



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 177-90

To adopt Amendment Number 183
and Amendment Number A 183 to
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, 1983, hereby ENACTS as follows:

1. Amendment Number 183 and Amendment Number 183 A to the Official Plan of the City of Brampton Planning Area, are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 183 and Amendment Number 183A to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this 22nd day of August, 1990.

~~XXXXXXXXXXXXXXXXXXXX~~
FRANK RUSSELL ACTING MAYOR

LEONARD J. MIKULICH - CLERK

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
WJEC
DATE 10/1/90

ORIGINAL

AMENDMENT NUMBER 183
to the Official Plan of the
City of Brampton Planning Area
and

AMENDMENT NUMBER 183 A
to the Consolidated Official Plan of the
City of Brampton Planning Area

21-0P 0031 183

AMENDMENT NO. 183 AND 183A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON

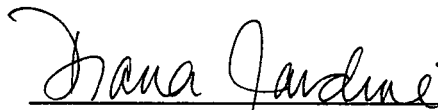
This Amendment No. 183 and 183A to the City of Brampton Planning Area which was adopted by the Council of the Corporation of the City of Brampton is hereby modified as follows:

1. Section 3.0 Amendment and Policies Relative Thereto, Subsection 3.1 Amendment Number 183, item (4) is modified by the addition of the following:

"Noise control measures that meet provincial noise control levels for noise impact from Pearson International Airport and adjacent roadways, as recommended by a qualified acoustical engineer, shall be incorporated in the design and construction of the school and any portable classrooms."

As thus modified, this amendment is hereby approved pursuant to Sections 17 and 21 of the Planning Act, 1983.

Date: 1991-02-28



Diana L. Jardine, M.C.I.P.
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs

AMENDMENT NUMBER 183
and
AMENDMENT NUMBER 183 A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 Purpose

The purpose of this amendment is to redesignate certain Industrial lands for Institutional purposes and to establish the appropriate development principles for the development of the lands.

2.0 Location

The lands subject to this amendment are located at the south-easterly corner of the intersection of Torbram Road and Corporation Drive, being part of Lot 7, Concession 6, East of Hurontario Street, in the geographic Township of Chinguacousy.

3.0 Amendment and Policies Relative Thereto

3.1 Amendment Number 183 :

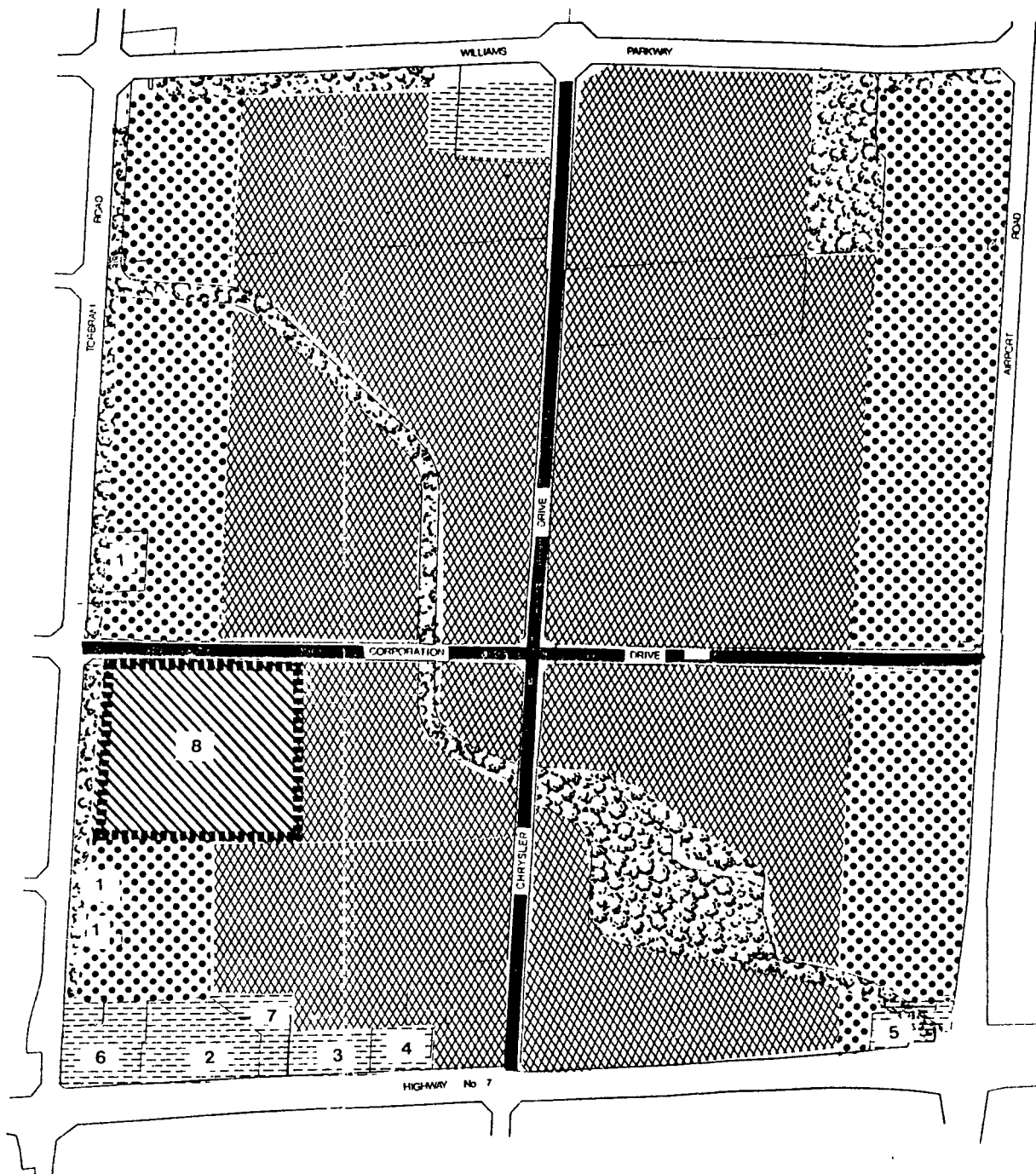
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding, to the list of amendments pertaining to Secondary Plan Area Number 13 and set out in the first paragraph of subsection 7.2.7.13 thereof, Amendment Number 183 A.
- (1) by changing, on Schedule SP13(a) thereto, the land use designation of lands shown outlined on Schedule A to this amendment as subject lands, from PRESTIGE INDUSTRIAL and GENERAL INDUSTRIAL to INSTITUTIONAL;
- (2) by adding, to the legend of SP13(a) thereto, the following:

