



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 132-76

A By-law to prohibit or regulate the use of land and the erection, use, bulk, height and location of buildings in part of the west half of Lot 7, Concession 4, East of Hurontario Street (Township of Chinguacousy) in the City of Brampton.


The Council of the Corporation of the City of Brampton

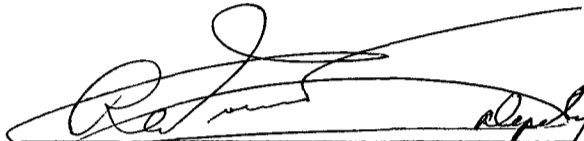
ENACTS as follows:

1. That notwithstanding the requirements applying to an Agricultural Class One - A1 Zone as set out in By-law 861, as amended by By-law 877, the lands described in Schedule 'A' to this By-law may be used for the purpose of a Nursery School. Schedule 'A' designates the various facilities associated with the nursery school, and such designated areas can only be used for the purposes shown. The proposed play area 'to be built' shall be enclosed by a fence which type may be optional except for the south easterly limit of the said play area which shall have a size (6') six foot solid screen wood fence.
2. Schedule 'A' to this By-law is part of this By-law.
3. That the Nursery School Use hereby permitted shall be for a period of five (5) years from the date on which this By-law receives Ontario Municipal Board approval and that this By-law and the zoning permitted hereby shall terminate on a date five (5) years from the said date of approval.

4. This By-law shall not come into force and effect unless and until approved by the Ontario Municipal Board.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council this 2nd day of June, 1976.


James E. Archdekin, Mayor


Ralph A. Everett, Clerk

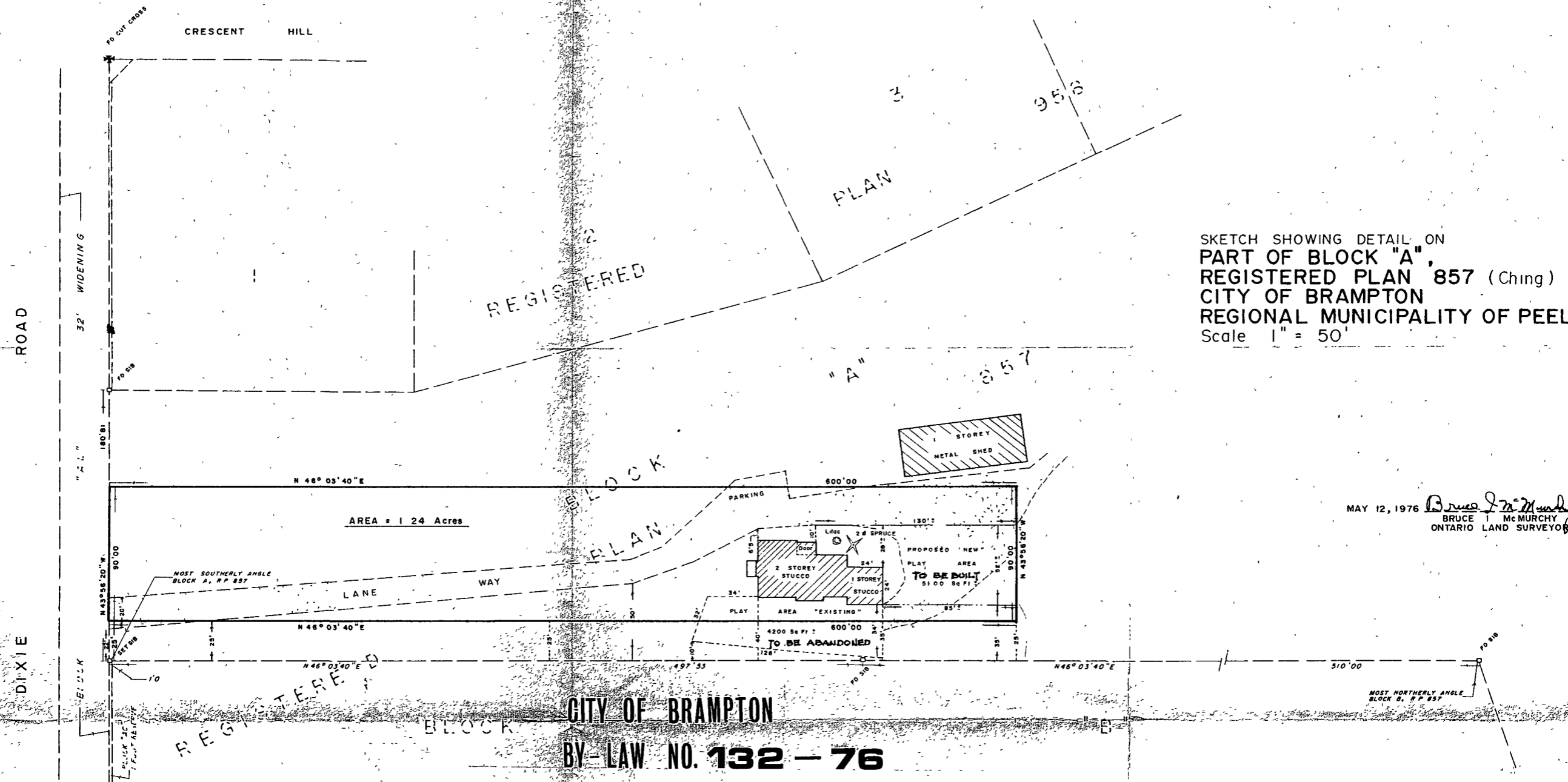
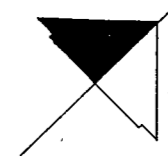
PASSED June 2, 1976



BY-LAW

No. 132-76

A By-law to prohibit or regulate the use of land and the erection, use, bulk, height and location of buildings in part of the west half of Lot 7, Concession 4, East of Hurontario Street (Township of Chinguacousy) in the City of Brampton.



