapter 76 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 No. 1 of this Chapter and the land uses to be applied to these lands are those shown on the said Plate No. 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 as 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 #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 No. 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.

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.

- (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, march 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 No 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).

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 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.