"Special Policy Area 8 (Refer to Policy 3.4.8)";

- (3) by identifying, on Schedule SP13(a) thereto the lands shown outlined on Schedule A to this amendment as subject lands as Special Policy Area 8, and
- (4) by adding to Section 3.4 of Chapter 13(a) of Part IV "Special Policy Areas" the following:

"3.4.8 Lands shown on Schedule SP13(a) as Special Policy Area 8 shall be developed for the purposes of Separate Secondary School. Noise Control measures that meet provincial noise control levels for noise impact from Pearson International Airport and adjacent roadways, as recommended by a qualified acoustical engineer, shall be incorporated in the design and construction of the school and any portable classrooms."



Schedule SP 13(a)
 Schedule C
 Official Plan Amendment No. 96

LEGEND

- Subject Lands
- Prestige Industrial
- General Industrial
- Commercial
- Collector Roads
- Institutional
- Open Space

- Special Policy Area 1
(Refer to Policy 3.4.1)
- Special Policy Area 2
(Refer to Policy 3.4.2)
- Special Policy Area 3
(Refer to Policy 3.4.3)
- Special Policy Area 4
(Refer to Policy 3.4.4)
- Special Policy Area 5
(Refer to Policy 3.4.5)
- Special Policy Area 6
(Refer to Policy 3.4.6)
- Special Policy Area 7
(Refer to Policy 3.4.7)
- Special Policy Area 8
(Refer to Policy 3.4.8)

OFFICIAL PLAN AMENDMENT
 NUMBER 183

Schedule A



CITY OF BRAMPTON
 Planning and Development

Date: 1990 06 25 Drawn by: K. M. H.
 File no. C6E7.2 Map no. 48-24C

BACKGROUND MATERIAL TO

AMENDMENT NUMBER 183

AND

AMENDMENT NUMBER 183 A

Attached is a copy of a planning report dated May 9, 1990, as well as a report dated June 11, 1990 forwarding the notes of a Public Meeting held on June 4, 1990, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

The following submissions also relate to the formulation of this amendment, copies of which are attached.

The Region of Peel
Transport Canada

February 23, 1990
March 8, 1990

INTER-OFFICE MEMORANDUM

PC - May 2

Office of the Commissioner of Planning & Development

May 9, 1990

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Block 1, Registered Plan 43M-875
Part of Lot 6, Concession 7, N.D.
Ward Number 11
THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD
Our File Number: C6E7.2

1.0 Introduction

The subject application was referred to staff for a report and recommendation by City Council.

2.0 Property Description

The subject property:

- is located at the south-easterly corner of the intersection of Torbram Road and Corporation Drive;
- consists of a total area of approximately 7.0 hectares (17.4 acres);
- has a frontage on Torbram Road totalling 241.0 metres (790.0 feet);
- has flankage on Corporation Drive totalling 242.0 metres (795.0 feet), and
- is currently vacant and contains no significant vegetation.

Surrounding land uses are as follows:

NORTH - Corporation Drive, beyond which the lands are vacant;

- EAST & SOUTH - vacant, and
WEST - Bovaird Drive, beyond which the lands are used for residential purposes.

3.0 Official Plan and Zoning By-law Status

"Industrial" - Schedule 'A' (Official Plan)
"Prestige Industrial" (Official Plan Amendment Number 96)
"Industrial 3 - SECTION 364 (M3-SEC.364)" (By-law 151-88, as amended).

4.0 Proposal

To amend the Official Plan and zoning by-law to permit the development of the subject property for the purposes of a secondary school. The preliminary site development plan submitted in support of this application indicates the following:

- a 3 storey secondary school consisting of a total gross floor area of about 14,300 square metres (154,000 square feet);
- a total of 347 parking spaces;
- 2 access driveways to Corporation Drive, and
- a variety of outdoor recreational and sports facilities.

The Dufferin-Peel Roman Catholic Separate School Board has also submitted a staff report which provides information regarding the demand for a new secondary school, and information regarding the disposition of the existing secondary school (copy attached).

5.0 Comments from Other Departments and Agencies

The Community Services Department : Parks and Recreation offer the following comments:

- the applicant shall prepare a landscape plan for the interior site development;
- the applicant shall install a 1.8 metre high black vinyl chain link fence, in accordance with City standards, along the south boundary and the west and east boundaries in the location of the active sports field;

- the applicant shall provide for street tree planting on Torbram Road, Corporation Drive and the abutting street on the east side of the property, and
- the applicant shall provide dense landscaping on all street frontages.

