



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 179-87

To adopt Amendment Number 123 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 123 to the Official Plan of the City of Brampton Planning Area, is 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 123 to the Official Plan of the City of Brampton Planning Area.

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

this 10th day of August, 1987.

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
DATE


KENNETH G. WHILLANS - MAYOR


LEONARD J. MIKULICH - CLERK

Mr. Corbett explained that the purpose of the Secondary Plan and the meeting was to inform the public as to the background material, and land use strategy which forms the basis for the Secondary Plan.

David Berman, Lakeview Developments, suggested that the road widening along Second Line West should be split between the lands in New Development Area #11 and the lands to the west. Also, he commented that land owners in Area #11 are going to bear the cost of providing land for school purposes for other Development Areas, and compensation should be provided.

There were no further questions or comments and the meeting adjourned at 8:30 p.m.

E5-4

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 3, 1987, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:14 p.m., with respect to DRAFT SECONDARY PLAN NEW DEVELOPMENT AREA #11. The subject lands cover an area of approximately 122.8 hectares (303.5 acres) bounded by: Queen Street to the north; Chinguacousy Rd. to the west; CP Railway to the south, and Mid-Concession Line of Conc.2, WHS to the east.

Members Present: Councillor N. Porteous - Chairman
Alderman H. Chadwick
Alderman E. Carter
Alderman A. Gibson
Councillor P. Robertson
Alderman L. Bissell
Alderman P. Palleschi
Alderman S. Di Marco
Councillor E. Mitchell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services
J. A. Marshall, Director of Planning Policy and Research
J. Corbett, Policy Planner
E. Coulson, Secretary

Approximately 19 members of the public were present.
The Chairman inquired if the public had received the customary notification of the public meeting.
Mr. Dalzell replied in the affirmative.

- cont'd. -

The City has very limited statutory jurisdiction to administer and enforce cost sharing agreements associated with school sites. This responsibility rests primarily between the affected school board and property owners. Accordingly, the cost sharing policy within the draft secondary plan is appropriate in context of the City's planning responsibilities for such matters.

Inquiries have also been made from residents on the west side of Chinguacousy Road regarding the impact of future development on private water supply. In this regard, the Region of Peel has advised that:

- provision will be required in all subdivision agreements for letters of credit to protect the private wells in the area; and,
- a watermain may be required on Chinguacousy Road.

RECOMMENDATIONS

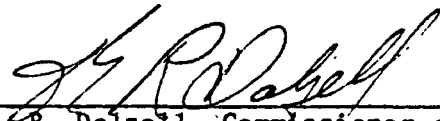
On the basis of the foregoing, it is recommended that:


1. The notes of the public meeting be received;
2. The draft secondary plan be approved; and,
3. Staff be directed to submit the secondary plan to City Council for adoption.

Respectfully submitted,


 John B. Corbett, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalzell, Commissioner of
 Planning and Development


 J. A. Marshall, M.C.I.P.
 Director of Planning Policy
 and Research

JBC/hg/13

Accordingly, the road widening requirements for Mavis Road, have been incorporated within the draft secondary plan to conform with:

- the functional planning requirements of the Region; and,
- alignment geometrics for the roadway within previously approved development, south of the subject lands.

The Dufferin-Peel Roman Catholic Separate School board has identified the need for the reservation of a secondary school site within New Development Area Number 11. After considering a number of alternative sites, the Board selected New Development Area Number 11 as the most appropriate to serve the intended catchment area, which extends:

- north to Queen Street;
- south of Steeles Avenue;
- east to Main Street; and,
- west to the Peel-Halton Regional Municipal boundaries.

The school board has also requested the inclusion of a clause within the relevant secondary plans, to encourage the equalization of costs associated with the establishment of this school site amongst affected landowners. In accordance with the school board's request, the following policy provision has been included within the draft secondary plan:

"3.3.2 The City shall encourage landowners within New Development Area Number 11 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school site designated on Schedule SP15(b), as may be required by the Dufferin-Peel Roman Catholic Separate School Board"

Mr. Corbett explained that the purpose of the Secondary Plan and the meeting was to inform the public as to the background material, and land use strategy which forms the basis for the Secondary Plan.

David Berman, Lakeview Developments, suggested that the road widening along Second Line West should be split between the lands in New Development Area #11 and the lands to the west. Also, he commented that land owners in Area #11 are going to bear the cost of providing land for school purposes for other Development Areas, and compensation should be provided.

There were no further questions or comments and the meeting adjourned at 8:30 p.m.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

June 9, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Draft Secondary Plan
New Development Area Number 11
Our File Number: SP-34

The notes of the public meeting, held on Wednesday June 3, 1987, with respect to the draft secondary plan for New Development Area Number 11, are attached for the consideration of Planning Committee.

A representative of a landowner within the area had two concerns with respect to:

- o the amount of road widening to be taken from the east side of the future Mavis Road; and,
- o cost sharing provisions for the designated separate secondary school site.

The Regional Municipality of Peel has jurisdiction over the planning and development of Mavis Road. In response to the preliminary circulation of the draft secondary plan, the Region has directed that road widenings be taken, as a condition of development approval, entirely from the east side of the future Mavis Road. This same direction has previously been implemented for lands south of The Canadian Pacific Railway (New Development Area Number 12).

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 3, 1987, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:14 p.m., with respect to DRAFT SECONDARY PLAN NEW DEVELOPMENT AREA #11. The subject lands cover an area of approximately 122.8 hectares-(303.5 acres) bounded by: Queen Street to the north; Chinguacousy Rd. to the west; CP Railway to the south, and Mid-Concession Line of Conc.2, WIS to the east.

Members Present: Councillor N. Porteous - Chairman
Alderman H. Chadwick
Alderman E. Carter
Alderman A. Gibson
Councillor P. Robertson
Alderman L. Bissell
Alderman P. Palleschi
Alderman S. Di Marco
Councillor E. Mitchell

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services
J. A. Marshall, Director of Planning Policy and Research
J. Corbett, Policy Planner
E. Coulson, Secretary

Approximately 19 members of the public were present. The Chairman inquired if the public had received the customary notification of the public meeting. Mr. Dalzell replied in the affirmative.

- cont'd. -

The City has very limited statutory jurisdiction to administer and enforce cost sharing agreements associated with school sites. This responsibility rests primarily between the affected school board and property owners. Accordingly, the cost sharing policy within the draft secondary plan is appropriate in context of the City's planning responsibilities for such matters.

Inquiries have also been made from residents on the west side of Chinguacousy Road regarding the impact of future development on private water supply. In this regard, the Region of Peel has advised that:

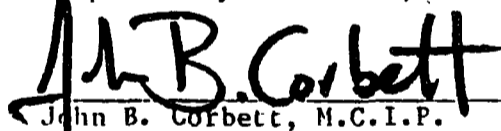
- provision will be required in all subdivision agreements for letters of credit to protect the private wells in the area; and,
- a watermain may be required on Chinguacousy Road.

RECOMMENDATIONS

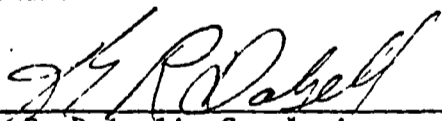
On the basis of the foregoing, it is recommended that:


1. The notes of the public meeting be received;
2. The draft secondary plan be approved; and,
3. Staff be directed to submit the secondary plan to City Council for adoption.

Respectfully submitted,


 John B. Corbett, M.C.I.P.
 Policy Planner

AGREED:


 F. R. Dalzell, Commissioner of
 Planning and Development


 J. A. Marshall, M.C.I.P.
 Director of Planning Policy
 and Research

JBC/hg/13

Accordingly, the road widening requirements for Mavis Road, have been incorporated within the draft secondary plan to conform with:

- the functional planning requirements of the Region; and,
- alignment geometrics for the roadway within previously approved development, south of the subject lands.

The Dufferin-Peel Roman Catholic Separate School board has identified the need for the reservation of a secondary school site within New Development Area Number 11. After considering a number of alternative sites, the Board selected New Development Area Number 11 as the most appropriate to serve the intended catchment area, which extends:

- north to Queen Street;
- south of Steeles Avenue;
- east to Main Street; and,
- west to the Peel-Halton Regional Municipal boundaries.

The school board has also requested the inclusion of a clause within the relevant secondary plans, to encourage the equalization of costs associated with the establishment of this school site amongst affected landowners. In accordance with the school board's request, the following policy provision has been included within the draft secondary plan:

"3.3.2 The City shall encourage landowners within New Development Area Number 11 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school site designated on Schedule SP15(b), as may be required by the Dufferin-Peel Roman Catholic Separate School Board"

E3-12

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

June 9, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Draft Secondary Plan
New Development Area Number 11
Our File Number: SP-34

The notes of the public meeting, held on Wednesday June 3, 1987, with respect to the draft secondary plan for New Development Area Number 11, are attached for the consideration of Planning Committee.

A representative of a landowner within the area had two concerns with respect to:

- o the amount of road widening to be taken from the east side of the future Mavis Road; and,
- o cost sharing provisions for the designated separate secondary school site.

The Regional Municipality of Peel has jurisdiction over the planning and development of Mavis Road. In response to the preliminary circulation of the draft secondary plan, the Region has directed that road widenings be taken, as a condition of development approval, entirely from the east side of the future Mavis Road. This same direction has previously been implemented for lands south of The Canadian Pacific Railway (New Development Area Number 12).

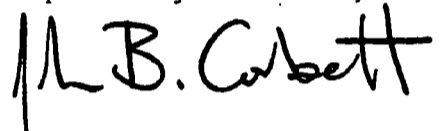
proponent (Lakeview Estates Limited) has met with the residents, and agreed to form a resident's advisory committee to provide input in the site design process.

CONCLUSIONS

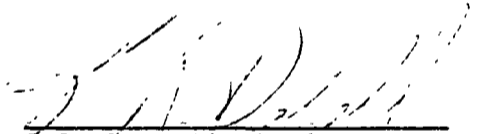
A detailed site evaluation has determined that the south-east corner of Chinguacousy Road and Queen Street West is the only practical location for neighbourhood commercial development in New Development Area Number 11. The residents will have an opportunity to resolve amenity and design concerns through participation in the site plan design process. Accordingly, it is recommended that:

1. The draft secondary plan for New Development Area Number 11 be approved; and,
2. Staff be directed to submit the appropriate documents to City Council for adoption.

Respectfully submitted,



John B. Corbett, M.C.I.P.,
Policy Planner


F.R. Dalzell, Commissioner,
Planning and Development
J.A. Marshall, M.C.I.P.
Director of Planning Policy
and Research

JC/am/13

In addition, this site presents an opportunity to consolidate the development of the proposed neighbourhood commercial facility with an automobile service station which is permitted under the current zoning of this property. This approach ensures that:

- access to the service station and neighbourhood commercial development are property co-ordinated;
- more aesthetic and functional land use is achieved through the comprehensive development of the site;
- land fragmentation on Queen Street West is minimized; and,
- conflicts with abutting residential land use are minimized, since the number of free-standing commercial developments are reduced.

Accordingly, it is evident that site 3 is the most appropriate location for the required neighbourhood commercial development within New Development Area Number 11.

However, the concern regarding the interface with residential properties on the north side of Queen Street must also be addressed. In this regard, compatibility between **directly abutting** residential and commercial development has often been achieved through building and site design treatments, such as landscaping, berming, and flood lighting controls. In this case, existing residential and proposed commercial development are separated by the 36.0 metre (118 feet) Queen Street right-of-way. A high degree of land use compatibility can be achieved between residential and commercial uses on the opposite side of Queen Street through appropriate zoning and site plan controls.

The residents could have more effective impact on the actual form of development on the site, during successive steps in the planning process, related to zoning and site plan design. It should be emphasized that additional public meetings will be convened prior to zoning and subdivision approval for these lands. In the interim, the development

In this regard, it would be preferable to consolidate the proposed neighbourhood commercial facility with an existing commercial property, where a suitable site opportunity is available.

Thus, site 2 is not preferred for neighbourhood commercial development since:

- it would not resolve the land use interface issue with residences on the north side of Queen Street;
- access to the site would conflict with the local (residential) road function of Major William Sharpe Drive; and,
- further fragmentation of commercial development would result on Queen Street West.