SKETCH SHOWING DETAIL ON
 PART OF BLOCK "A",
 REGISTERED PLAN 857 (Ching)
 CITY OF BRAMPTON
 REGIONAL MUNICIPALITY OF PEEL
 Scale 1" = 50'

MAY 12, 1976 *Bruce I. McMurchy*
 BRUCE I. McMURCHY
 ONTARIO LAND SURVEYOR

MADE FOR
 CITY OF BRAMPTON
 24 QUEEN STREET, EAST
 BRAMPTON

NOTES
 BEARINGS ARE TAKEN FROM REGISTERED PLAN 857

McLEAN, McMURCHY & BIASON
 ONTARIO LAND SURVEYORS
 P.O. BOX 310
 BRAMPTON, ONTARIO.
 PHONE 451-0460



R 761676

Ontario Municipal Board

IN THE MATTER OF Section 35 of
The Planning Act (R.S.O. 1970,
c. 349),

- and -

IN THE MATTER OF an application
by The Corporation of the City
of Brampton for approval of its
Restricted Area By-law 132-76

B E F O R E :

W.H.J. THOMPSON, Q.C.,
Member

- and -

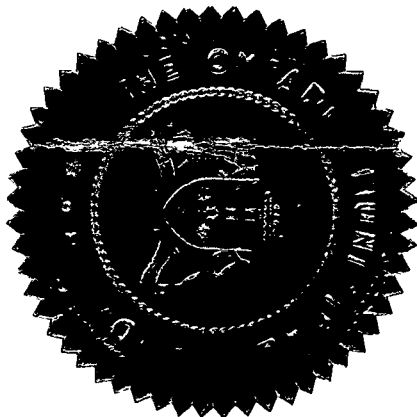
S.S. SPEIGEL,
Member

Wednesday, the 8th day
of September, 1976

No objections to approval having been received
as required;

THE BOARD ORDERS that By-law 132-76 is hereby
approved.

K.C. ANDREWS
SECRETARY



ENTERED	
O. B. No...	B76-3
Folio No...	249
SEP 10 1976	
SECRETARY, ONTARIO MUNICIPAL BOARD	

Date: January , 1976

B5-1

To: Chairman and Members of Planning Committee

From: Planning Director

Re: Application to Amend the Official Plans
Township of Toronto Gore
Chinguacousy Township
Town of Mississauga
Industrial Areas
Bramalea/Clairville Industrial Area
Industrial 8 Extension, / South of Steeles Avenue
Our Files I2.1, C6E1.1, I2.3

Attached is a copy of the notes recorded at the public meeting held on January 14th, 1976 at the Lester B. Pearson Theatre.

For the information of Planning Committee, a copy of the brief presented by G.R.D. Fryer, a communication from Mr. J. Greeniaus, Peel Board of Education, and two communications from Mr. W.C. Lawrence are attached.

We expect to be the recipient of further briefs or letters during the next week or so as was indicated by Mr. M. Smith on behalf of Bramalea Consolidated Developments Limited.

It is recommended that Planning Committee receive the notes of the public meeting, and that planning staff be authorized to draft four (4) Official Plan Amendments with Industrial 8 to be treated as a priority item.



L.W.H. Laine
Planning Director

LWHL/jn
Att.

PUBLIC HEARING
INDUSTRIAL STUDY AREA

Lots 1 - 10, Commission 6, 7, E.H.S

AND

South of Steeles Keenedy - Torbram

A Special Meeting of Planning Committee was held on January 14th., 1976, in the Lester B. Pearson Theatre, Bramalea Civic Centre, 150 Central Park Drive, Bramalea, Ontario commencing at 7:30 p.m. to hear representation on a proposal to amend the Official Plan in order to permit the development of certain areas within the City for Industrial purposes.

- | | | |
|-----------------------|------------------|----------|
| Members present were: | F. R. Dalzell | Chairman |
| | W. J. Baillie | Alderman |
| | R. V. Callahan | Alderman |
| | C. F. Kline | Alderman |
| | E. Martin | Alderman |
| | Mrs. D. Sutter | Alderman |
| | R. F. Russell | Alderman |
| | Mrs. E. Mitchell | Alderman |

- | | | |
|--------------------|---------------|----------------------|
| Staff present were | L.W.H. Laine | Director of Planning |
| | P. Hungerford | Planner |
| | H. Jenak | Planner |

Approximately 75 members of the public were in attendance. The Chairman welcomed the members of the public to the meeting and explained that the meeting was to advise the public of the proposed Amendments and to solicit their comments and questions.

The Chairman asked that if developers in attendance had presentations to make to please keep them short at this meeting and forward their written briefs to the Planning Department. The Chairman then asked the Director of Planning to outline the proposal to the public.

After the close of the Director of Planning's presentation the Chairman invited questions and comments from the members of the public in attendance.