The Community Services Department: Transit requires a bus stop pad on the east side of Torbram Road approximately 60 metres south of Corporation Drive. This bus stop pad shall measure 12 feet X 25 feet; the detailed location of which shall be obtained from Transit staff.

The Traffic Engineering Services Division has reviewed this application and offer the following comments:

- no access shall be permitted to Torbram Road;
- matters pertaining to access to Corporation Drive shall be addressed at the time of formal site plan review, and
- adequate provisions for an on-site school bus loading and unloading area shall be provided on any future site plan submission.

The Development and Engineering Services Division note the following:

- this division is concerned about the school bus traffic impact on Corporation Drive. In this regard, we require that all loading and unloading of students take place off the road and that all buses and cars can drive onto the school property without having to line up onto the road;
- this division requires a site plan agreement addressing grading, drainage, and access, and
- this division requires the construction of sidewalks on Corporation Drive and Torbram Road where abutting this site, if the sidewalks do not already exist.

The Chief Building Official notes that sufficient space shall be allocated on the site for future portable classrooms.

The Urban Design and Zoning Division make the following comments:

- a separate bus loading and unloading zone should be provided. It is suggested at the south side of the proposed building where the bus activity will not have much conflict with passenger cars, and
- a 0.3 metre reserve should be extended over the daylight triangle of the future street.

The following departments and agencies offer no comments: Law Department; Planning Policy and Research Division; Community Services Department: Fire, and Business Development Office.

Comments from external agencies are attached as Appendix A.

6.0 Background

As noted in the Separate School Board staff report attached as Appendix B to this report, the Board's existing separate school in this "catchment area" is under a great deal of strain due to high enrollment. In this regard, the Board notes that enrollment at St. Thomas Aquinas is currently at about 1,600 students, and further, enrollment for the next 10 years is expected to remain at this high level.

In order to accommodate this number of students at St. Thomas Aquinas, the Board has placed a total of 34 portable classrooms on the school site, thus rendering the athletic field and running track unsuitable for sports activities and physical education. Furthermore, the lands surrounding the present site are developed for a narrow linear walkway system, beyond which the lands are developed for residential purposes. As a result, undeveloped raw land cannot be added to the existing site, which in turn, restricts the prospects of building an addition onto the existing school.

The Separate School Board did, however, examine a proposal to construct a third storey addition to the existing school. As a result of this examination, the Board determined that this proposal would not alleviate the overcrowding difficulties currently being experienced. In addition, the Board identified the cost constraints of constructing a third floor, as the entire building would have to be upgraded to meet the present requirements of the Ontario Fire Marshall and the Ontario Building Code.

In view of the foregoing, The Dufferin-Peel Roman Catholic Separate School Board decided to investigate the feasibility of constructing an entirely new school on an

alternate site. It was determined that the costs of constructing a new school were very close to the costs of adding to and renovating the existing school. Furthermore, the Board determined that, should a new school be built, the existing school can operate effectively as a temporary "holding" school for new students generated by the Ronto-Sandringham development to the north.

As a result of the analysis outlined above, the Separate School Board entered into an agreement with Bramalea Limited to purchase the subject property, consisting of approximately 17 acres, located at the south-easterly corner of Torbram Road and Corporation Drive. The Board has subsequently filed this application for an amendment to the Official Plan and an amendment to By-law 151-88, as amended, to permit the construction of a new secondary school and related facilities.

7.0 Discussion

With respect to the Official Plan, CHAPTER 2, section 2.3.1 provides an extensive definition of the land uses permitted within areas designated for industrial purposes. Further, this definition identifies certain non-industrial uses that may be permitted within industrially designated lands. That portion of section 2.3.1 dealing with non-industrial uses reads as follows:

"Non-industrial uses may be permitted in a designated Industrial area provided they do not interfere with nor are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include parks and open space, public and commercial recreation facilities, community services, educational uses, retail and office uses ancillary to an industrial use, and limited free-standing retail warehousing operations, service and office uses."

The subject proposal conforms with the intent of the Official Plan as educational uses, or schools, are permitted uses within lands designated for industrial purposes. Further, since the school is proposed to be located on the periphery of this particular industrial area, staff are of the opinion that it will not interfere with, nor be detrimental to, the development of the area for industrial uses.

Staff note that the secondary plan does not specifically permit schools within areas designated for industrial purposes. Nonetheless, the secondary plan does state that the subject lands "are intended to be developed... in accordance with the provisions of CHAPTER 2, section 2.3 of the Official Plan" which would permit the school. As a result of the provisions of both the primary and secondary Official Plans, and due to the extensive analysis undertaken by the Separate School Board, staff can support the subject proposal. In order to recognize the school use within an area designated for industrial purposes, staff recommend that the secondary plan be amended to identify the subject site as Special Policy Area Number 7.

Notwithstanding support for this proposal from a planning standpoint, staff note that certain details of the proposal require analysis to ensure the school facility is functional both now and in the future.

The first such detail to be examined deals with the proposed location of the school at the south-easterly corner of Torbram Road and Corporation Drive. It is noted that a secondary school would be most ideally located within a developed (or developing) residential area, rather on the periphery of such an area. However, The Dufferin-Peel Roman Catholic Separate School Board notes that there are no vacant sites within the "Bramalea Catchment Area" which are of sufficient size to accommodate a secondary school. As a result, a site in close proximity to the developed catchment area was determined by the Board to be the only suitable alternative. Planning staff concur with this reasoning. Furthermore, staff note that safe access to the school across both Torbram Road and Corporation Drive is facilitated by the existing traffic signals located at this intersection. It is also noted that discussions with the Community Services Department: Transit have revealed that both streets will ultimately be serviced by public transit.