SITE 3:

Site 3 represents the designated location for neighbourhood commercial development in the draft secondary plan for New Development Area Number 11. This site was selected since:

- its location at the intersection of two major arterial roads provides the degree of exposure and vehicular accessibility required to effectively serve the local demand area;
- conflicts between through and local (residential) traffic are minimized; and,
- it is ideally situated to serve the intended trade area, which extends north and south on Chinguacousy Road to the C.N. and C.P. railway tracks respectively.

SITE 2

Site 2 is located at the south-west corner of Queen Street and the planned southerly extension of Major William Sharpe Drive. The site is currently occupied by a private residence and agricultural operation. During the preparation of the secondary plan it became evident that the current land owner has no immediate development intentions.

In addition, the site is located immediately opposite existing residential development on the north side of Queen Street. Accordingly, site 2 has no advantage over the proposed location at the south-east corner of Chinguacousy Road and Queen Street in terms of the interface with existing residential development.

Access to this site would be attained from both Queen Street West and Major William Sharpe Drive. Accordingly, site 2 would be subject to the same disadvantages as site 1 with respect to encouraging through traffic on Major William Sharpe Drive, north and south of Queen Street.

The establishment of a neighbourhood commercial development would further fragment commercial development on Queen Street between Chinguacousy and McLaughlin Roads. There are already 4 commercial properties with direct access on to this segment of Queen Street West. An additional commercial establishment on site 2 would compound problems associated with:

- conflicting residential and commercial oriented traffic movements;
- land use conflicts with abutting residential uses; and,
- fragmented development patterns.

- situated at the extreme north-east corner of New Development Area Number 11; and,
- bounded to the west by the planned southerly extension of Major William Sharpe Drive.

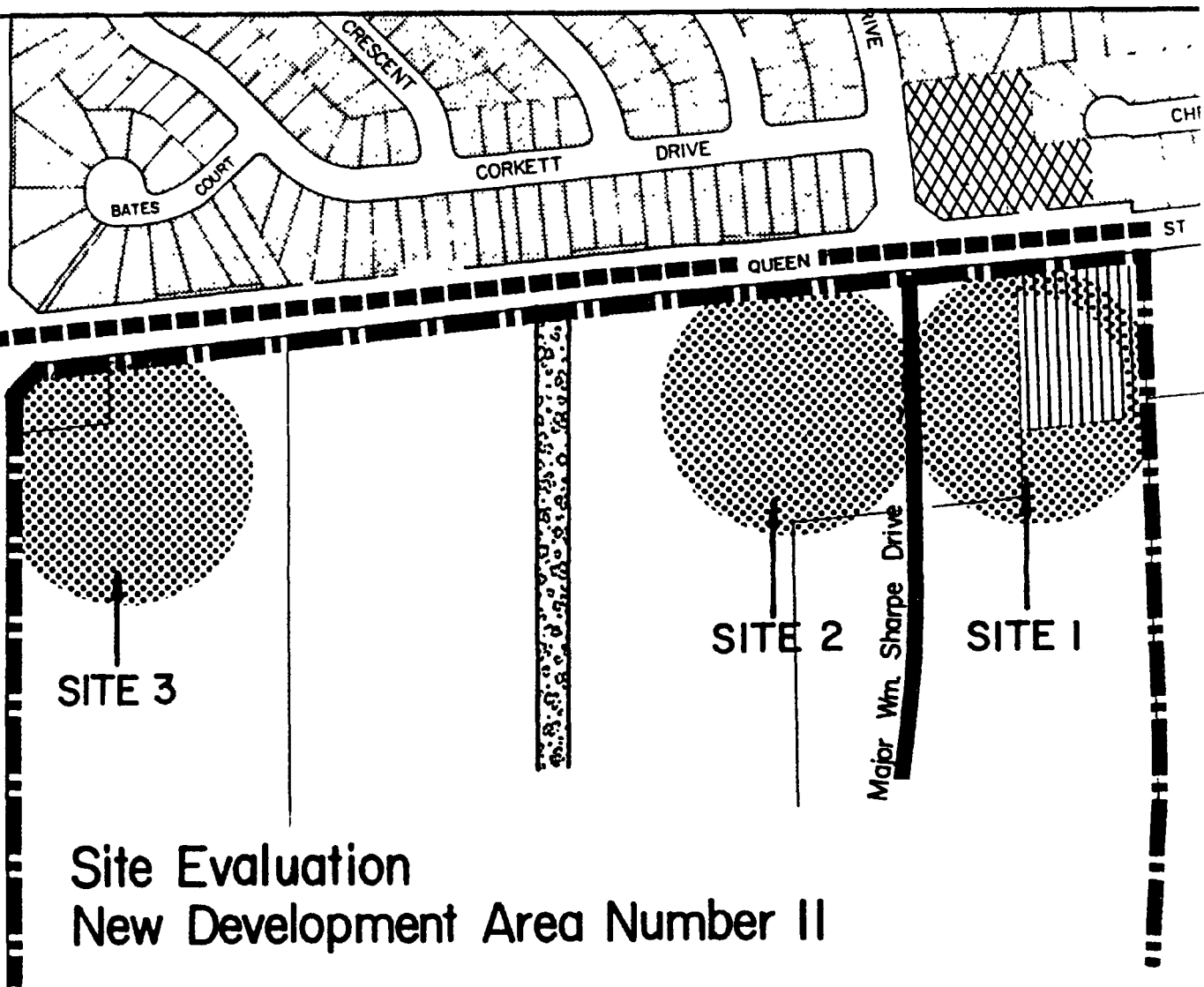
Existing commercial development is situated directly opposite site 1, on the north side of Queen Street. This feature enhances the initial attractiveness of site 1, since potential land use conflicts with existing development is minimized. However, much of this quadrant is occupied by an existing service commercial establishment (House of Textiles). Redevelopment of this service commercial establishment is highly unlikely.

In addition there is insufficient frontage on Queen Street West, between the southerly extension of Major William Sharpe Drive and the existing service commercial use, to accommodate the neighbourhood commercial development. Access to the site would be obtained primarily from the southerly extension of Major William Sharpe Drive. Access from this roadway is not considered desirable since:

- it is designed to function only as a minor collector road which should not accommodate the volume of traffic associated with the scale of commercial development proposed; and,
- a significant amount of through traffic would be encouraged on Major William Sharpe Drive, which would conflict with the local (residential) function of this road, to the north and south of Queen Street.

Accordingly, there are no practical site opportunities for the development of a neighbourhood commercial facility at site number 1.

E3-6










Site Evaluation New Development Area Number II

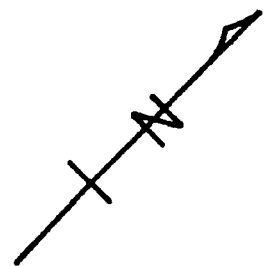
Existing Land Use

-  Single Family Residential
-  Highway and Service Commercial

Proposed Land Use

-  Low and Medium Density Residential
-  Neighbourhood Commercial
-  Service Commercial
-  Hazard Lands
-  Major Arterial Road
-  Minor Collector Road
-  New Development Area Number II

Map 2



1:4000

SITE EVALUATION

Given:

- the documented need for the proposed neighbourhood commercial centre; and,
- the allocation of commercial floor space and site area requirements;

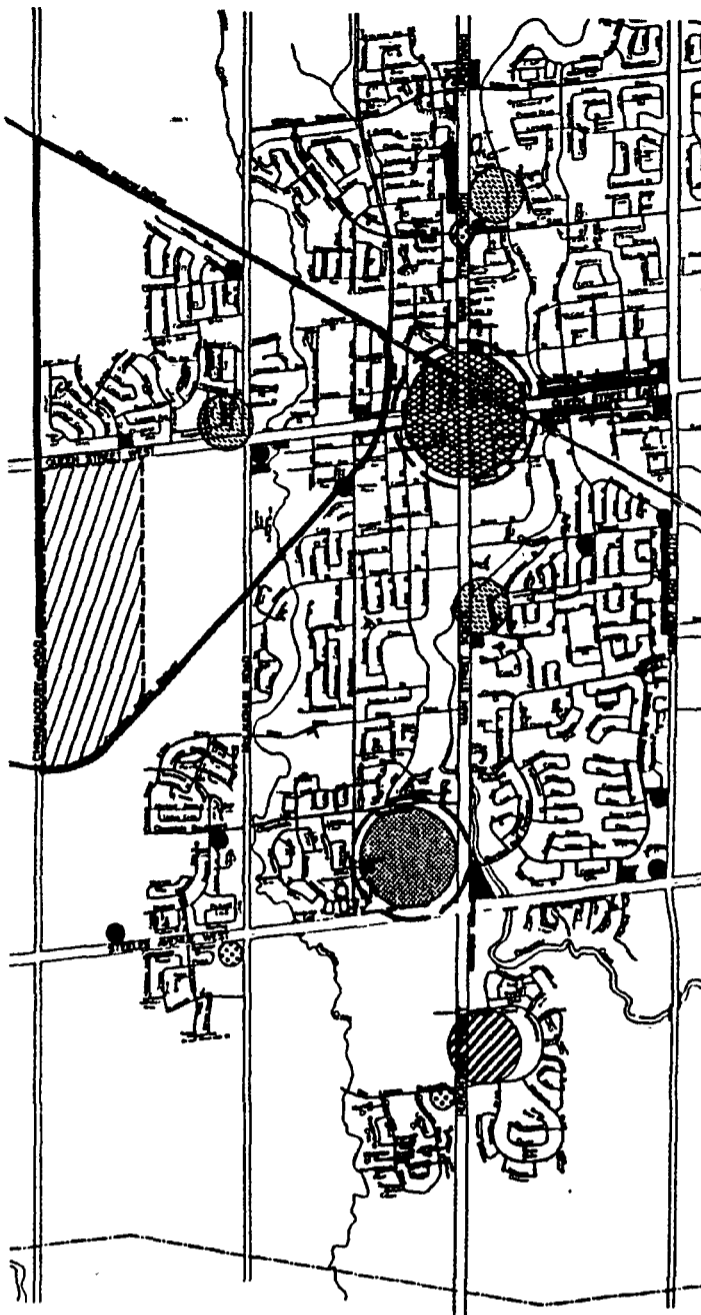
then it is appropriate to undertake a site evaluation for the facility.

The Brampton Official Plan identifies the intersection of arterial and collector roads as the preferred location for neighbourhood commercial facilities. Map 2 identifies 3 potential sites, within New Development Area Number 11, which appear to satisfy this preliminary criteria. The appropriateness of these sites for commercial development may be evaluated relative to the following factors:

- suitability for commercial development;
- interface with existing land use;
- comprehensiveness of development;
- accessibility to the intended trade area;
- vehicular access; and,
- other development constraints/opportunities.

SITE 1

Site number 1 is:



MAP 1

Existing & Designated Commercial Facilities

- Local Demand Area
- ▨ New Development Area No.11
- ▧ Central Commercial Corridor
- ▩ Four Corners Commercial
- ▤ Regional Commercial
- ▥ Neighbourhood Commercial
- Convenience Commercial
- Highway & Service Commercial
- ▨ Specialty Office Service Commercial
- ▩ District Commercial

Scale: 1:4000
Date: October 1988

This type of shopping pattern is accommodated in the draft secondary plan by distributing the total gross leasable floor space allocations between a neighbourhood and convenience commercial centre. The proposed neighbourhood commercial centre would accommodate a maximum of 57,000 square feet of gross leasable floor area on a 6.0 acre site, and consist of the following tenant mix:

- a supermarket (to a maximum of 25,000 square feet);
- a proportional amount of department store type merchandise space;
- restaurants;
- bank or trust companies; and,
- other retail uses.

The proposed convenience commercial centre would accommodate a maximum of 20,000 square feet of gross leasable floor area on a 2.0 acre site, and consist of the following tenant mix:

- confectionary and specialty food (to a maximum of 5,000 square feet);
- a proportion of department store type merchandise;
- restaurants;
- personal services, and,
- local offices.