Mr. Fryer of Fryer Planning Services Inc. addressed the Committee by commenting that he hoped to proceed to dead roads and services to the City by way of subdivision agreement and to sever the land by a Committee of Adjustment application, that he had some discussion with M.T.C. and they would accept 2 access points, he also felt that the valley was too wide and questioned this because of the Conservation area, and that he was looking forward to land uses and agrees to controls.

Mr. Smith of Bramalea Consolidated Development Limited spoke about Industrial number 8 having priority, and that Bramalea Consolidated will be filing a formal submission for the balance of lands to Planning Committee.

Mr. Ackroyd: asked if there was any more word on the C.N.R. Malport proposal.

The Chairman replied that this was a dead issue.

Bill Sheard asked if the lands north of No. 10 Sideroad would be serviced by these areas.

The Chairman replied that at this time he really did not know if these areas would service lands to the north of No. 10 Sideroad. A member of the public representing clients south of Steeles asked how long before approval of the Amendments, and if this approval is given will it illiminate lands in the Parkway Belt.

The Director of Planning replied that he was most anxious to see this done as soon as possible, and indicated that discussions had been carried on with Ministry staff and with developers who have made available engineering imput. It was suggested that the documents might be prepared by July 1st., 1976. As for the withdrawal of lands in the Parkway Belt the Province has the planning jurisdiction but the amendments would be structured in such a way that the contiguous industrial lands presently contained within the Parkway Belt Planning Area could be designated for Industrial use without further amendment to the Official Plan. A member of the public asked if all four areas would be dealt with as one or will we deal with them in separate blocks.

The Chairman replied that we will try to deal with them all in one. Mr. Fryer asked if the Official Plan Amendments are approved by July will the Zoning By-laws also be passed?

The Director of Planning replied that we expect to be substantially along the road for the preparation of the By-laws.

A member of the public who resides on Goreway Drive commented that he felt the closing of a portion of Goreway Drive would do a lot of damage because of the Estate Residential to the North. He also stated that residents who reside in this area would continue to require access.

B5-6
-4-
The Planning Director replied that it would be improper to surmise that these lands would not flood.

Mrs. Mitchell on behalf of Mr. Wilson of Balmoral asked Mr. Smith of Bramalea Consolidated if they could present the plan for the open space at the Etobicoke Creek.

Since there were no further questions from the members of the public the Chairman reminded the public that written submission could be made at the Planning Department.

The meeting adjourned at 8:40 p.m.



FRYER PLANNING SERVICES

Development & Land Use Consultants
3rd Floor, 131, Bloor St. West, Toronto, Canada
(416) 967-1881

M5S 1R1

B5-7

January 14, 1976

Our Job 1053

MEMORANDUM ON BRAMPTON PLANNING STAFF REPORT (DATED DECEMBER 11th, 1975) ON
INDUSTRIAL SPECIAL STUDY AREA, STEELES AVENUE TO BOVAIRD DRIVE.

TO: City of Brampton Planning Committee
FROM: Fryer Planning Services, Inc.
on behalf of Delta Equities and
Development Corporation, owners of
97 acre parcel on the south side
of Highway 7 between Airport Road
and Goreway Drive (N. half Lot 5
Con. 7 E.H.S.)

We welcome the report, as a step forward to early development of the lands described. In general we find the material in the report to be in accord with our own thinking though, naturally, we have given more detailed thought to the Delta Lands and less to the overall area. The Delta proposal is one of those referred to in Section 5.8 on page 9 of the report. It was submitted 12 months ago.

On December 9th, 1975 we submitted an extensive report to your Planning Director on a range of planning and engineering aspects. It was prepared in collaboration with R.E. Winter and Associates (services) and Read Voorhess and Associates (traffic).

We would like to draw attention to the following aspects for comment and clarification:

1. Method of Development Procedure:

We propose to agree the road layout with the City and to implement it under a legal agreement whereby roads and services would be deeded to the City.

Since site sizes cannot be accurately determined in advance in industrial subdivisions, we propose to sever land by consents from the Land Division Committee and not by registering a plan of subdivision.

We would like the City's assent to this method. The criteria would be spelled out in the agreement.

MEMORANDUM ON BRAMPTON PLANNING STAFF REPORT (DATED DECEMBER 11th, 1975)
ON INDUSTRIAL SPECIAL STUDY AREA, STEELES AVENUE TO BOVAIRD DRIVE, CONT'D.

2. Road Intersections on Highway 7:

Read Voorhees and Associates have had a favourable reception from M.T.C. to the proposal for two accesses from Highway 7 in the 4,400 foot distance between Airport Road and Goreway Drive. We believe that mutually satisfactory access locations can be agreed with the owners on the north side.

The Read Voorhees report (December 9th, 1975) contains the following statement:

"Highway 7, the major provincial highway and traffic artery serving the site, carries approximately 20,000 vehicles per day. The two intersections serving the site would be located approximately at the one third points between Goreway Drive and Airport Road. There would be a minimum of 1,200 feet between them. Minor adjustments to the intersection location would be made so that the roads could be extended to the north when the area is developed without destroying the existing buildings. No other access would be permitted e.g. to industrial properties.

The Ministry of Transportation and Communications is commencing a study of access to Highway 7 in this vicinity. This proposal is compatible with the expected conclusions and recommendations of this study (Ref. 1) and would meet with favourable consideration.

The rights-of-way for the subdivision roads would be "windowed" at their Highway 7 intersections. The developer would pay the cost of signal installation providing a letter of credit when the roads were built."

We request that the City agree to two access locations on Highway 7.