A second detail requires examination in the effect of aircraft noise on the function of the school. Staff note that the subject site is located between the 30 to 35 Noise Exposure Forecast (N.E.F.) and Noise Exposure Projection (N.E.P.) contours as identified in the Official Plan. As a result, the applicant shall be required to incorporate the appropriate acoustic design into the construction of the school in order to satisfactorily abate aircraft noise.

The third detail to be addressed deals with on-site loading and unloading of school bus passengers. The comments of the Urban Design and Zoning Division, the Traffic Engineering Services Division and the Development and Engineering Services Division are noted wherein they indicate concern with respect to the safety of students, as well as the safety of automobile traffic on Corporation Drive, as school buses are loading/unloading. As a result, staff recommend that the applicant be required to provide an on-site school bus loading/unloading facility, to the satisfaction of the Commissioner of Planning and Development and the Commissioner of Public Works and Building.

Finally, with respect to site specific details such as sidewalks, landscaping, grading and drainage or road works, staff note that the applicant will be required to obtain site plan approval for this project. In addition, the applicant shall enter into a full site plan agreement and deposit securities with the City which ensures that these matters will be carried out.

8.0 Recommendation

In view of the foregoing, it is recommended that Planning Committee recommend to City Council that:

- A. A Public Meeting be held in accordance with City Council's procedures, and
- B. Subject to the results of the Public Meeting, the application to amend the Official Plan and zoning by-law to permit the development of the subject site for the purposes of a separate secondary school be approved, and that staff be directed to prepare the appropriate documents for the consideration of Council, subject to the following:
 - 1) The site specific zoning by-law shall contain the following provisions:
 - a) the site shall only be used for the following purposes:
 - i) the uses permitted in an Institutional I (I1) zone.
 - 2) Development of the site shall be subject to a development agreement and the development agreement shall contain the following provisions:
 - a) prior to the issuance of a building permit, a site development plan, a landscape plan,

elevation cross section drawings, a grading and drainage plan, a road work, parking areas and access ramp plan and a fire protection plan shall be approved by the City and appropriate securities shall be deposited with the City to ensure implementation of these plans in accordance with the City's site plan review process.

- b) the applicant shall agree to incorporate into the construction of the school facility, the appropriate acoustic design features in order to abate aircraft noise to levels satisfactory to the Ministry of the Environment;
- c) the applicant shall agree to provide an on-site school bus loading/unloading facility to the satisfaction of the Commissioner of Planning and Development and the Commissioner of Public Works and Building;
- d) the applicant shall be required to install fencing, which shall be of a design and in the locations satisfactory to the Commissioner of Planning and Development;
- e) the applicant shall agree to provide boulevard trees along Torbram Road and Corporation Drive to the satisfaction of the Commissioner of Planning and Development;
- f) the applicant shall agree to install a concrete bus stop pad of a design and in a location satisfactory to the Commissioner of Community Services;
- g) the applicant shall agree that access to Torbram Road shall not be permitted, and
- h) the applicant shall agree to convey gratuitously to the City any 0.3 metre reserves as may be required.

Respectfully submitted,

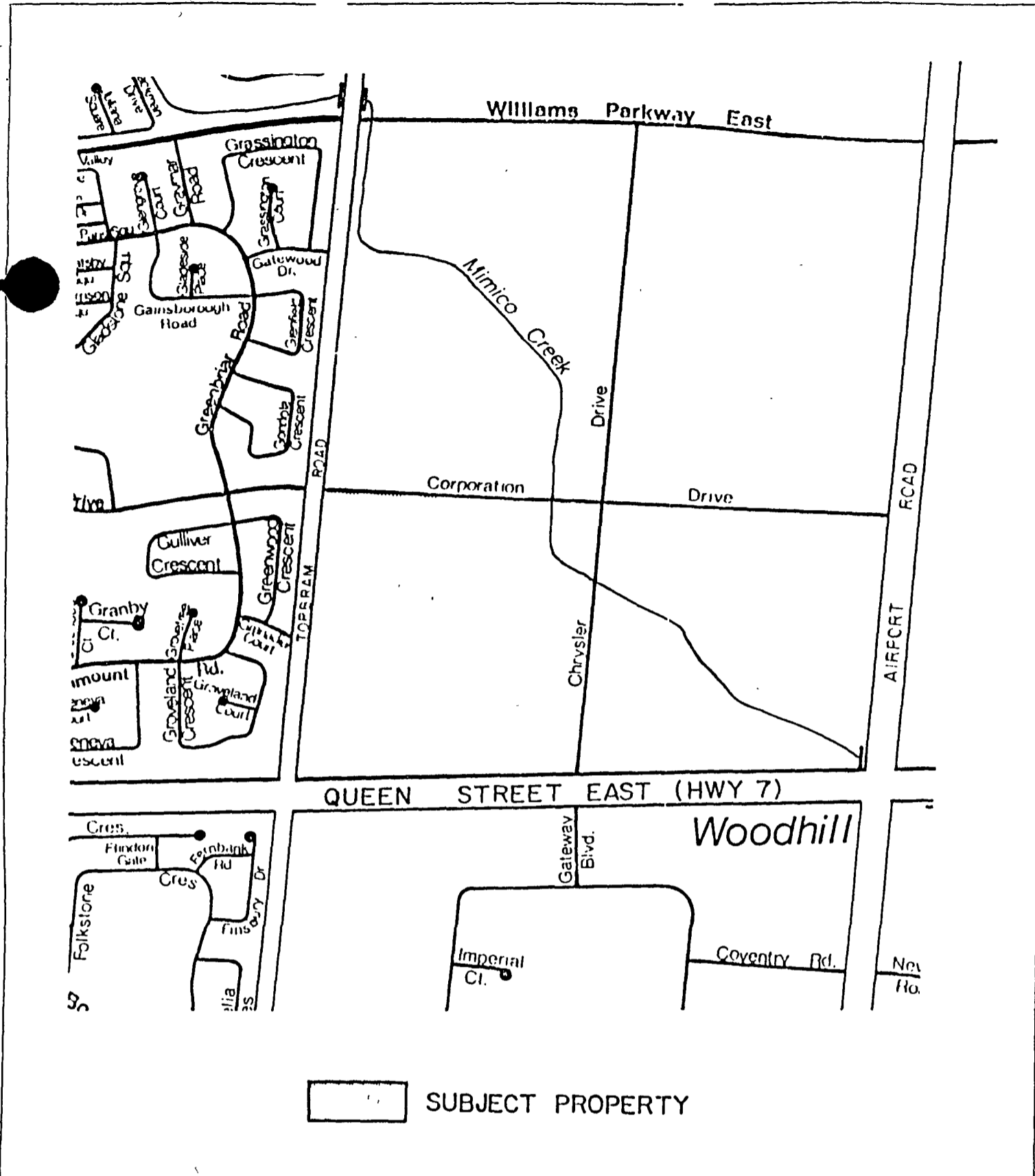
John Armstrong
John Armstrong,
Development Planner