NEED

The future residents of New Development Area Number 11 must be adequately served with shopping opportunities in context of the commercial hierarchy prescribed by the City of Brampton Official Plan. To assist in the determination of future commercial land use in the development area, a trade area analysis has been prepared by a consultant on behalf of a major land owner in the locality.¹ A comprehensive review of this trade area analysis has been undertaken as part of the secondary plan preparation process. The results of this review are summarized below.

Map 1 depicts existing and designated commercial facilities within, and in proximity to the "local demand area". (The area which will primarily be served by the proposed neighbourhood commercial facility). The trade area analysis found that demand for additional commercial floor space would result from population growth within the local demand area.

In this regard, new growth in the order of 7,713 persons would support an additional 7,155.3 square metres (77,000 square feet) of gross leasable floor area.

Given this total commercial floor space allocation within the development area, the shopping needs of future residents should be satisfied by:

- daily retail, convenience and personal service facilities, in highly accessible locations with a strong pedestrian orientation; and,
- weekly comparison shopping facilities including supermarkets, department store type merchandise and local offices in locations which are typically automobile oriented.

1. Trade Area Analysis South-east Quadrant, Queen Street West and Chinguacousy Road, W. Scott Morgan, M.C.I.P.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

June 19, 1987

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

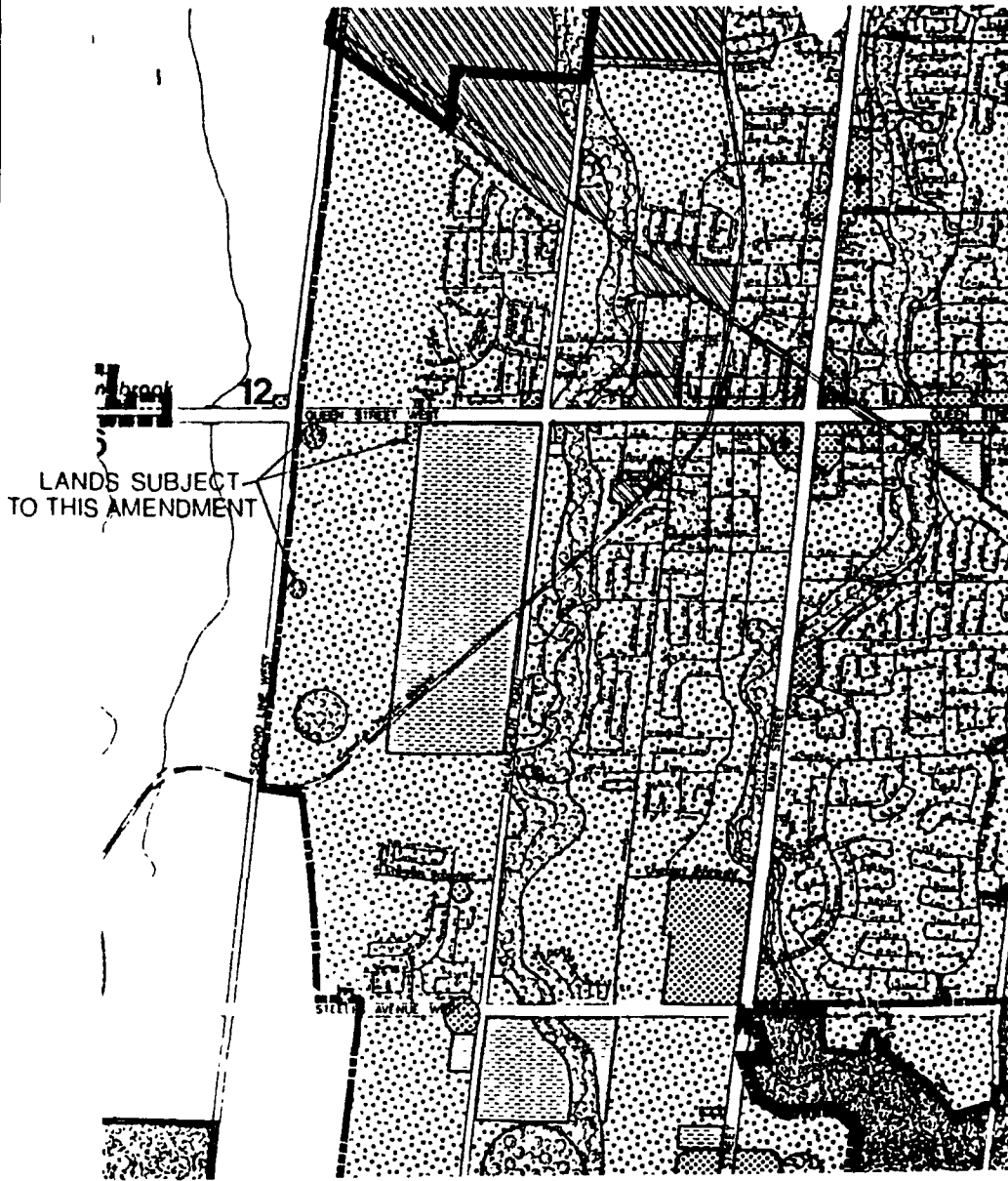
RE: **DRAFT SECONDARY PLAN**
New Development Area Number 11
Our File Number: SP34

BACKGROUND

At its meeting of 1986 06 15, Planning Committee received the notes of the public meeting pertaining to the above noted secondary plan. In response to resident's concern regarding the proposed "Neighbourhood Commercial" designation at the south-east corner of Chinguacousy Road, and Queen Street West, the matter was referred to staff for further analysis. The principal concern of the residents was the potential impact of the facility on residential properties to the north of Queen Street.

Accordingly, it is the intent of this report to:

- confirm the need for the proposed neighbourhood commercial facility;
- evaluate the appropriateness of the proposed site, and,
- recommend an appropriate course of action to Planning Committee.



GENERAL LAND USE DESIGNATIONS
SCHEDULE 'A'

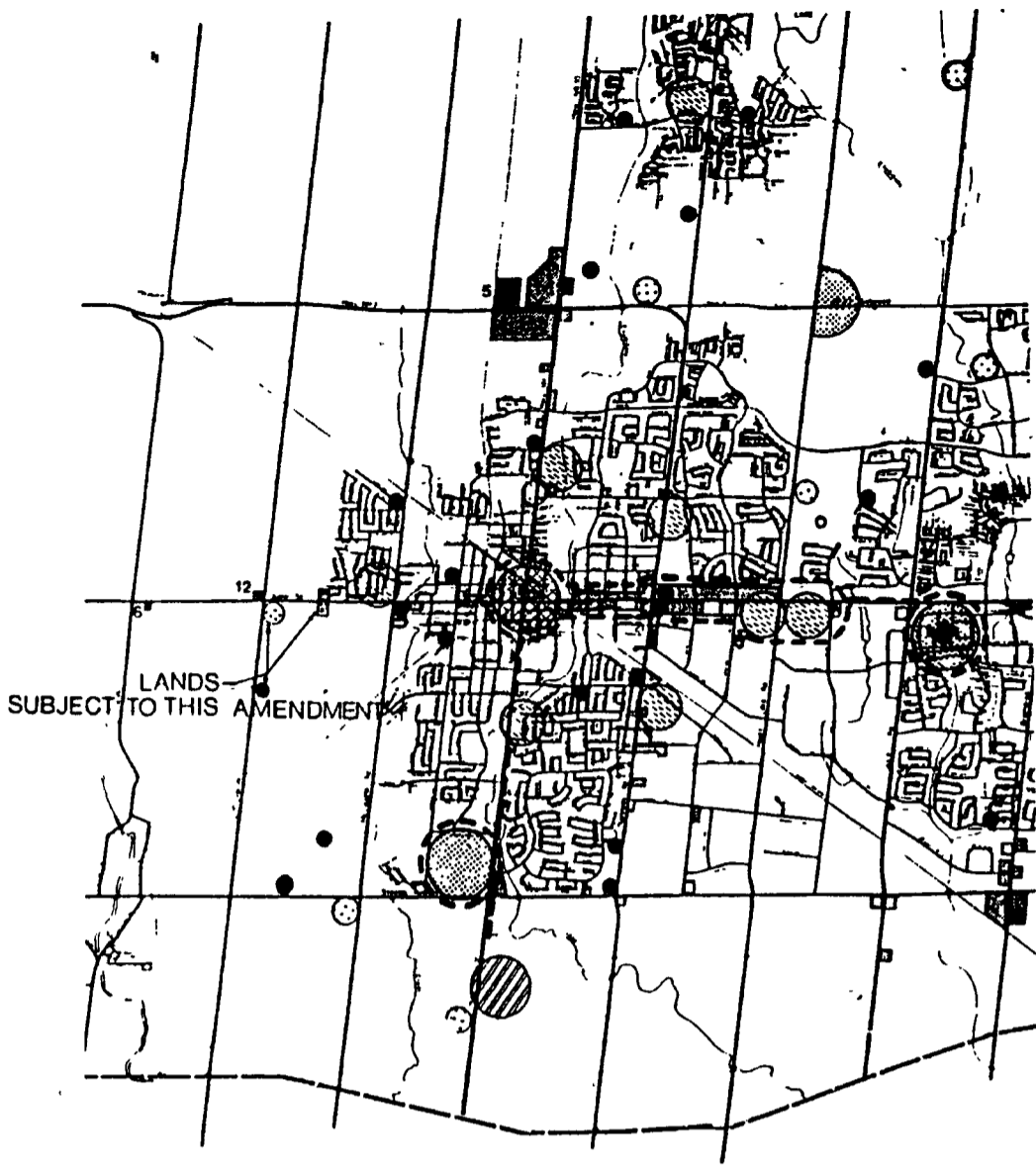
- | | |
|-------------------------------|---------------------------------|
| URBAN BOUNDARY | RURAL SETTLEMENTS (EXPANSION) |
| RESIDENTIAL | RURAL SETTLEMENTS (INFILLING) |
| OPEN SPACE | RURAL SETTLEMENTS (MAINTENANCE) |
| COMMERCIAL | PARKWAY BELT WEST |
| INDUSTRIAL | PROVINCIAL FREEWAY (HWY.410) |
| INSTITUTIONAL | RURAL ESTATE |
| PRIVATE COMMERCIAL RECREATION | RURAL ESTATE EXPANSION |
| AGRICULTURAL | RURAL-COMMERCIAL |
| | OPEN SPACE - CEMETERIES |
| | SPECIAL STUDY AREA |
| | SPECIALTY AGRICULTURAL |

SCHEDULE C TO
OFFICIAL PLAN AMENDMENT
No. _____











CITY OF BRAMPTON
Planning and Development

Date: _____ Drawn by: _____
File no. _____ Map no. _____



COMMERCIAL
SCHEDULE 'F'

-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY B SERVICE COMMERCIAL
-  SITE SPECIFIC DESIGNATIONS
-  RURAL COMMERCIAL

SCHEDULE B TO
OFFICIAL PLAN AMENDMENT
No. _____



CITY OF BRAMPTON
Planning and Development

Date:
File no.

Drawn by:
Map no.

E1-44

development approval for lands abutting Mavis Road and Queen Street West, except at approved access locations.

4.1.6 The right-of-way requirement for Minor Collector Roads designated on Schedule SP15(b) shall be 23.0 metres.

4.1.7 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Railways

4.2.1 Schedule SP15(b) identifies a proposed grade separation at the intersection of Mavis Road and the C. P. Railway. Sufficient lands shall be reserved for such a grade separation, if required, prior to draft plan approval of affected plans of subdivision.

5.0 MUNICIPAL SERVICES

5.1. Storm Water Management

A detailed engineering and drainage report shall be undertaken for any development in New Development Area Number 11, and will be subject to the approval of the appropriate Conservation Authority and the City. This report will describe the storm water management techniques which must be implemented, to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation in New Development Area Number 11 and in downstream areas during and after the construction period.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 11 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

6.0 Implementation and Interpretation

The provisions of CHAPTER 7 of the Official Plan shall apply to the implementation and interpretation of this chapter.

interfere with some residential activities. This notification shall be registered on title against the lands within Special Policy Area Number 2.