3. Storm Run-off and Conservation:

In this concession block there are two treed areas. The largest is in Lot 1 and is directly in the path of Highway 407. The other is in the north-east and is partly on the Delta Lands. Consistent with good development we hope to retain many of these.

The valley of the Mimico Creek, however, is virtually bare of trees north of the 407 alignment and it is mostly very wide and shallow. The Planning Department's report proposes approximately

BS-9

MEMORANDUM ON BRAMPTON PLANNING STAFF REPORT (DATED DECEMBER 11th, 1975)
ON INDUSTRIAL SPECIAL STUDY AREA, STEELES AVENUE TO BOVAIRD DRIVE, CONT'D.

3. Storm Run-off and Conservation:

200 acres of open space in the creek valley in this concession block. We believe that this figure should be reduced for the following reasons:

- The valley has no scenic attractiveness for a town or regional park.
- A width varying between one seventh and one third of a mile is more than an open space link would need.
- There is no immediately adjacent resident urban population. (At 5 acres of park per 1000 residents 200 acres would suffice for 40,000 people. This probably is twice the population of this concession block if it were made residential.)
- There is a much larger existing regional park (Clairville Conservation Area) with some 1,200 acres north of 407 only half a mile to the east.

The need for an open space corridor consequently arises from storm run-off and flood control needs. With channelization and the creation of an appropriate valley section the area could probably be greatly reduced. We therefore request that the City and the Conservation Authority co-operate with the land owners to produce a valley design based on the following criteria:

- Retention of the valley's flood water storage capacity
- The design of a valley section with tree planting to prevent erosion of banks etc.
- Site development designed to keep storm water run-off rates the same as now (Sometimes called "zero run-off"). Should the Town and the Conservation Authority consider it appropriate.

4. Land Use:

We are in general agreement with the development control proposals under the "Industrial-Special" category (top of page 14) described.

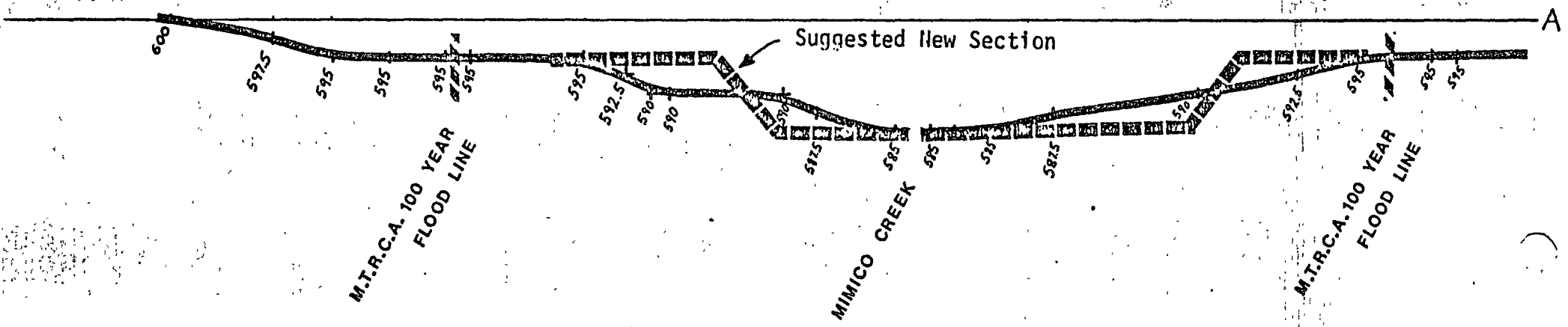
Delta intends to appoint an architect and landscape architect to co-ordinate building design, landscaping and signs.

The report does not spell out the proposed uses in the various types of industrial category. We look forward to receiving more information about this. We also hope to discuss further the suitability of various parts of the Delta lands for specific uses.

FRYER PLANNING SERVICES, INC.

G.R.D. Fryer

MIMICO CREEK VALLEY SECTION 3,500 FT. SOUTH OF HIGHWAY 7



Horizontal Scale: 1" = 200'
Vertical Scale : 1" = 20' (10 x exaggeration)

HWY 7

subject site



Bramalea

residential

AIRPORT RD

GOREWAY DR

industrial

STEELES AVE

parkway belt

HWY. 407

500 KV. HYDRO LINE

MALPORT PIGGYBACK TERMINAL

residential

Malton

REXDALE RD

TORONTO INTERNATIONAL AIRPORT

industrial

HWY. 27

residential

HWY. 401

B5-12

The Peel Board of Education

Director of Education and Secretary • Superintendent of Academic Affairs • Superintendent of Business Affairs and Treasurer
J.A. Fraser, B.A., M.Ed. C. L. Dobson, M.A. H.J.A. Brown, B.A.

January 14th, 1976

RECEIVED

JAN 14 1976

PLANNING DEPT.

Mr. Helmut Jenak,
Planning Department,
City of Brampton.

Dear Mr. Jenak:

Re: Industrial Study
South of Steeles Avenue

In December of 1974 the Board approved a motion to commence negotiations with the owner of property surrounding the existing 25 acre site on Kennedy Road in order to acquire 4 additional acres to expand the outdoor recreation facilities. This information was communicated to your office and other concerned departments in the City. Subsequently a meeting was held on site to explain the Board's position on the need for additional property.

It was indicated that the formulation of development plans in this area was "premature".