L.W.M. Laine
L.W.M. Laine, Director of
Planning and Development
Services Division

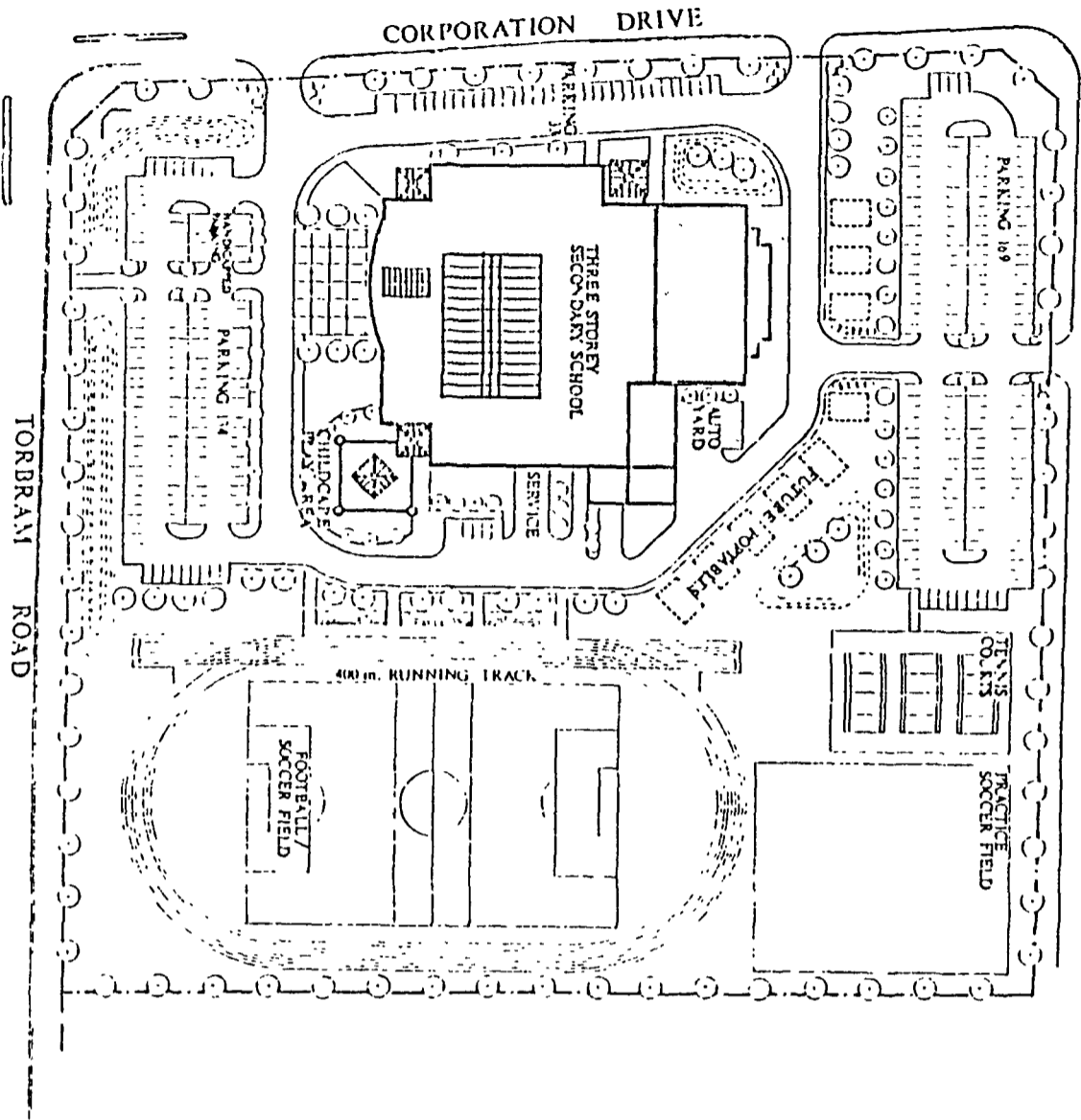
AGREED:

W.H. Winterburn for
John A. Marshall, Commissioner,
Planning and Development

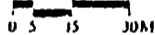
JA/am/DufferinPeel



<p>LOCATION MAP DUFFERIN PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD</p>	 1:12000	<p>CITY OF BRAMPTON Planning and Development</p> <p>Date: 90 05 09 Drawn by: JRB File no. C6E7.2 Map no. 48-24A</p>
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SITE PLAN



PRELIMINARY SITE DEVELOPMENT PLAN

DUFFERIN PEEL
 ROMAN CATHOLIC
 SEPARATE SCHOOL BOARD



CITY OF BRAMPTON
 Planning and Development

Date: 90 05 09 Drawn by: JRB
 File no. C6E7.2 Map no. 48-24 B

APPENDIX A

COMMENTS FROM EXTERNAL AGENCIES

Transport Canada have reviewed the proposal and note the following:

- a) The school will be situated 7500 metres from the threshold and 500 metres west of the centreline of Runway 15/33 at LBPIA.
- b) The site of the proposed school is between the 30 and 35 NEF/NEP contours.
- c) Schools are subject to the same requirements as residential uses. Acoustic design of the proposed school must meet insulation, glazing and central air conditioning requirements since it will be situated between the 30 and 35 NEF/NEP contours.
- d) The site is in the Approach Surface for Runway 15 therefore height of the school will be restricted in accordance with current zoning regulations.
- e) Noise of aircraft passing overhead during departures from Runway 33 could pose a problem for classroom instruction unless adequate noise reduction features as mentioned in paragraph c) above are incorporated.

The Region of Peel Public Works Department offers no objection to the proposal as full municipal services are available and Regional roads are not affected.

THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD

CURRENT SITUATION

St. Thomas Aquinas Secondary School is located in east Brampton, in the community commonly referred to as Bramalea. The original school was constructed as an intermediate school (Grades 7 - 10) in 1975 and contains 586 pupil places. An Eldale portapak comprising 180 pupil places (6 classrooms and a cafeteria) was constructed in 1930.

St. Thomas Aquinas is the only separate secondary school in the Bramalea section of Brampton. There are 9 elementary separate schools which feed into St. Thomas Aquinas (see Map 1). These schools are:

1. Cardinal Newman
2. Georges Vanier
3. Lester B. Pearson
4. Mother Mary Ward
5. St. Anthony
6. St. Jean Brebeuf
7. St. John Bosco
8. St. John Fisher
9. St. Marguerite Bourgeoys

At present, the enrolment of St. Thomas Aquinas is 1596 Grades 9 - 12/OAC students. The enrolment is projected to remain in the range of 1600 students for the next 10 years.

There are currently 34 portables situated on the 8 acre site (see Map 2). Due to the large number of portables on the small site, the athletic field and running track have been rendered useless for sports activities and physical education programs this year. The site is in a built-up neighbourhood and is entirely surrounded by streets or houses, so that

there is no potential for expansion. There is no adjacent parkland, only a narrow greenbelt utilized as a walkway (see Map 3).

THE ADDITION

Last May, The Dufferin-Peel Roman Catholic Separate School Board was allocated 9 million dollars to construct a permanent bricks and mortar addition to St. Thomas Aquinas Secondary School. The allocation was distributed as follows:

AMOUNT	FUNDING PERIOD	REFERENCE NUMBER
2,000,000	1989 DCG	AAA 060 C88
3,500,000	1990 DCG	AAA 060 C88
3,500,000	1991 DCG	AAA 060 C88

RENOVATIONS

The architectural firm of Moffet & Duncan Architects Inc., was hired to design the addition for which funds had been allocated. In their analysis they determined that approximately \$2,973,300 would be required for renovations, specifically \$1,100,000 of that for renovations related to requirements of the Ontario Fire Marshall or the Ontario Building Code.

These renovations can be identified as follows:

- a) upgrade fire alarm system;
- b) upgrade emergency lighting system;
- c) upgrade existing lighting system;
- d) upgrade floor - ceiling assemblies including fire protection of mechanical openings to provide Ontario Building Code current requirements;
- e) some existing doors, door frames and hardware must be changed to fire - rated construction;

- f) provide fire protection to stage assembly, now required by municipal fire department;
- g) provide barrier free access and handicapped facilities;
- h) upgrade standpipe and fire protection system;
- i) provide additional exterior hydrants to meet municipal fire department requirements;
- j) provide a fire route;
- k) provide additional fire separation of hazardous rooms and storage rooms;
- l) upgrade ventilation system. Currently school has no air supply system. A complete duct work system will be required for supply and exhaust.

The architects are of the opinion that very little of the estimated cost can be eliminated, since it is largely due to work required to upgrade the building to current Ontario Building Code and Ontario Fire Marshall standards. The costs are detailed in Appendix 1.

CONCERNS REGARDING THE ADDITION

The whole issue of safety in a construction zone is a major concern to the Board. With so many students on such a small site a potentially dangerous environment would be established during the construction of the addition. Parking and portables would occupy the portion of the site not being used for construction, leaving virtually no space for the 1600 students.

In addition, it was concluded that construction of this addition would not resolve the problems at St. Thomas Aquinas, as intended. For example, there would still be 1600 secondary students on a site meant for less than 1000 intermediate students. Portables would still be a necessity and the presence of them, in spite of the addition, would aggravate the already sensitive situation with the neighbours. The track and field would remain inaccessible, as the addition would be constructed on it (see Map 4). The

amount of building coverage (footprint of buildings on site) would come close to exceeding the municipality's regulations, leaving a potential for conflict between the Board and the City of Brampton. This conflict could be exacerbated in light of the residents' displeasure, which could result in them applying pressure on the City to do something about the situation.