3.6.3 Notwithstanding the "Low and Medium Density Residential" designation of lands shown outlined as "Special Policy Area Number 3" on Schedule SP15(b), Council shall encourage the acquisition of the existing residential holding, by a development proponent on abutting lands, for comprehensive redevelopment with the abutting Community Park. Until such redevelopment occurs, the amenity of the existing holding shall be assured through the establishment of a landscaped buffer area abutting lands designated for Community Park purposes. Such a buffer area shall have a minimum width of 15.0 metres (50 feet) and contain berming, landscaping fencing or screening as may be deemed appropriate by the City.

4.0 TRANSPORTATION POLICIES

4.1 Roads

4.1.1 Road facilities in New Development Area Number 11 are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2. of this Plan.

4.1.2 The right-of-way requirement for Queen Street West shall be 36.0 metres. Appropriate road widenings necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a prerequisite to development within New Development Area Number 11. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes and/or for utilities.

4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2., and Schedules "H" and "I" of the Official Plan.

4.1.4 Lands shall be conveyed to the Regional Municipality of Peel in conjunction with the development of abutting lands within New Development Area Number 11 to achieve a right-of-way for Mavis Road of 36.0 metres. Conveyances of land required to achieve a 36.0 metres right-of-way shall be dedicated, as a condition of development approval, entirely from the east side of the existing westerly limit of Second Line West.

4.1.5 To protect the Major Arterial function of Mavis Road, and Queen Street West, it is the policy of the City to restrict access from individual properties. To this end, 0.3 metre reserves shall be a condition of

E1-42

Where an open watercourse is involved, adequate space and slope gradients shall be provided for maintenance and other such purposes including pedestrian linkages. Underpasses may be required, where deemed appropriate by the City, where an open watercourse intersects with a collector road to maintain the continuity of the pedestrian linkages.

3.5.2 Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, if required, by the appropriate Conservation Authority, and the City, prior to draft approval of affected plans of subdivision, and shall be incorporated into the implementing zoning by-law.

3.6 Special Policy Areas

3.6.1 Lands designated "Low and Medium Density Residential" and located within "Special Policy Area Number 1" shown on Schedule SP15(b) shall be developed in accordance with the policies of section 3.1 of this Chapter. In keeping with the policies of CHAPTER 2, policies 2.1.1.10.1 and 2.4.4.1 of the Official Plan, Council recognizes the potential incompatibility of residential development with the operations of the Ontario Correctional Institution to the east. To enhance the privacy, amenity and security of future residents of the area, Council shall not permit new residential lots to abut Institutionally designated lands to the east of Special Policy Area Number 1. The necessary building separation shall be achieved through the employment of security measures and subdivision design features deemed satisfactory to the City, in consultation with the appropriate provincial authorities. This shall include the installation of appropriate fencing and the alignment of local frontage roads parallel to Institutionally designated lands. Residential lots shall only be permitted on the west side of such local frontage roads, to provide adequate physical separation from Institutionally designated lands. In addition, development proponents shall be required to inform all prospective tenants or purchasers of land within Special Policy Area Number 1, of their proximity to a provincial penal facility. This notification shall be registered on title against the lands within Special Policy Area Number 1.

3.6.2 Lands designated "Low and Medium Density Residential" and shown as Special Policy area Number 2 on Schedule SP15(b) shall be developed in accordance with the policies of section 3.1 of this Chapter. Council recognizes potential adverse impacts on residential activities in this locality related to the operations of the Ontario Provincial Police Training Centre to the east. Accordingly, development proponents shall be required to inform all prospective tenants or purchasers of lands within adjacent plans of subdivision that certain operations associated with this facility, including a heliport, may occasionally

Accordingly, the relevant plan of subdivision shall provide sufficient frontage on the designated collector road to accommodate such access to the Community Park facility, to the satisfaction of the City.

- 3.4.3 A "Neighbourhood Park" with an area of approximately 1.2 hectares (2.9 acres) shall be located abutting the separate elementary school site, as designated on Schedule SP15(b).
- 3.4.4 A "Neighbourhood Park" with an area of approximately 1.8 hectares (4.5 acres) shall be located as designated on Schedule SP15(b), to retain to the greatest extent practicable portions of the Class II Woodlot identified on Schedule C to the Official Plan. In this regard, development proposals abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of the Official Plan.
- 3.4.5 Neighbourhood Parks designated on Schedule SP15(b) shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.17 of the Official Plan.
- 3.4.6 A "Parkette" with an area of approximately 0.24 hectares (0.5 acres) shall be established in the general location designated on Schedule SP15(b), and shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.16 of the Official Plan.
- 3.4.7 Where "Open Space" facilities designated on Schedule SP15(b) abut school sites, it is the intent of the City to co-operate with the relevant school board to co-ordinate the planning, development, maintenance and activity programming of the school and park facilities.
- 3.4.8 Lands outlined as "Linear Buffer Strip" on Schedule SP15(b) shall be used for connecting walkways and pedestrian linkages between elements of the Open Space system, and to provide a protective buffer between potentially conflicting land uses. The "Linear Buffer Strip" shall consist of a widened boulevard contained within a local road right-of-way. The "Linear Buffer Strip" shall have a width of approximately 7.5 metres (25 feet) and shall be landscaped to the satisfaction of the City. In accordance with policy 2.5.1.3.3. of the Official Plan, the "Linear Buffer Strip" shall not be credited as part of the dedication of land required under the Planning Act.

3.5 Hazard Lands

- 3.5.1 Lands designated "Hazard Lands" on Schedule SP15(b) have been identified by the appropriate Conservation Authority as having inherent environmental hazards due to flood susceptibility. Designated "Hazard Lands" shall remain in their natural state or be utilized for storm water management purposes and complimentary uses in accordance with the policies of CHAPTER 1, subsection 1.2 of the Official Plan.

3.3. Institutional

3.3.1 The Dufferin-Peel Roman Catholic Separate School Board has identified the need for the reservation of:

- (i) a 6.0 hectare (15.0 acres) separate secondary school site; and,
- (ii) a 2.4 hectare (6.0 acres) separate elementary school site.

These school sites shall be established in the general locations designated on Schedule SP15(b). The required school sites shall be included in the relevant plans of subdivision, to the satisfaction of the appropriate school board at the time of draft plan approval. In the event that these sites are not required for school purposes, the use of the lands for Low and Medium Density Residential purposes shall be permitted, in accordance with subsection 3.1, and without an amendment to this Plan. However, the City reserves the right to acquire a portion of the secondary school site designated on Schedule SP15(b), prior to their release for residential purposes, to provide some of the recreational facilities which would otherwise have been provided on the school site.

3.3.2 Prior to draft approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 11 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school site designated on Schedule SP15(b), as may be required by the Dufferin Peel Roman Catholic Separate School Board.

3.3.3 It is intended that the significant grouping of high quality tree specimens which are located within the designated separate secondary school site, are retained to the greatest extent practicable, to enhance the amenity of the locality.

3.4 Open Space

3.4.1 Lands designated "Open Space" on Schedule SP15(b) shall be used for outdoor and indoor recreation areas and facilities of community and neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of the Official Plan shall apply.

3.4.2 A "Community Park" with an area of approximately 4.2 hectares (10.4 acres) shall be established in the general location indicated on Schedule SP15(b), and shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.18, of the Official Plan. Vehicular access to the Community Park shall be provided only from the abutting collector road, as designated on Schedule SP15(b).

- (iii) An automobile service station shall also be permitted as a free-standing facility or integrated with the neighbourhood commercial facilities;
- (iv) Vehicular access shall be determined through the development approval process, as deemed appropriate by the road authority having jurisdiction. As a condition of development approval, 0.3 metre reserves may be required along abutting major arterial roads, except at approved access points; and,
- (v) Provision shall be made to minimize impacts on abutting and adjacent residential uses, through landscaping and the erection of masonry walls and other methods of screening to the satisfaction of the City.

3.2.2 Lands designated "Convenience Commercial" on Schedule SP15(b) shall be developed with one or more retail or service establishments, planned and developed as a unit, in accordance with the policies of CHAPTER 2, subsection 2.2 of the Official Plan, and the following:

- (i) The maximum gross leasable area permitted shall be approximately 1858 square metres (20,000 square feet);
- (ii) Primary permitted uses include confectionary and specialty food uses to a maximum of approximately 464.5 square metres (5,000 square feet), retail services, service establishments, restaurants, and local offices.
- (iii) Commercial development shall only be permitted which is compatible with adjacent residential development. Provision shall be made to minimize impacts on abutting and adjacent residential uses, through landscaping and the erection of masonry walls and other methods of screening to the satisfaction of the City; and,
- (iv) Vehicular access shall only be permitted from the abutting collector road. Access from Mavis Road shall be prohibited. To this end, the conveyance of a 0.3 metre reserve to the road authority having jurisdiction shall be a condition of development approval.

3.2.3 Lands designated "Service Commercial" on Schedule SP15(b) shall be subject to the provisions of CHAPTER 2, policies 2.2.4.9 and 2.2.4.10 of the Official Plan. Permitted uses include small scale retail, service and office uses which are moderately space-intensive, and are moderate generators of vehicular traffic. Convenience commercial and automotive service uses shall not be permitted without an amendment to this Plan.

E1-38

- 4 -

Environment, and the City, in consultation with C.P. Rail, are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the requirement of adequate building setbacks.

3.1.7 Where residential development for which noise control measures will be required, precedes the construction of Mavis Road to its ultimate lane configuration, the City shall require as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authorities. In this regard, the City shall require the employment of specific subdivision design features including, but not limited to the following:

(i) Reverse frontage lots of sufficient depth to accommodate required noise attenuation measures;

(ii) Frequent landscaping treatments, where appropriate, to break the continuity of noise attenuation features thereby enhancing the visual amenity of the Mavis Road streetscape; and,

(iii) Frontage service roads.

3.1.8 Residential lots shall be oriented toward, and have access to the local and minor collector road system.

3.1.9 The City shall encourage the incorporation of existing residential holdings in the subdivision plans of abutting properties. Accordingly, provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings, and to provide for their redevelopment in accordance with this chapter.

3.2 Commercial

3.2.1 Lands designated "Neighbourhood Commercial" on Schedule SP15(b) shall be developed with a group of commercial establishments planned and managed as a unit, in accordance with the policies of CHAPTER 2, subsection 2.2 of the Official Plan, and the following:

(i) The maximum gross leasable area permitted shall be approximately 5295.3 square metres (57,000 square feet);

(ii) Primary permitted uses include a supermarket, with a maximum gross leasable area of approximately 2322.5 square metres (25,00 square feet), retail stores, service establishments, restaurants and local offices;

TABLE 1

<u>Housing Type</u>	<u>Per Cent of Total Dwelling Units</u>
Single-Detached Density Types	45-50%
Semi-Detached Density Types	35-40%
Townhouse Density Types	10-20%
TOTAL	100%

3.1.2 The density range for New Development Area Number 11 shall be 18.3 to 32.2 units per hectare (7.4 to 13.0 units per acre) of gross residential area.

3.1.3 In areas designated "Low and Medium Density Residential" on Schedule SP15(b), permitted uses include those residential uses within the Low and Townhouse Density range defined in Part II of The Official Plan, subject to policies 3.1.1 and 3.1.2 above.

3.1.4 The preferred location for medium density residential uses will be:

- (i) Adjacent to collector or arterial roads, and in proximity to public transit service;
- (ii) In proximity to public parkland and significant topographic features;
- (iii) In locations where the development will not create traffic congestion on the local street system; and,
- (iv) In locations where a high degree of compatibility can be achieved with existing or planned low density residential development.

3.1.5 Residential development adjacent to arterial roads and railways will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, subsections 1.8.2 and 1.8.3 of the Official Plan.

3.1.6 Prior to subdivision approval for lands situated adjacent to the C. P. Rail right-of-way, noise impact studies shall be undertaken by the development proponent, to identify potential adverse impacts, and appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the

"7.27.15 Fletchers West Secondary Plan

Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 15, as amended by Amendment Number 18 and 101A, and Part IV - Chapter 15(a) and 15(b) of this Plan, shall constitute the Fletchers West Secondary Plan."

(vii) by adding the following text to PART IV - SECONDARY PLANS, as Chapter 15(b):

"Chapter 15(b): The Fletchers West Secondary Plan as it relates to New Development Area Number 11."