The following statement from your Industrial Study provided some concern:

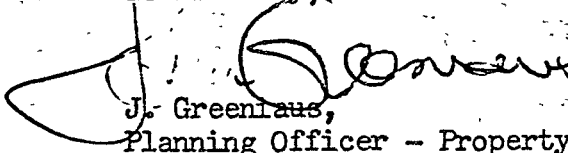
"Institutional uses such as the existing vocational high school should not be permitted to locate within the area."

First of all in addition to the W. J. Fenton Secondary School, the Board has located the J. A. Turner Secondary School on the same site.

Secondly, the statement makes no recognition of the active plans to expand the site.

In conclusion the Board is very much interested in proceeding with its plans to provide additional acreage.

Yours truly,


J. Greenhaus,
Planning Officer - Property

JG:DC

c.c. L. Laine
D. Gordon
J. Galway
D. Lawson

BS-13
2.1

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

BARRISTERS & SOLICITORS

HAROLD R. LAWRENCE, Q.C. (1924-1966)
WILLIAM C. LAWRENCE, Q.C.
JOHN B. WEBBER, Q.C.
J. ROBERT KELLY
LAWRENCE N. SHAPIRO
BRENDA A. DUNCAN
KENNETH F. MCCABE

BASIL J. STEVENSON, Q.C.
DENNIS F. COLE
J. FAROUHAR MACDONALD
MICHAEL F. MCCARRON
GEORGE STRUK

TELEPHONE 451-3040

AREA CODE 416

43 QUEEN STREET W.

BRAMPTON, ONTARIO

L6Y 1L9

14 January, 1976

Mr. L. W. H. Laine,
Planning Director,
City of Brampton,
24 Queen Street East,
Brampton, Ontario.

Dear Sir:

RE: Arosa Properties Limited
- Rice Development Co. -
Industrial Special Study Area,
Steeles Avenue to Bovaird Drive

RECEIVED

JAN 14 1976

PLANNING DEPT.

The above mentioned companies are the owners of lands in Lots 7, 8 and 9, Concession 7, in the Township of Toronto-Gore, now in the City of Brampton. They have reviewed the report of Planning Staff, dated December 11th, 1975, which will be presented to a public meeting this evening.

Our clients basically support the principles therein contained, particularly insofar as they apply to their own properties. However, there are certain matters which give them some concern and they have asked us to express them to you in writing in order that you may have an opportunity of considering their validity.

1. We question whether it is advisable to specifically locate pumping station sites until all the appropriate engineering has been done.

2. The ten percent building coverage proposed for lands which abut the area scheduled for acquisition by the Metropolitan Toronto and Region Conservation Authority would appear to prevent economic site development of these lands. While accepting the validity of the Municipality's concern relative to the visual protection of open space areas, we believe that this can be achieved by judiciously applied controls relating to building height and set-back, berming, screening and landscaping. These matters could all be appropriately dealt with in the zoning by-law.

*Noted R.
Jan 14/76.*

55-14

Mr. Laine

- 2 -

14 January, 1976

3. We believe that some provision should be made for a limited amount of office use in the industrial area and that some clarification is required regarding the proposed commercial areas. We are not clear as to whether or not the report means that the designated commercial areas will be limited to the first one developed on a first come, first served basis.

We would repeat that, in general, our clients support the proposal, but would appreciate an opportunity of undertaking further discussions with you relative to the matters we have raised. Thanking you for your co-operation.

Yours very truly,

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

Per:



William C. Lawrence

WCL/pdh

B5-15
12.3

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

BARRISTERS & SOLICITORS

HAROLD R. LAWRENCE, O.C. (1924-1968)

TELEPHONE 451-3040

WILLIAM C. LAWRENCE, O.C.

BASIL J. STEVENSON, O.C.

JOHN B. WEBBER, O.C.

DENNIS F. COLE

J. ROBERT KELLY

J. FAROUHAR MACDONALD

LAWRENCE N. SHAPIRO

MICHAEL F. MCCARRON

BRENDA A. DUNCAN

GEORGE STRUK

KENNETH F. MCCABE

AREA CODE 416

43 QUEEN STREET W.

BRAMPTON, ONTARIO

L6Y 1L9

14 January, 1976

Mr. L. W. H. Laine,
Planning Director,
City of Brampton,
24 Queen Street East,
Brampton, Ontario.

RECEIVED

JAN 14 1976

PLANNING DEPT.

Dear Sir:

RE: Industrial Study Area -
South of Steeles Avenue

As you are aware, we act for Lehndorff (Central) Holdings Limited who are the owners of Part of Lot 15, Concession 4, East of Hurontario Street, formerly in the Town of Mississauga, now in the City of Brampton. Further to your Planning Report which will be presented to the public meeting this evening, we have been requested by our client to make the following comments. The proposals are approved by our client in principle, but we wish to raise the following questions for further consideration.

1. The most westerly water courses are shown as being greenbelt. The question of the water course and greenbelt is, of course, of vital importance to our client's property and with this in mind considerable discussions and negotiations have taken place between our client and the Metropolitan Toronto and Region Conservation Authority. As a result of these discussions, it is our understanding that it has been agreed that this minor water course would be carried in a storm sewer and that certain major improvements and re-alignments take place with respect to the easterly water course. These changes would result in a variation to the maps which are attached to the Official Plan Amendment. It would be our suggestion that the proposed open space be revised to conform to that which has been approved by the Metropolitan Toronto and Region Conservation Authority.