A NEW SCHOOL

Given these factors, the Board began to explore alternatives to adding to the school. The same architectural firm, Moffet & Duncan Architects Inc. did an analysis of the costs to build a new school (a repeat design of another school they are building for the Board - Our Lady of Mount Carmel in Mississauga). According to their estimates the cost to build an entirely new school is very close to the costs to renovate and add to the existing St. Thomas Aquinas school. They estimated a cost of \$90.00 per square foot, for a total of \$14,625,180.00. It is estimated that the site will cost approximately \$6,000,000.00 based on 15 acres times \$400,000.00 per acres.

SITE

Board staff, then began to research possible locations to construct a new school. As the residential section of this area of Brampton is virtually all built up, there were no available vacant 15 acre parcels of land within the boundaries of St. Thomas Aquinas catchment area. However, some large blocks of industrial land on the periphery of the catchment area remain undeveloped. Board staff have selected a potential site, a corner portion of a large vacant block of land (see Map 5). This large block is owned by Bramalea Limited, a large, reputable firm from whom the Board has purchased a number of school sites. Bramalea Limited has been

approached about the land, and they have promised to give serious consideration to our request for 15 acres on the corner. The architect provided the Board with a plan (see Map 6) illustrating how their repeat design school would fit onto the potential site. The site is considerably more desirable than the existing situation. The building, parking and athletic fields could all be comfortably situated on a rectangular site of 15 acres. There are a number of benefits to a new St. Thomas Aquinas School on a new site. The building would be large enough to accommodate all the students without the need for excessive numbers of portables. The facilities would provide the opportunity for a full secondary program. Outdoor physical education programs, and extra curricular athletic activities would be available for the students. The neighbourhood would be rid of the pressure of 34 portables and 1600 students in their backyards, which would please the municipal officials and councillors as well. The concept of a new Aquinas in the location indicated (see Map 5) has the support of the local councillors, trustees and municipal planning officials. It would appear to be the solution to St. Thomas Aquinas that would please the greatest number of people.

ALTERNATIVE USES FOR EXISTING BUILDING

The question then arises of what to do with the existing St. Thomas Aquinas school building. Naturally, if a new St. Thomas Aquinas were built in the proposed location, the Board would have 2 schools within close proximity of one another. It would be the Board's intention to use the new building as St. Thomas Aquinas. The entire current catchment area (see Map 1) would relocate to the new building.

There are two alternatives for the existing St. Thomas Aquinas.

The first is to sell it when the new school is built. In that way some of the costs of the new site could be recovered. This option would eliminate the problem of having 2 schools located in such close proximity to one another.

The second alternative is to retain the existing building and utilize it as a holding school. The area that the holding school would be used for is known as Secondary Plan Number 28 Area: Sandringham-Wellington. This 4,000 acre district will ultimately have a population of approximately 69,300 people living in 22,430 units. In the planning of this area, 8 elementary separate school sites and 2 secondary separate school sites were designated to accommodate the estimated 5,000 elementary and 2,000 secondary students that will be generated. Construction of the houses is expected to commence in late 1989. The Board has requested funding on the 1989 multi-year forecast for 3 schools in this district - 1 secondary and 2 elementary - Priorities #24, 26 and 33 (see Map 5). There is absolutely no available accommodation for secondary students from this new area in any existing separate secondary school in Brampton. The Board, therefore, proposes that secondary students generated from Secondary plan Number 28 Area be accommodated at the existing St. Thomas Aquinas facility until such time as the 2 secondary schools designated in the area are constructed. Ultimately the two secondary schools will have enrolments of approximately of 1000 students each. As they come on stream, they will be accommodated at the holding school. By the time the first secondary school is constructed, the first phase of the district will be built out and the second phase will commence. The holding school would continue to be needed into the late 1990's, to accommodate students from the second phase of development. After that

time, the building could be used as a holding school for elementary students from Secondary Plan Number 28 Area, or as a special satellite school. This would appear to be the solution that will create long-term stability and satisfaction for all concerned.

RECOMMENDATION

It is recommended that:

- 1) a new site be purchased for St. Thomas Aquinas, and a new school (repeat design) be constructed for occupancy in September 1991 and;
- 2) the existing St. Thomas Aquinas be utilized as a holding school for secondary students from Secondary Plan Number 28 Area until the required secondary schools for that district are constructed.

SAD/is

January 6, 1989

INTER-OFFICE MEMORANDUM

PC-June 18

Office of the Commissioner of Planning & Development

June 11, 1990

TO: The Chairman and Members
of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
and Zoning By-law
Part of Block 1, Registered Plan 43M-875
Part of Lot 6, Concession 7, N.D.
Ward Number 11
THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD
Our File Number: C6E7.2

The notes of the Public Meeting held on Wednesday, June 6, 1990, with respect to the above noted application are attached for the information of Planning Committee.

One member of the public was in attendance and raised the following concerns:

1. the school will be affected by aircraft noise and truck traffic noise;
2. there are too many fast food restaurants in close proximity to the site, and
3. a masonry wall is required on the opposite side of Torbram Road.

Concerning aircraft and truck traffic noise, staff note that Transport Canada has advised the applicant that the school shall be constructed with the appropriate acoustical features to abate the affects of noise. The Dufferin-Peel Roman Catholic Sparate School Board acknowledge this requirement and shall be required to agree to incorporate said features into the school prior to the issuance of a building permit.

With respect to the number and proximity of fast food restaurants to the proposed secondary school, it is noted that Planning staff have been in contact with School Board staff in order to obtain their comments regarding this concern. The School Board staff have no concern regarding the location of the school in relation to any fast food restaurants in the area. Planning staff concur with the position of the school board.