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP15(b), is to:

- implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed planning policies for the development of the lands shown outlined on Schedule SP15(b); and,
- specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development.

The area covered by this chapter is identified as "New Development Area Number 11" on Schedule "D". This chapter will form part of the Fletchers West Secondary Plan.

2.0 LOCATION

The subject lands encompass a total area of approximately 122.8 hectares (303.5 acres) and are situated south of Queen Street West, east of Second Line West, comprising part of the west half of Lots 2, 3, 4 and 5, Concession 2, W.H.S., of the former Township of Chinguacousy, now in The City of Brampton, as shown outlined on Schedule SP15(b).

3.0 DEVELOPMENT PRINCIPLES**3.1 Residential**

3.1.1 Housing mix target ranges shall be as indicated on Table 1, and shall apply to the whole of New Development Area Number 11.

E1-35

AMENDMENT NUMBER _____
TO THE OFFICIAL PLAN _____
OF THE CITY OF BRAMPTON PLANNING AREA

1.0 Purpose

The purpose of this amendment is to establish, in accordance with section 7.2 of the City of Brampton Official Plan, detailed planning policies for lands within New Development Area Number 11, as identified in the Official Plan.

2.0 Location

The lands subject to this amendment encompass a total area of approximately 122.8 hectares (303.5 acres), and are situated south of Queen Street West, east of Second Line West, comprising part of the west half of Lots 2, 3, 4 and 5, Concession 2, W.H.S., of the former Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are shown as "New Development Area Number 11" on Schedule "A" to this amendment.

3.0 Amendment and Policies Relative Thereto:

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

- (i) by adding thereto as Schedule SP15(b); Schedule A to this amendment;
- (ii) by adding to Schedule "F", Commercial thereto, a "Convenience Commercial" designation in the location shown on Schedule B to this amendment;
- (iii) by adding to Schedule "F", Commercial thereto, a "Highway and Service Commercial" designation in the location shown on Schedule B to this amendment;
- (iv) by adding to Schedule "F", Commercial thereto, a "Neighbourhood Commercial" designation in the location shown on Schedule B to this amendment;
- (v) by adding to Schedule "A" General Land Use Designations thereto, three "Commercial" designations in the locations shown on Schedule C to this amendment;
- (vi) by deleting the first paragraph of subsection 7.2.7.15., and substituting therefor the following:

E1-34



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To adopt Amendment Number _____ 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 _____ to the Official Plan of the City of Brampton Planning Area, is 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 _____ to the Official Plan of the City of Brampton Planning Area.

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

this _____ day of _____, 198 .

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

AMENDMENT NUMBER _____
to the Official Plan of the
City of Brampton Planning Area

2.3 Implementation and Recommendations

Implementation of the land use and transportation strategy for New Development Area Number 11 will require the approval of the attached draft secondary plan, as an amendment to the City's Official Plan. Accordingly, a public meeting is required in accordance with the Planning Act, and Council's procedures.

Upon approval of the secondary plan by the Ministry of Municipal Affairs, individual plans of subdivision may then be considered for approval, subject to the requirements of the Official Plan and Secondary Plan.

Accordingly, it is recommended that:

1. A public meeting be held in accordance with City Council's procedures; and,
2. Subject to the results of the public meeting, staff be directed to submit the secondary plan to City Council for adoption.

Respectfully submitted,

J. B. Corbett

John B. Corbett, M.C.I.P.
Policy Planner

AGREED:

E. R. Dalzell
E. R. Dalzell, Commissioner of
Planning and Development

J. A. Marshall
J. A. Marshall, M.C.I.P.
Director of Planning
Policy and Research

JBC/hg/9

2.2.2 Collector Roads

The draft secondary plan proposes a network of minor collector roads consisting of:

- the southerly extension of Major William Sharpe Drive; and,
- two east-west collectors intersecting with the future Mavis Road.

Minor collector roads are planned to:

- have an ultimate right-of-way width of 23.0 metres; and,
- accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods, or to or from the major collector and arterial street system.

Direct access from abutting properties is permitted.

2.2.3 Local Roads

The local road system will be developed as part of the subdivision approval process.

2.2.4 Railways

The draft secondary plan identifies a proposed grade separation at the intersection of Mavis Road and the C.P. Railway. Sufficient lands shall be reserved for such a grade separation, if required, prior to draft plan approval of affected plans of subdivision.

2.2 Transportation Strategy

It is the intent of the draft secondary plan to ensure the development and maintenance of an effective transportation system, that will maximize accessibility within the development area. The draft secondary plan indicates the alignment and right-of-way requirements of arterial and collector roads.

2.2.1 Arterial Roads

Two major arterial roads serve New Development Area Number 11; namely:

- Queen Street West; and,
- the future Mavis Road extension along the westerly development area boundary.

Major arterial roads have an ultimate right-of-way width of 36.0 metres, and are planned to:

- accommodate large volumes of medium distance intra-regional traffic at medium speeds; and,
- serve traffic flows between the principal areas of traffic generation, as well as traffic enroute to, or from provincial highways and freeways.

Direct access to abutting properties is not permitted where alternatives exist, so as not to interfere with the primary arterial street function of moving through traffic.

degree of exposure and accessibility required to effectively serve the local demand area. In addition, the Neighbourhood Commercial designation accommodates an automobile service station which is a permitted use under the current zoning of the Imperial Oil property, at the south-east corner of Queen Street West and the future Mavis Road.

The draft secondary plan provides for a site area of approximately 2.4 hectares (6.0 acres), and a maximum gross leasable floor area of 5,295.3 square metres (57,000 square feet) for the proposed Neighbourhood Commercial site.

The proposed Convenience Commercial centre accommodates floor space primarily associated with:

- confectionary and specialty food (to a maximum of 5,000 square feet);
- a proportion of department store type merchandise;
- restaurants;
- personal services; and,
- local offices.

The most appropriate location for convenience commercial facilities is on collector roads. Accordingly, the draft secondary plan designates a 0.8 hectare (2.0 acre) site at the intersection of the proposed mid-block collector and the future Mavis Road. A maximum gross leasable floor area of approximately 1858.0 square metres (20,000 square feet) is also established.

The draft secondary plan also makes provision for the existing commercial establishment at the south-east corner of the development area through a "Service Commercial" designation.

Given the total commercial floor space allocation within the development area, the shopping needs of future residents should be satisfied by:

- daily retail, convenience and personal service facilities, in highly accessible locations with a strong pedestrian orientation; and,
- weekly comparison shopping facilities including supermarkets, department store type merchandise and local offices in locations which are typically automobile oriented.

This type of shopping pattern is accommodated in the draft secondary plan by distributing the total gross leasable floor space allocation between a Neighbourhood and Convenience Commercial centre. The proposed Neighbourhood Commercial centre would accommodate floor space associated with:

- a supermarket (to a maximum of 25,000 square feet);
- a proportional amount of department store type merchandise;
- restaurants;
- bank or trust companies;
- offices; and,
- other retail uses.

In accordance with criteria established in the Official Plan, the appropriate location for Neighbourhood Commercial facilities is at the intersection of arterial or collector roads. Within, New Development Area Number 11, the south-east corner of Queen Street West and Mavis Road would satisfy this criteria, and provide the

The trade area analysis found that demand for additional commercial floor space would result primarily from population growth within the local demand area. In this regard, new growth in the order of 7,713 persons (includes growth outside the development area boundary) would support an additional 7153.3 square metres (77,000square feet) of gross leasable floor area. The floor space allocations by merchandise/service group are indicated in Table 2.3 below.

TABLE 2.3

MERCHANDISE/SERVICE GROUP	GROSS LEASABLE AREA
<u>FCTM</u> ¹	
Supermarket	25,000 square feet
Confectionary and Specialty Food	<u>5,000 square feet</u>
Subtotal	30,000 square feet
D.S.T.M. ²	20,000 square feet
Personal Service	5,000 square feet
TOTAL RETAIL	<u>55,000 square feet</u>
Restaurant	10,000 square feet
Bank or Trust Company	5,000 square feet
Office	4,000 square feet
Other	<u>3,000 square feet</u>
TOTAL G.L.A.	77,000 square feet

-
1. F.C.T.M. = Food and Convenience Type Merchandise.
 2. D.S.T.M. = Department Store Type Merchandise.

Westbram Plaza originally included a supermarket and junior department store, which fully implemented its District Commercial designation. However, the junior department store has vacated this centre, and is now occupied by a supermarket and expanded retail facilities. Accordingly, Westbram Plaza currently provides a Neighbourhood Commercial function to the Local Demand Area.

Neighbourhood Commercial

Neighbourhood Commercial areas are usually 2,000 to 9,000 square metres (21,500 to 96,900 square feet) of gross leasable area in size, and the principal tenants are major supermarkets. There are no designated Neighbourhood Commercial centres within the local demand area. As previously noted, Westbram Plaza currently functions as a Neighbourhood Commercial facility due to its tenant mix.

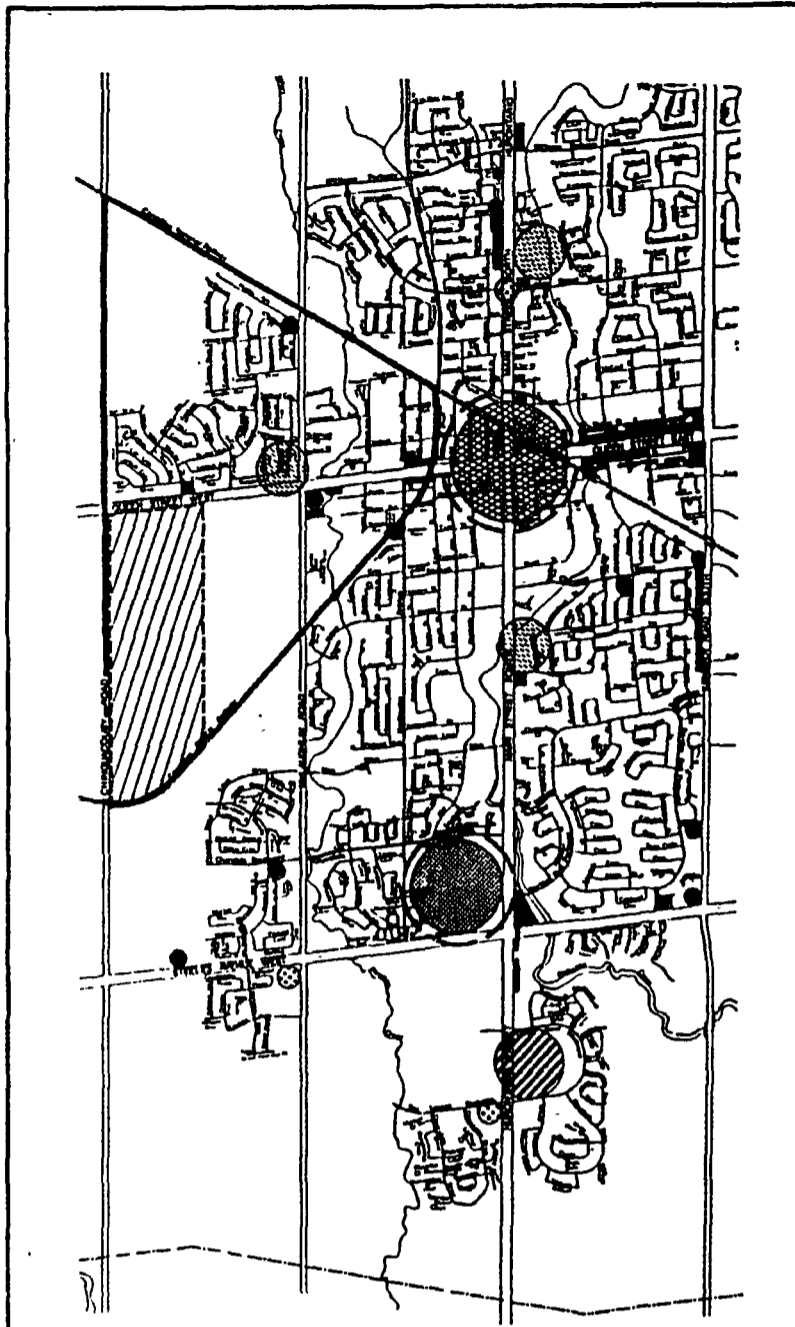
Convenience Commercial

Convenience Commercial areas may be as large as 2,000 square metres (21,500 square feet) in gross leasable area, and are intended to serve the daily retail needs of surrounding residents.