2. The lands at the corner of Steeles and Dixie are presently designated for use as a service station among other uses. The text of the Official Plan Amendment

provides for an enlarged commercial location in this general area. The maps attached do not indicate the location of this commercial area and similarly do not show the existing service station location. We understand from conversations between our client and your Staff that it is not intended to remove our client's right to the service station and that the precise location of the commercial area should await further discussion. We would request some clarification on these points.

Trusting this is satisfactory.

Yours very truly,

LAWRENCE, LAWRENCE, STEVENSON & WEBBER

Per:

W.C. Lawrence
William C. Lawrence

WCL/pdh
DELIVERED

NOTICE OF PUBLIC MEETING

The Planning Committee of the City of Brampton will hold a public meeting concerning a proposal to amend the Official Plan in order to permit the development of certain areas within the City for industrial purposes.

The meeting will be held in the Lester B. Pearson Theatre, Bramalea Civic Centre, 150 Central Park Drive, Bramalea, Ontario on Wednesday, January 14th, 1976, commencing at 7:30 p.m.

The lands under review are:

- (1) located north of Steeles Avenue and comprise:
 - (a) Lots 1 and 2, Concession 6 E.H.S. (former Township of Chinguacousy);
 - (b) Lots 6 to 10 inclusive, Concession 6 E.H.S. (former Township of Chinguacousy), and Lots 1 to 10 inclusive, Concession 7 N.D. (former Township of Toronto Gore); and
- (2) located south of Steeles Avenue in the former Town of Mississauga and comprise:

Part of Lot 15, Concession 2 E.H.S., part of Lot 14 and Lot 15, Concession 3 E.H.S., part of Lot 14 and Lot 15, Concession 4 E.H.S. and part of Lot 15, Concession 5 E.H.S.

For two days prior to the holding of the public meeting a display will be on view to the public in the main entrance of Bramalea Civic Centre.

The Planning Committee is holding these public meetings for the information of the public and to obtain the views and opinions of residents in the vicinity and of other interested parties. Any person, interested owner, resident or their solicitor wishing to make a submission to the Planning Committee with respect to the above is invited to do so at the aforesaid meeting.

RECEIVED

AR/LWHL/pd

Jan 6/76


REC. NO.

T-42

FILE NO.

403 74

CLERKS DEPT.


L.W.H. Laine
Planning Director
The Corporation of
the City of Brampton
24 Queen Street East
Brampton, Ontario

To: J. Galway,
Senior Administrative Officer

Date: December 12, 1975

From: Planning Director

Re: Industrial Special Study Area
Steeles Avenue to Ten Sideroad

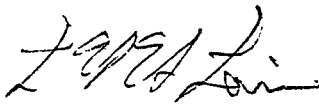
Attached, is a report prepared by planning staff which deals with some of the principal planning development factors that will have to be considered in the exploitation of the lands north of Steeles Avenue lying to the east of the Bramalea residential community.

City Council has indicated that this "Industrial Area" as well as the "Steeles Avenue South Industrial Area" should be considered for development at the earliest possible date. The planning exercise is only one of many steps that have to be performed. The provision of adequate municipal services, particularly water supply, sewerage system and solid waste disposal will require the complete involvement of the Regional Municipality of Peel to ensure that no obstruction to the development of the lands arises.

The Eastern Industrial Special Study Area is an enlargement of the existing developing industrial area adjacent to Airport Road undoubtedly will cause the creation of the single largest employment area in the City. Depending upon the level of employment that the various firms may generate, it is estimated that some 36,000 to 39,000 persons (10 employees per gross acre) will find employment within the Eastern Industrial Special Study

Area at the mature state.

The planning report outlines some of the development principles that should be recorded in an Official Plan amendment. The report recommends that a public meeting be held prior to the adoption of an official plan amendment. Accordingly, it is recommended that Planning Committee hold a public meeting with regard to a proposal to amend the Official Plan of the former Township of Chinguacousy and Toronto Gore Planning Areas concerning part or all of Lots 1 and 2, 6 to 10, Concession 6, E.H.S., and Lots 1 to 10, Concession 7, N.D.



L.W.H. Laine

PH/LWHL/jn.
Att.

c.c. A.K. Macdonald

To: J. Galway,
Senior Administrative Officer

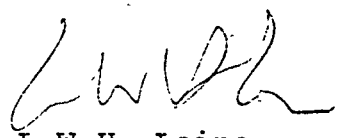
Date: December 12, 1975

From: Planning Director

Re: Industrial Study Area -
South of Steeles Avenue

A brief report has been prepared by planning staff dealing with the possible industrial use of lands located south of Steeles and east of Kennedy Road South, comprising about 600 acres of land.

It is concluded that the designation of these lands ought to be changed from Agricultural to Industrial Use and a small quantity of Commercial Use. Therefore, it is recommended that Planning Committee hold a public meeting with respect to an amendment to the Official Plan of the former Town of Mississauga Planning Area.


L.W.H. Laine
Planning Director

HJ/LWHL/jn
Att.

13-2
December 12, 1975

To: L.W.H. Laine
Planning Director

From: H. Jenak
Planner

Subject: Industrial Study South of Steeles Avenue

1.0 Introduction

This study is concerned with an area south of Steeles Avenue and has been identified as Industrial Study Area 5 by the "Financial and Environmental Impact Study of Urban Growth" of the City of Brampton. Principally, the area has been identified for the purpose of the preparation of a more special report which could be used as a basis supporting decisions for future development of the subject area.

2.0 Physical Description of Study Area

2.1 Location

The Study Area is situated south of Steeles Avenue and comprises approximately 600 acres. It is bounded on the north by Steeles Avenue, and on the south, east and west by the Parkway Belt Planning Area.