Regarding the requirement of a masonry wall on the westerly side of Torbram Road, it is noted that these walls are generally required to abate the affects of vehicular traffic noise in residential rear yards which abut arterial roads and/or highways. Planning staff are of the opinion that the development of the site for secondary school purposes will not significantly increase the levels of noise of Torbram Road, and therefore do not believe that a masonry wall is required.

Finally, staff note that when Planning Committee first considered this proposal at their meeting held on May 22, 1990, a concern was raised regarding the placement of school portables on lands which are intended to be used for athletic fields and physical education purposes. As a result, staff recommend that an additional condition of approval be added to those conditions approved by City Council on May 28, 1990, to the effect that the applicant shall agree that portable classrooms shall not be located on any athletic fields or on any lands to be used for outdoor physical education.

IT IS RECOMMENDED THAT Planning Committee recommend to City Council that:

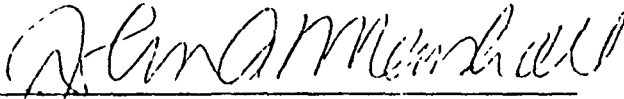
- A. The notes of the Public Meeting be received;
- B. The application be approved subject to the conditions approved by City Council at their meeting held on May 28, 1990, together with the following additional condition:

"B.2)i) the applicant shall agree that portable classrooms shall not be located on any athletic fields or on any lands to be used for outdoor physical education."


- C. Staff be directed to present the appropriate documents for Council's consideraton.

Respectfully submitted,

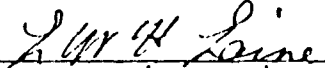
AGREED:



John A. Marshall, M.C.I.P.,
Commissioner, Planning and
Development



John Armstrong,
Development Planner



L.W.H. Laine, Director
of Planning and Development
Services.

Attachment

JA/am/DuffPeel

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 6, 1990, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:07 p.m., with respect to an application by THE DUFFERIN-PEEL ROMAN CATHOLIC SEPARATE SCHOOL BOARD (File: C6E7.2 - Ward 11) to amend both the Official Plan and Zoning By-law to permit the development of the subject property for the purposes of a secondary school.

Members Present: Councillor E. Carter - Chairman
Alderman J. Sprovieri
Councillor F. Andrews
Alderman A. Gibson

Staff Present: J.A. Marshall, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
W. Winterhalt, Director of Planning Policy
and Research
K. Ash, Development Planner
J. Armstrong, Development Planner
N. Grady, Development Planner
A. Rezoski, Development Planner
E. Coulson, Secretary

Approximately 1 interested member of the public was present.

The Chairman inquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Marshall replied in the affirmative.

Mr. Armstrong outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mr. J. Rutledge, 35 Greenwood Cres., noted concerns of noise from aircraft, truck traffic on Torbram Rd. (is there a traffic study?), fast food is expensive for parents, poor vegetation on land is incorrect as vegetables and grain have been grown for 18 years, and the need for a sound fence between school and residences.

- cont'd. -

There were no further questions or comments and the meeting adjourned at 8:17 p.m.



February 23, 1990

RECEIVED
FEB 23 1990
C6E7.2

City of Brampton
Planning and Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Attention: John Armstrong
Development Planner

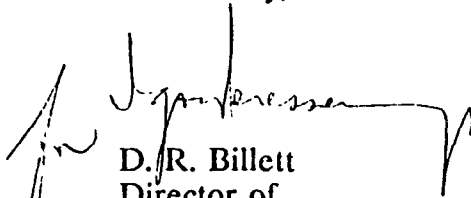
Re: Official Plan Amendment and Rezoning
The Dufferin-Peel Roman Catholic
Separate School Board
Your File: C6E7.2
Our File: R42 7E45B

Dear Sir:

In reply to your letter of February 14, 1990 concerning the above noted application, please be advised that our Public Works Department has examined the proposal and indicates no objections as full service are available and Regional roads are not directly affected.

We trust that this information is of assistance.

Yours truly,


D. R. Billett
Director of
Development Control

VZ:nb

90 02 26



Transport Canada Transports Canada

Lester B. Pearson International Airport
 P.O. Box 6003
 Toronto AMF, Ontario
 L5P 1B5

FILED	SEARCHED
SERIALIZED	INDEXED
MAY 1 1990	
FBI - TORONTO	
File No	File No
Your file	Votre référence
	C.6E7-2

Our File Notre référence
 5168-8

March 08, 1990

The Corporation of The City of Brampton
 Planning & Development Department
 150 Central Park Drive
 Brampton, Ontario
 L6T 2T9

Attn: Mr. J. Armstrong
 Development Planner

Dear Sir:

The following comments are provided in reference to your letter of February 15, 1990 concerning the proposed secondary school zoning by-law (File C6E7-2) amendment, with respect to the impact airport operations may have on the proposal.

- a) The school will be situated 7500 meters from the threshold and 500 meters west of the centreline of Runway 15/33 at LBPIA.
- b) The site of the proposed school is between the 30 and 35 NEF/NEP contours.
- c) Schools are subject to the same requirements as residential uses. Acoustic design of the proposed school must meet insulation, glazing and central air conditioning requirements since it will be situated between the 30 and 35 NEF/NEP contours.
- d) The site is in the Approach Surface for Runway 15 therefore height of the school will be restricted in accordance with current zoning regulations.
- e) Noise of aircraft passing overhead during departures from Runway 33 could pose a problem for classroom instruction unless adequate noise reduction features as mentioned in paragraph c) above are incorporated.

K.F. Hoffer
 Supervisor, Noise Management

9003(3)

Canada