There are two Convenience Commercial centres within the local demand area; in particular:

- a 929 square metre (10,000 square foot) centre at the north-west corner of Flowertown Avenue and McLaughlin Road; and,
- a 3,205 square metre (34,500 square foot) centre at the south-east corner of Queen Street West and McLaughlin road.

The Official Plan also permits a Convenience Commercial facility in the Highway and Service Commercial designation existing on the north side of Queen Street West, east of Major William Sharpe Drive.



MAP 4

Existing & Designated Commercial Facilities

- Local Demand Area
- ▨ New Development Area No.11
- ▧ Central Commercial Corridor
- ▩ Four Corners Commercial
- Regional Commercial
- Neighbourhood Commercial
- Convenience Commercial
- Highway & Service Commercial
- ▨ Specialty Office Service Commercial
- ▩ District Commercial



Scale: 1:4000
Date: October 1986

To complement the natural amenity of "Hazard Lands", provision has also been made for the establishment of maintenance corridors on each side of the channelized water course, which will also serve as a pedestrian linkage.

2.1.5 Commercial Land Use

The future residents of New Development Area, Number 11 must be adequately served with shopping opportunities in context of the commercial hierarchy prescribed by the City of Brampton Official Plan. To assist in the determination of future commercial land use in the development area, a trade area analysis has been prepared by a consultant on behalf of the major land owner in the locality¹. A comprehensive review of the trade area analysis has been undertaken as part of the secondary plan preparation process. The results of this review are summarized below.

Map 4 depicts existing and designated commercial facilities within, and in proximity to the local demand area. The existing shopping opportunities which will directly serve the residents of the local demand area, are as follows:

District Commercial Centres

A District Commercial Centre is designated at the north-west corner of McLaughlin Road and Queen Street West (Westbram Plaza). District Centres range from 9,000 to 28,000 square metres (96,900 to 301,400 square feet) of gross leasable area in size, and the principal tenants are junior department stores, and may include supermarkets, retail stores, offices, entertainment and service establishments.

-
1. Trade Area Analysis South-East Quadrant, Queen Street West and Chinguacousy Road, W. Scott Margan, M.C.I.P.

- a 1.2 hectare (2.9 acre) "Neighbourhood Park" located abutting the separate elementary school site, central to the development area;
- a 1.8 hectare (4.5 acre) "Neighbourhood Park" located adjacent to the easterly development area boundary to retain the existing Class II Woodlot; and,
- a 0.24 hectare (0.5 acre) "Parkette" located in the most northerly portion of the development area.

In addition, the draft secondary plan provides for a "Linear Buffer Strip", which is intended to be used for connecting walkways and pedestrian linkages between elements of "Open Space", as described above. In accordance with the City's Official Plan the "Linear Buffer Strip" system will not be credited as part of the dedication of land required under the Planning Act.

It should be noted that an existing residential holding exists abutting the designated "Community Park". The policy provisions of the draft secondary plan encourage the acquisition of this property by the proponent of development on abutting lands, for integration with the Community Park. Until such redevelopment occurs, the amenity of the existing holding shall be assured through the establishment of a landscaped buffer area abutting lands designated for Community Park purposes. Such a buffer area shall have a minimum width of 15.0 metres (50 feet), and contain berming, fencing or screening, as may be deemed appropriate by the City. (No open space credit shall be recognized for this buffer area).

2.1.4 Hazard lands

The draft secondary plan designates the channelized tributary of the Credit River, and the planned stormwater detention pond in the southerly portion of the development area, as "Hazard Lands". Lands so designated are intended primarily for the preservation and conservation of the natural landscape, and stormwater management purposes.

Since the secondary school site is intended to serve a relatively large catchment area, the draft secondary plan contains provisions to encourage the equalization of costs amongst affected landowners.

2.1.3 Open Space

The minimum tableland requirement in the Official Plan is 1.6 hectares (4.0 acres) per 1,000 population for local, neighbourhood, community and district parks. Given an anticipated capacity population of 6,070, the total tableland requirement for New Development Area Number 11 is 24.3 acres (9.8 hectares). In allocating parkland requirements, consideration should be given to existing and designated facilities within the service area of New Development Area Number 11. In this regard, the following facilities should be included in this inventory:

- 2 Neighbourhood Parks south of the C.P. Railway in New Development Area Number 12 and the developed area west of McLaughlin Road; and,
- a District Park located east of McLaughlin Road, south of Sheridan College.

In addition, the planned separate school sites will provide additional recreation facilities to serve this area. It should be noted that the secondary plan reserves the right for the City to acquire any portion of the secondary school site, for park purposes, if it is not required by the Separate School Board.

To satisfy the residual parkland requirements, the following "Open Space" facilities are planned:

- a 4.2 hectare (10.4 acre) "Community Park" located abutting the separate secondary school site within the southerly portion of the development area;

- a 6.0 hectare (15.0 acres) separate secondary school site;
and,
- a 2.4 hectare (6.0 acres) separate elementary school site.

The secondary school is intended to serve the area north of Steeles Avenue and west of Highway Number 10, as well as the Fletchers Creek South area. Accordingly, the draft secondary plan designates a site for this purposes in the south-westerly portion of the development area, adjacent to the future Mavis Road. This site is appropriate since:

- it is central to the intended catchment area;
- it is accessible due to its proximity to the future Mavis Road;
- its location at the periphery of the development area would avoid the influx of a significant amount of inboard traffic to the community, that a more internal location would generate;
and,
- school facilities and activity programming can be co-ordinated with those of the abutting community park.

The separate elementary school is intended to serve primarily the populations with New Development Area Number 11. Accordingly, the Separate School Board has identified a 6 acre site which is central to the development area.

If either the elementary or secondary school sites are not required, the draft secondary plan provides for the use of these lands for Low and Medium Density Residential purposes and public open space, without the necessity of an official plan amendment.

- adjacent to collector or arterial roads and in proximity to public transit service;
- in proximity to public parkland and significant topographic features;
- in locations where the development will not create traffic congestion on the local street system; and,
- in locations where a high degree of compatibility can be achieved with existing or planned low density residential development.

2.1.2 Institutional Land Use

Institutional land use within New Development Area Number 11 will consist of school sites. School requirements are estimated utilizing the projected pupil yields provided by the Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board.

The Peel Board of Education has estimated that anticipated residential development within New Development Area Number 11 could generate the following number of students:

- 469 K-5
- 281 6-8
- 375 9-13

The Peel Board of Education has not indicated a requirement for additional public school sites in New Development Area Number 11.

However, the Dufferin-Peel Roman Catholic Separate School Board has identified the need for the reservation of:

2.1.1 Residential Land Use

The City of Brampton Official Plan prescribes housing mix ranges for New Development Area Number 11, as follows:

<u>Housing Type</u>	<u>Mix</u>
Single-Family Density Types	45-50%
Semi-Detached Density Types	35-40%
Townhouse Density Types	10-20%
Cluster Housing and Apartment Density Types	0%

The density range for New Development Area Number 11 is 18.3 to 32.3 units per hectare (7.4 to 13.0 units per acre) of gross residential area.

Accordingly, the potential residential capacity of the area is 1,734 units. Population capacity will be in the order of 6,070. Table 2.2 below illustrates the housing mix distribution of the maximum population allocation.

Table 2.2

<u>Unit Type</u>	<u>Maximum Density Range</u>	<u>No. of Units</u>	<u>Population Factor</u>	<u>Population</u>
Large Singles	45%	780	3.5	2,730
Semi-Detached (including small singles)	35%	607	3.5	2,125
Townhouses	20%	347	3.5	1,215
TOTAL		1734		6,070

The draft secondary plan incorporates the prescribed housing mix within a "Low and Medium Density Residential Designation". The preferred location for townhouses will be:

The distribution of proposed land uses, prescribed by the strategy is summarized in Table 2.1 below:

TABLE 2.1

LAND USE	APPROXIMATE AREA (ACRES)	PERCENT OF TOTAL
Low and Medium Density Residential*	234.4	77.2
OPEN SPACE		
- Community Park	10.4	3.4
- Neighbourhood Parks (2)	7.4	2.4
- Parkette	0.5	0.3
SUB-TOTAL	18.3	6.0
HAZARD LANDS	20.0	6.6
SCHOOL SITES		
- Separate Secondary	15.0	4.9
- Separate Elementary	6.0	2.0
SUBTOTAL	21.0	6.9
COMMERCIAL		
- Neighbourhood Commercial	6.0	2.0
- Convenience Commercial	2.0	0.7
- Service Commercial	1.8	0.6
SUB-TOTAL	9.8	3.3
TOTAL	303.5	100

* Includes collector and local roads and landscaped buffer areas.

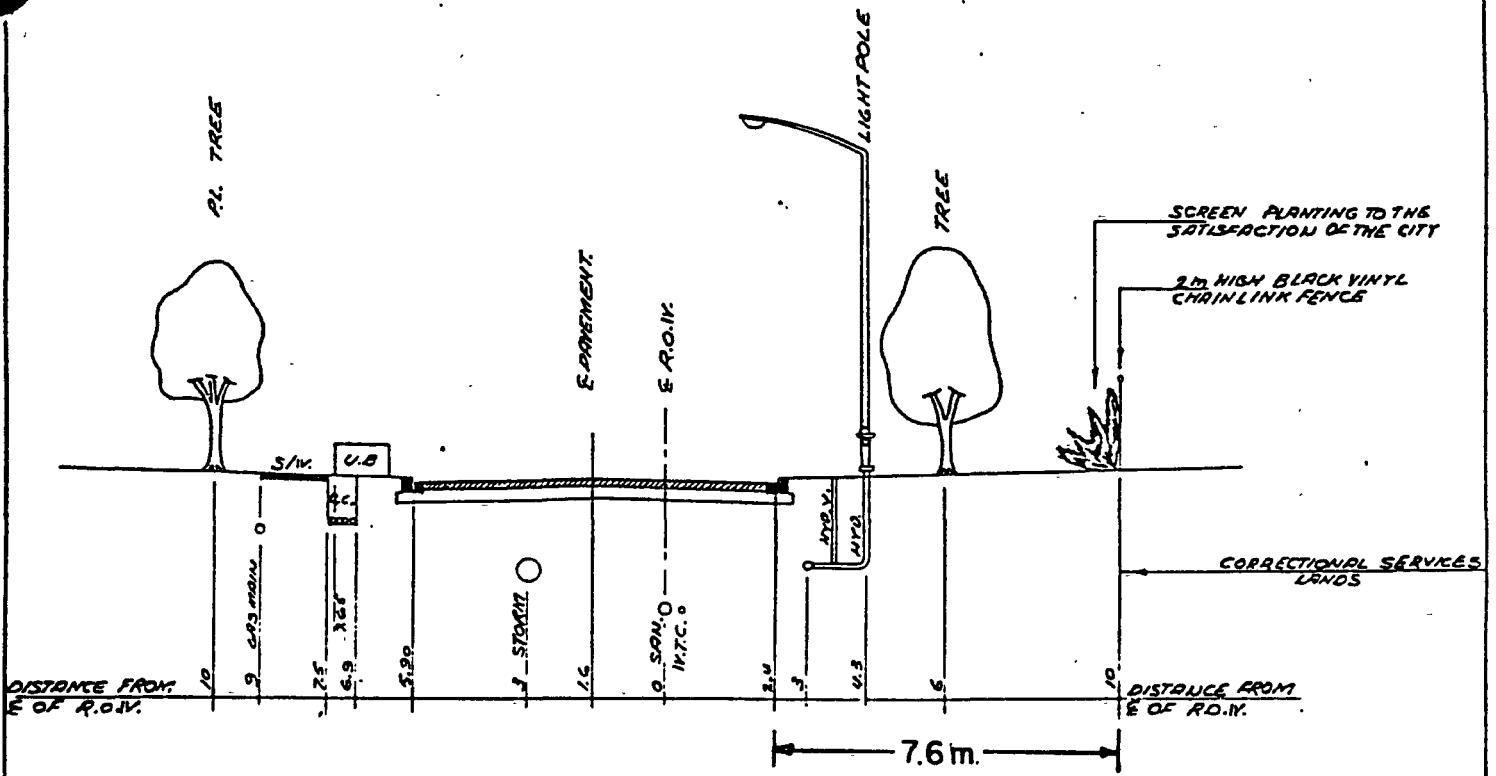


FIGURE 1

Design Concept for Lands Abutting the Ontario Correctional Institute



CITY OF BRAMPTON
Planning and Development

Date: 87 05 12 Drawn by: RB
File no. Map no.