2.2 Physical Features

The lands within the area are generally flat and traversed by several creeks. These natural watercourses have created some valley lands which should be protected for future public uses.

The soils are moderately suited for agricultural purposes and have a good drainage characteristics.

2.3 Land Uses

A vocational high school, a second high school form the major non-industrial uses within the industrial study area. Their location is identified on the attached Schedule. This Schedule provides further information about existing land uses which at the present are predominantly agricultural.

Since the industrial lands north of Steeles Avenue are approaching total development, the area would constitute a favourable extension of these types of industrial uses. The land south of the Parkway Belt has been designated Industrial by the Mississauga Council Amendment 245 so that these areas would unit well into a larger industrial basin through which the proposed Highways 407 and 410 would pass.

3.0 Development Considerations

3.1 Existing Official Plan and By-law Designation

The easterly portion of the study area is designated as Industrial and the remaining area is designated as Agricultural in the Official Plan of the former Town of Mississauga Planning Area. The Official Plan furthermore designates the southwest and the southeast corner of the intersection of Steeles Avenue and Dixie Road as Highway Commercial.

The lands designated Industrial by the Official Plan are zoned Industrial M1 along the frontage of Steeles Avenue.

This classification permits manufacturing or industrial undertakings conducted within enclosed buildings, but excluding bulk storage yards or truck terminals. The lands to the rear of the M1 Zone are zoned as an Industrial M2 Zone which permits any manufacturing or industrial undertaking including quarries and yards or shops of a contractor but not including scrap metal storage or salvage yards.

The lands designated Agricultural by the Official Plan are zoned Agricultural as well.

3.2 Property Ownership

The ownership of applicants for industrial subdivision of the lands in the study area is made up as follows:

Concession 2 E.H.S.:

- Longmoor Building Corp. 226.8 acres in Lot 14 & 15
- Queensgate Investments Ltd. 104 acres in Lot 14

Concession 3 E.H.S.:

Torwest Properties	101.88 acres in Lot 15
Wimpy & Oneida Properties	approximately 100 acres in Lot 14

Concession 4 E.H.S.:

Amex Developments Ltd.	187.8 acres in Lot 15
Goldids Investments Ltd.	25.17 acres in Lot 14
Lewi, Ash, Brown	25.77 acres in Lot 14

All these applicants over a period of years have requested an amendment to the Official Plan permitting industrial development.

3.3 Transportation Routes

It is expected that most of the industrial activity in the area will have an orientation towards the Toronto Metropolitan area. Existing and future highways and arterial network serve the area in a rather good fashion. Moreover, upon completion of proposed Highway 410 and Highway 407 the existing highway facilities in the area will improve the traffic flow and access to Highway 7 as well as to Toronto International Airport.

The Canadian National Railway traverses the study area at its easterly extremity, direction, providing with good rail service.

3.4 Parkway Belt

The Toronto-Centred Region Plan suggested the provision of facilities such as future highways and Hydro right-of-ways which would be included within a "parkway belt". This belt would furthermore serve to define and separate areas of urban development and would also have buffer strips to neutralize noise created by highway traffic.

The exact of the Parkway Belt has yet to be determined. The boundaries of the study area to the south should therefore be kept flexible and for Official Plan purposes the principle of flexibility should apply rather than having to perform a number of amendments as the Parkway Belt limits are defined more precisely over time.

3.5 Open Space

It seems feasible to utilize the flood plains of the major natural watercourses traversing the study area for open space purposes to act as a link between the Parkway Belt and the urban open space systems.

4.0 Analysis

4.1 Purpose

The purpose of this study is to evaluate the feasibility of an Official Plan Amendment for the area south of Steeles Avenue to change the land use designation to an industrial category to permit the industrial development of the lands.

4.2 Objectives

(a) Site Choice

The area is rather well suited for industrial purposes. The industrial lands north of Steeles Avenue would be further complemented by including the lands in the study area and creating thereby a larger industrial basin. The presence of existing arterials and the proposed development of Highway 407 and Highway 410 will provide the area with excellent road connections.

Moreover, the availability of potential railway spur lines into the area and full municipal services add to the factors which favour use of the area for industrial purposes.

(b) Industrial Uses

The existing high quality industrial uses north of Steeles Avenue should have a definite influence upon the area now being considered for industrial development.

With a highly integrated roadway network only light industrial and ancillary uses should be visible from arterial roads. The heavy type of industry depending on railway service and using open storage areas should be located in such a way as to be screened by the light industrial uses or by other means. This arrangement should be encouraged and enforced through a

13-b
strict zoning policy.

Non-industrial uses should be discouraged from establishing in this area. However, provision should be made for ancillary commercial uses to locate south of Steeles Avenue possibly in the vicinity of Dixie Road. It is suggested that an area of approximately 10 acres should be developed on an integrated basis through site plan controls.

Institutional uses such as the existing vocational high school should not be permitted to locate within the area.

(c) Environmental Considerations

The industrial lands in the area should be planned with specific considerations of aesthetic, and environmental as well as community compatibility.

Consideration has to be given to the influence of highway traffic noise upon nearby development. Of particular importance is the neutralization of traffic noise through buffer strips along the proposed Highway 407 and Highway 410. The impact of noise might be lessened if the proposed highway could be located below grade.

The Environmental Protection Act would be operative with regard to obnoxious uses in the industrial area.

Uses which would

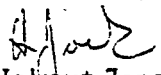
- (i) cause harm or material discomfort to any person;
- (ii) cause injury or damage to property or to plant or animal life;
- (iii) render any property or plant or animal life unfit for use by man;
- (iv) adversely affect the health or impair the safety of any person;
- (v) impair the quality of the natural environment for any use that can be made of it;

should not be permitted to locate in this area.

Consideration should be given to the retention and protection of the natural flood water storage areas in this vicinity.

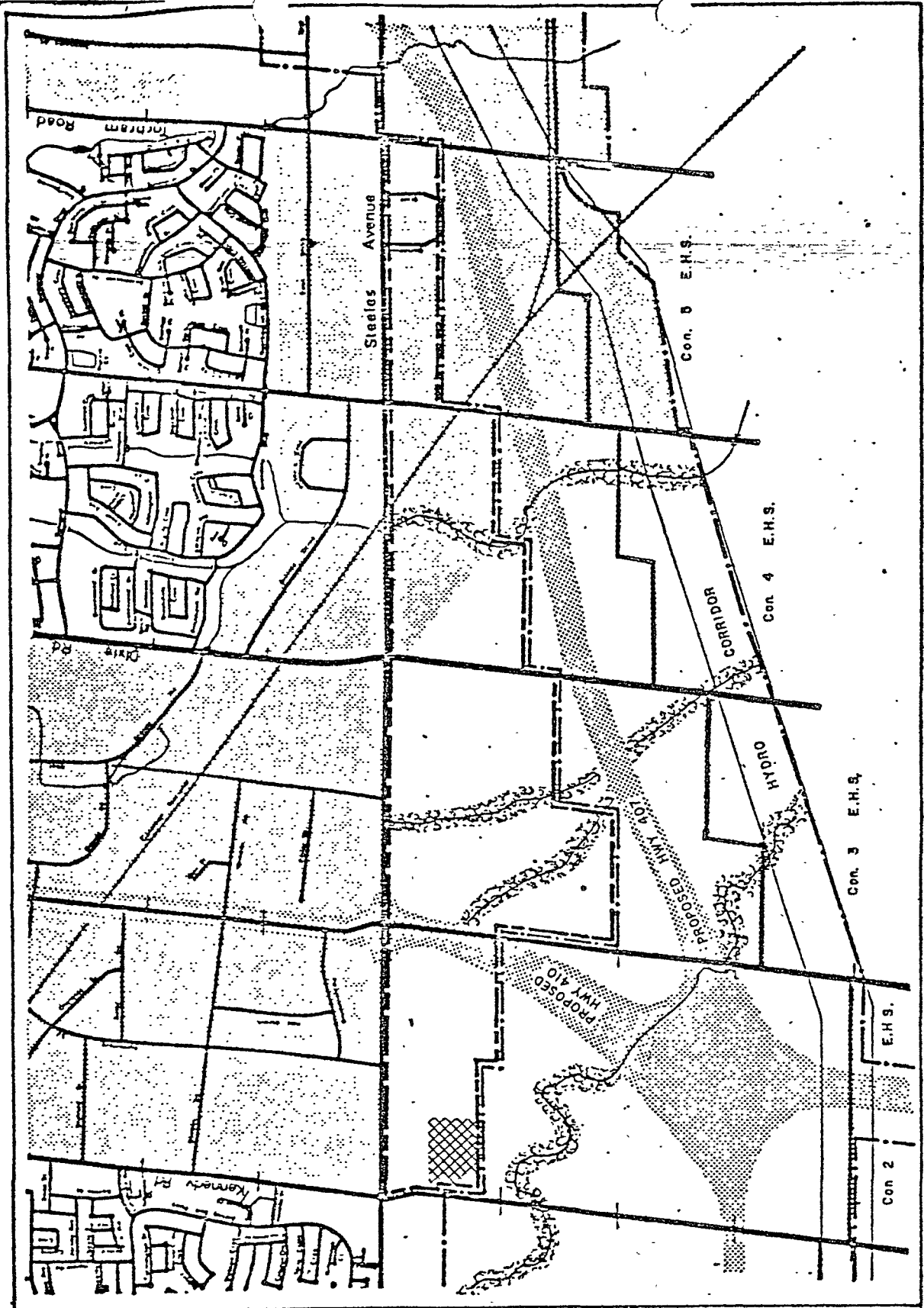
5.0 Implementation

The particular study area should be subject of an amendment to the Official Plan of the former Town of Mississauga Planning Area, designating the lands principally for Industrial use. with provision to permit ancillary commercial uses. This amendment would provide the basis on which to consider development proposals and if such proposals are deemed to be in conformity, plans of subdivision could be subject to the appropriate amendment to the restricted area by-law.


Helmut Jenak
Planner

HJ/pd

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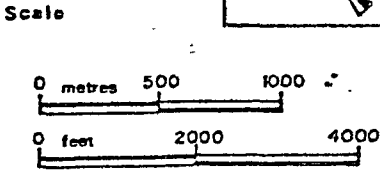
INDUSTRIAL STUDY (South of Steeles Ave.)



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Date	Dec. 12, 1975
File No.	
Dep. No.	A

Legend

	STUDY AREA
	PARKWAY BELT REGULATION AREA
	EXISTING INDUSTRY
	AGRICULTURE
	OPEN SPACE
	INSTITUTIONAL



CITY OF
BRAMPTON
PLANNING
DEPARTMENT