- the installation of appropriate fencing to the satisfaction of the City and affected provincial ministries.

A potential design concept incorporating these features is provided in Figure 1.

In addition, development proponents of lands adjacent to the Ontario Correctional Institute are required to inform all prospective purchasers of their proximity to the penal facility. This notification shall be registered on title against the affected lands.

PART II: LAND USE AND TRANSPORTATION STRATEGY

2.1 Land Use Strategy

The land use strategy defines the nature and extent of future growth while promoting an orderly and attractive community. As previously noted, Schedule A of the City's Official Plan designates the study area predominantly as "Residential". However, the proposed land use strategy:

- provides a more detailed distribution of residential land uses relative to specific housing mix and density; and,
- establishes a land use pattern whereby services and utilities may be effectively deployed; environmentally sensitive areas are protected; sufficient commercial, open space and educational opportunities are available to residential areas.

It is clear that the affected provincial ministries are satisfied that adequate security measures are in place for their operational needs. However, the draft secondary plan contains specific design principles to enhance the privacy and amenity, as well as the "psychological" security of future residents with New Development Area Number 11. The objective of these provisions is to:

- provide an adequate separation distance between institutional uses and residential activities; and,
- ensure that prospective purchasers of property in the locality, are aware of their proximity to the penal facility and the police training centre.

In this regard, the secondary plan contains special policy provisions for lands adjacent to the Ontario Correctional Institute. In particular, residential lots are not permitted to directly abut institutionally designated lands to the east of New Development Area Number 11. The necessary building separation shall be achieved through:

- the alignment of "single-loaded", local frontage roads parallel to institutionally designated lands;
- the establishment of a linear landscaped buffer area abutting the entire length of the western perimeter of the Correctional Institute. This is intended to provide a protective buffer between institutional and residential uses, and serve an ancillary function as a pedestrian linkage between major elements of the open space system. The buffer area is to consist of a widened boulevard area within the local frontage road right-of-way. The boulevard will have a width of approximately 7.6 metres (25 feet) and be landscaped to the satisfaction of the City; and,

and,

"2.4.4.1 Where development occurs adjacent to the Correctional Institution and abutting provincial lands, the City shall encourage the appropriate Provincial Ministries to construct fencing and undertake landscaping and other measures deemed necessary to ensure the efficiency and safety of the institutional functions."

In accordance with the above policies, the appropriate provincial ministries have been contacted to determine their buffering requirements. The Ministry of Correctional Services (on behalf of the Ontario Correctional Institute) has advised that their safety and security devices are adequate for their present and future needs, and do not require any additional protection.

Similarly, the Ministry of the Solicitor General (O.P.P.) has also advised that they have no concerns regarding future residential development being located adjacent to the training facility, and that their standard fencing and landscaping security measures will be adequate.

It should be noted that a sizeable landscaped area exists internal to the institutional lands. An examination of survey plans of the Correctional Institute confirms that there is a significant setback from the property line to any building or security fence along the western perimeter of the site. In particular, the security fence surrounding the Ontario Correctional Institute exercise yard is 39.6 metres (130 feet) from the westerly property line at the closest point.

In addition, a dense woodlot occurs on the Ontario Provincial Police Training Academy abutting the development area boundary. This will provide a significant degree of buffering for residential uses abutting this facility.

purposes. In addition, the helicopter facility will occasionally be used for air ambulance flights, when emergency transport is required to Toronto hospitals. The Ministry advises that the flight patterns have been approved by the Department of Transport, and would not create a problem with respect to the adjacent residential area. However, the draft secondary plan contains a provision to require development proponents to inform all prospective purchasers of their proximity to the heliport facility. This notification shall be registered on title against the affected lands.

During the formulation of the City's Official Plan, Council approved the development of lands to the west of the institutional facilities for residential purposes, on the basis that:

- research has shown that there is no evidence that a penal institution would have any significant impact on surrounding residential areas; and,
- the appropriate provincial ministries would, prior to development, undertake the necessary buffering to ensure the security and amenity of the institutional functions.

In this regard, the City's Official Plan provides the following policy direction:

"2.1.1.10.1 The City shall endeavor to ensure that lands west and south of the Correctional Institution and the O.P.P. Training Centre which are designated for urban expansion, shall be developed in such a manner as not to jeopardize the security or efficiency of the Institutional functions. Matters to be taken into consideration in preparing neighbourhood and subdivision designs include a buffer, fencing, landscaping and berming and community service uses along the buffer where practicable."

- the institutional facilities which flank the entire easterly boundary of the development area.

The existing residential holdings on Second Line West are the product of past land severances. Under ideal circumstances, it would be desirable to incorporate these holdings with the residential development of surrounding lands. However, as this may not be realized, the draft secondary plan contains provisions to ensure that newly created lots will be compatible in size and orientation with existing holdings.

As noted previously, the institutional facilities situated to the east of the study area consist of the Ontario Correctional Institute, and the training facilities of the Ontario Provincial Police.

These facilities occupy an area of 118 hectares (292 acres), 82 hectares (203 acres) of which are situated north of the C.P. Railway. The property has access only to McLaughlin Road, and extends as far north as Queen Street.

The Ontario Correctional Institute is situated immediately to the north of the C.P. Railway Tracks, and provides a program for adult males incorporating assessment, treatment, education and research. The assessment unit is a maximum security facility, and treatment units are medium and minimum security.

The Ontario Provincial Police Training Centre is located north of the Correctional Institute. Future plans for this site include a police academy. However, the actual form and design of development which is to occur on the site is, as yet, undetermined. However, the Ministry of the Solicitor General has advised that there is a helicopter facility at the O.P.P. site which is used for police

north-south arterial, providing regional road service between the City of Mississauga, the City of Brampton and the Town of Caledon.

In March of 1987 City Council adopted an official plan amendment to establish a final alignment for Mavis Road, consisting of a four lane cross section, within a 36.0 metre right-of-way. The alignment coincides with Second Line West through New Development Area Number 11.

Accordingly, the secondary plan should include provisions for the staged construction of Mavis Road as a Major Arterial including the reservation of the appropriate right-of-way. In this regard, the Region of Peel has advised that road widenings necessary to achieve the ultimate right-of-way width shall be taken entirely from the east side of Second Line West.

Additionally, the Region of Peel has identified the potential need for a future grade separation at the intersection of Mavis Road with the Canadian Pacific Railway.

1.6.5 Servicing

New Development Area Number 11 is situated entirely within the Fletchers Creek sanitary servicing area. In this regard, the westerly physical limits of development within the study area is fixed by point of land which is serviceable within this drainage system. This also coincides with the urban area boundary delineated by the Official Plan.

1.6.6 Existing Land Use

Existing land use within and adjacent to New Development Area Number 11 will have a significant impact on subdivision design. This relates to:

- existing residential holdings on the east side of Second Line West; and,

- frequent landscaping treatments to break the continuity of noise attenuation features; and,
- frontage service roads.

1.6.3 Valleylands

As previously noted, New Development Area Number 11 is situated predominately on developable tableland, with the exception of valleylands associated with a tributary of the Credit River.

The Credit Valley Conservation Authority has advised that New Development Area Number 11 has been the subject of the "Stormwater Management Study" for the "Brampton West Area" prepared by Rand Engineering Corporation, dated August 1985. A recommendation of this study was the channelization of the tributary of the Credit River, and the construction of a stormwater detention pond to control the post-development flows to pre-development levels, for the 2 through 100 year storms.

Map 2 illustrates the proposed channelized tributary and detention pond location, in accordance with the above noted stormwater management study.

The Conservation Authority also may require the imposition of a building setback from the tributary and detention pond, subject to the submission of a detailed geotechnical assessment, to be submitted by development proponents.

1.6.4 Mavis Road Extension

As noted previously, the westerly boundary of the study area coincides with the proposed Mavis Road extension. The Region of Peel is undertaking the development of Mavis Road to provide a main

analysis, and to recommend abatement measures to the satisfaction of the City, Ministry of the Environment and Canadian Pacific Railway.

In this regard, Canadian Pacific requirements for noise and vibration protection for new residential development within the noise sensitivity areas include, among others, the following:

- a continuous berm having a total height of not less than 2.5 metres above top of rail, must be erected on adjoining property and parallel to the railway right-of-way;
- dwellings should, wherever possible, be setback a minimum distance of 25.0 metres from the nearest future track;
- dwellings must be constructed such that interior noise levels meet the criteria of the appropriate ministry; and,
- an analysis is to be made for all buildings within 75.0 metres of the railway right-of-way, to determine if vibration isolation pads should be installed.

Two other areas of noise sensitivity include lands in proximity to the proposed Mavis Road and Queen Street West. Noise analysis according to criteria stipulated by the Official Plan, will also be necessary for all residential development with exposure to these roads. Such an analysis will identify specific subdivision design features, to satisfy the noise attenuation criteria.

It is anticipated that noise attenuation measures will be required along the entire length of Mavis Road within New Development Area Number 11. Accordingly, it is important that the amenity of the Mavis Road streetscape be enhanced through the implementation of a variety of sound attenuation features. This may include a combination of the following measures:

- reverse frontage lots of sufficient depth to accommodate required noise attenuation features;

Sensitivity Report. The main purpose of such a report shall be to demonstrate the effect the proposed development would have on the woodlots. The Environmental Sensitivity Report should include:

- inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils, and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
- the consideration and evaluation of alternatives including locational, land use, engineering and design possibilities; and,
- an indication of measures necessary for the protection of the woodlot.

1.6.2 Noise Sensitivity Areas

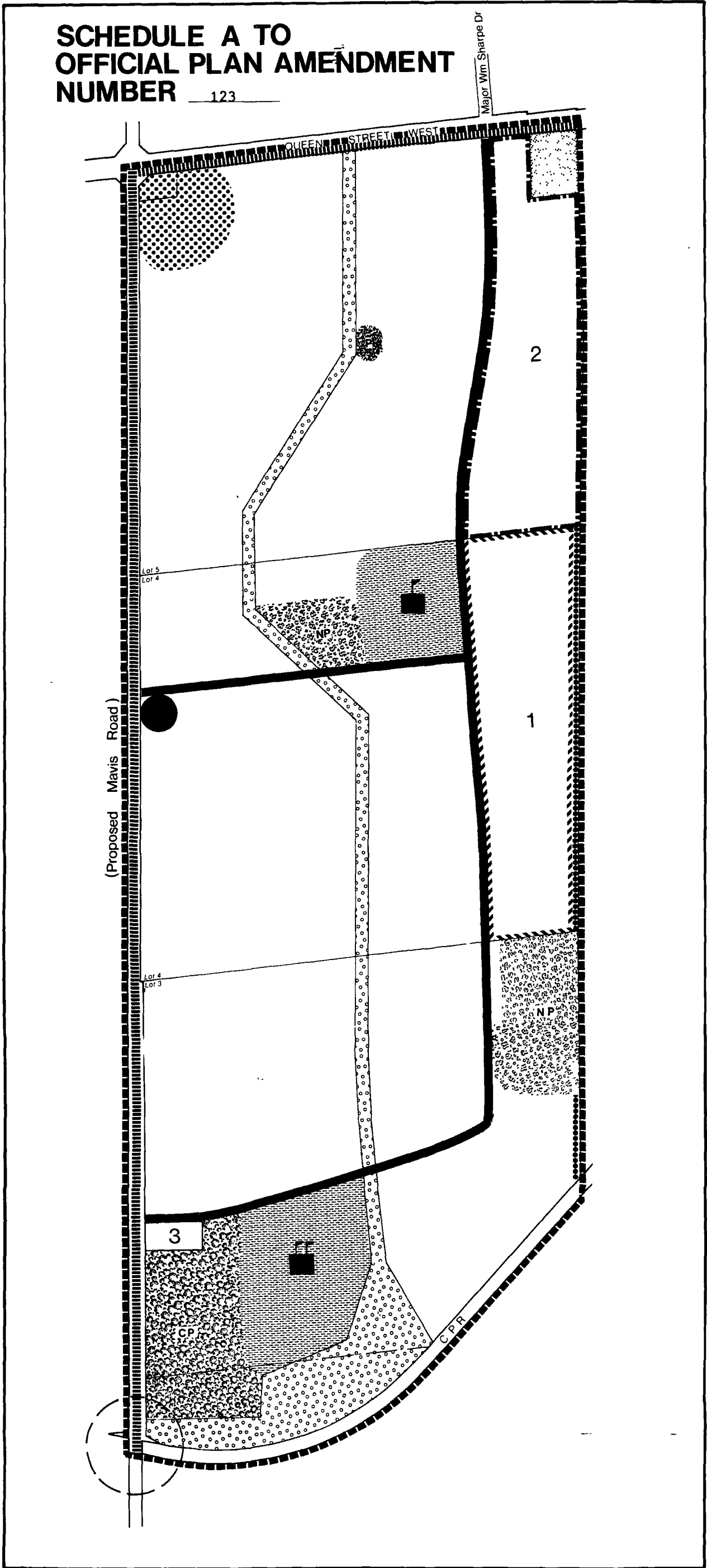
Areas of potential noise sensitivity within the study area include locations in proximity to:

- the Canadian Pacific Railway tracks;
- the proposed Mavis Road extension; and,
- Queen Street West.

The study area is bounded, at its most southerly limits by a Canadian Pacific rail line. In accordance with the provisions of the Official Plan, noise sensitivity areas are those lands lying within 300.0 metres (985 feet) of rail lines having a development component that includes outdoor passive recreation areas, or a residential component.

In addition, the Official Plan provides that prior to development approval, the proponent shall undertake a noise and vibration

SCHEDULE A TO OFFICIAL PLAN AMENDMENT NUMBER 123



Schedule SP I5(b)

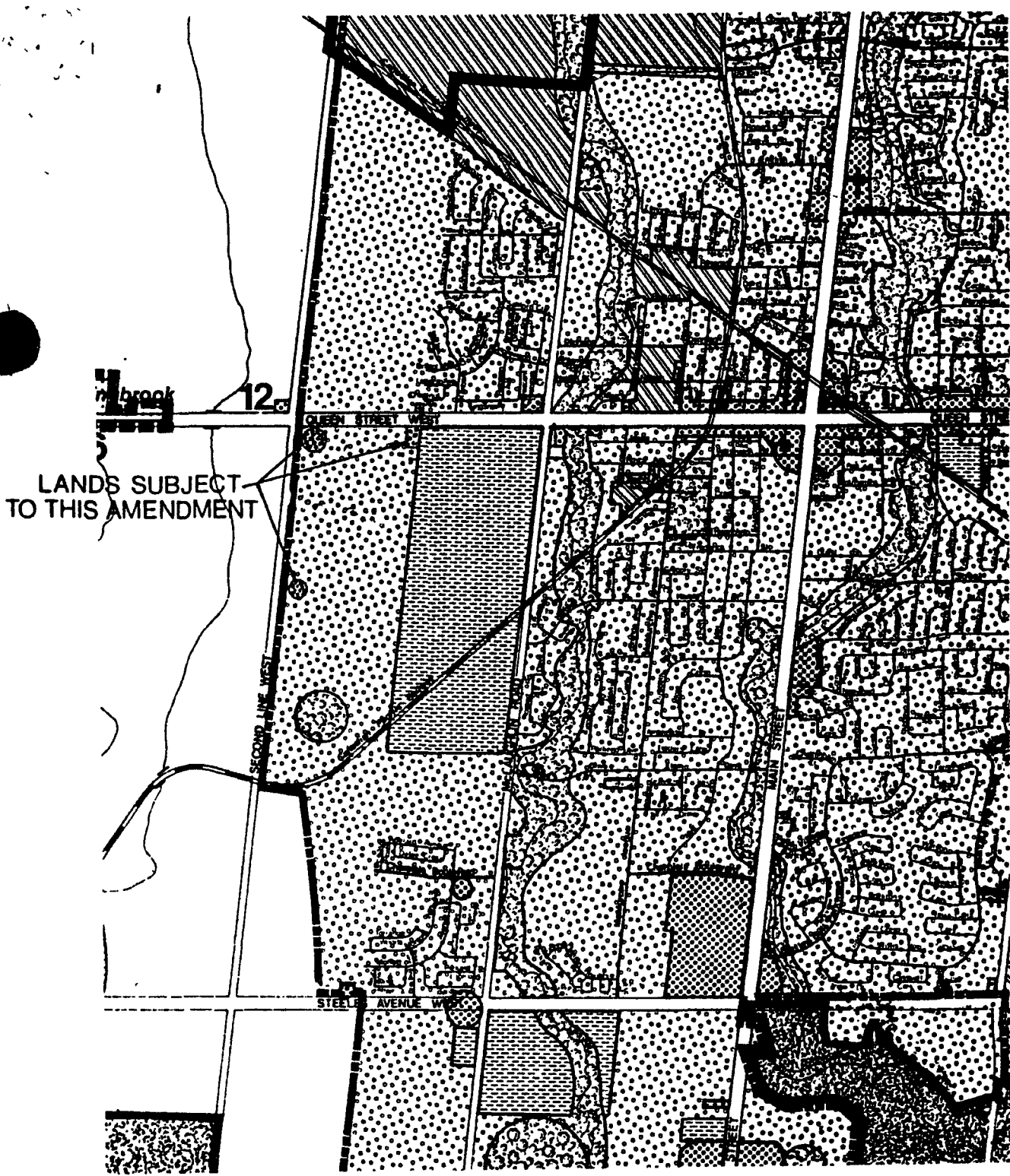
New Development Area Number 11

Date : January 1987



Legend

- | | |
|--|---------------------------|
| New Development Area 11 Boundary | Community Park |
| Low & Medium Density Residential | Neighbourhood Park |
| Neighbourhood Commercial | Parkette |
| Convenience Commercial | Special Policy Area No.1 |
| Service Commercial | Special Policy Area No.2 |
| Institutional Separate Secondary School | Special Policy Area No.3 |
| Institutional Separate Elementary School | Major Arterial Road |
| Major Open Space | Minor Collector Road |
| Linear Buffer Strip | Proposed Grade Separation |
| Hazard Lands | |



GENERAL LAND USE DESIGNATIONS

SCHEDULE 'A'

----- URBAN BOUNDARY

RESIDENTIAL

OPEN SPACE

COMMERCIAL

INDUSTRIAL

INSTITUTIONAL

PRIVATE COMMERCIAL RECREATION

AGRICULTURAL

RURAL SETTLEMENTS (EXPANSION)

RURAL SETTLEMENTS (INFILLING)

● RURAL SETTLEMENTS (MAINTENANCE)

PARKWAY BELT WEST

PROVINCIAL FREEWAY (HWY. 410)

RURAL ESTATE

RURAL ESTATE EXPANSION

RURAL-COMMERCIAL

OPEN SPACE - CEMETERIES

SPECIAL STUDY AREA

SPECIALTY AGRICULTURAL

SCHEDULE C TO
OFFICIAL PLAN AMENDMENT

No. 123



CITY OF BRAMPTON
Planning and Development

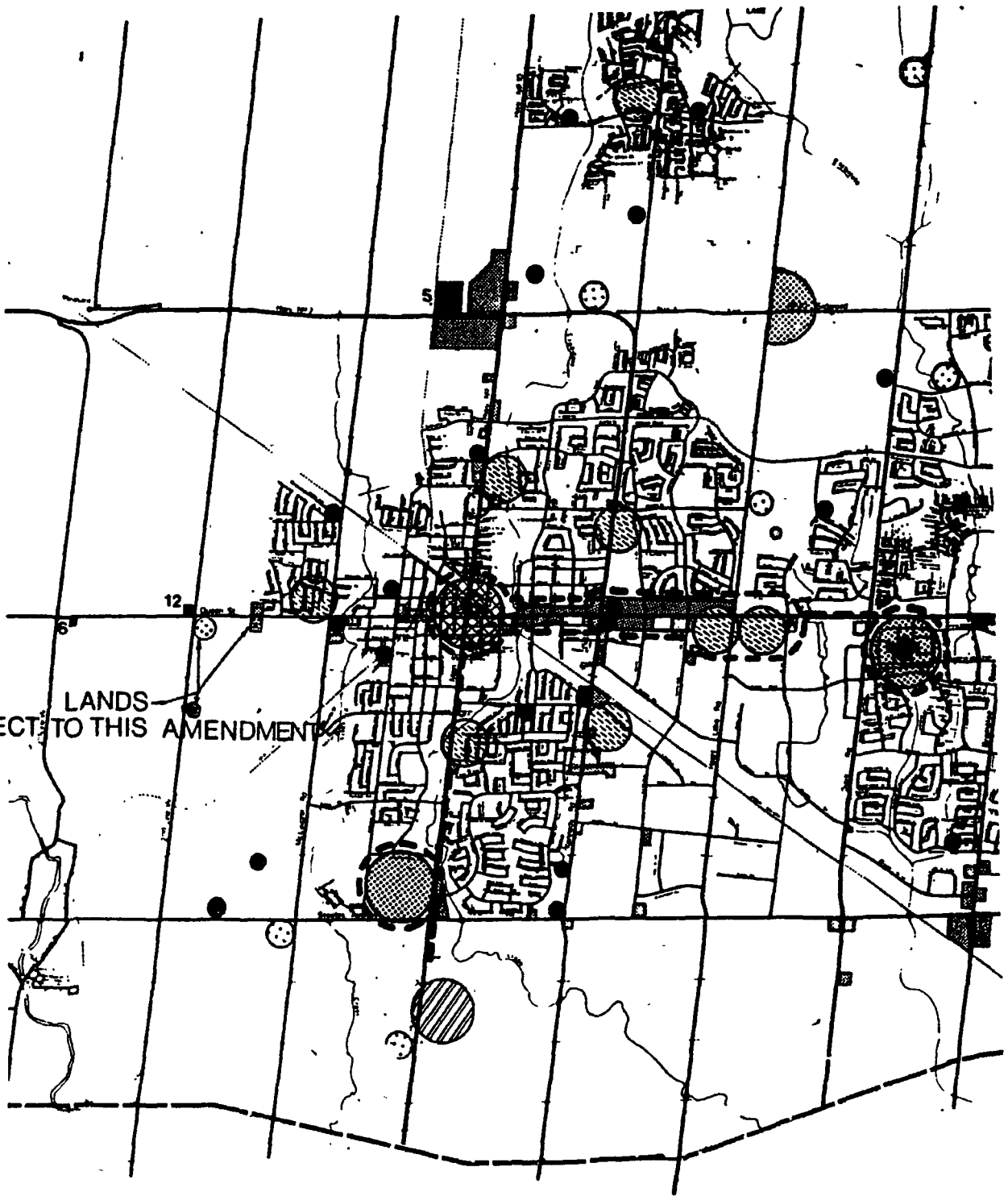
Date:

Drawn by:











File no.

Map no.

LANDS
SUBJECT TO THIS AMENDMENT



**COMMERCIAL
SCHEDULE 'F'**

-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY & SERVICE COMMERCIAL
-  SITE SPECIFIC DESIGNATIONS
-  RURAL COMMERCIAL

**SCHEDULE B TO
OFFICIAL PLAN AMENDMENT**
No. 123



CITY OF BRAMPTON
Planning and Development

Date:
File no.

Drawn by:
Map no.

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 123

Attached are copies of planning reports, dated April 10, 1987, and June 19, 1987 and the notes of a Public Meeting held on June 3, 1987 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

April 10, 1987

TO: The Chairman and Members of the Development Team
FROM: Planning and Development Department
RE: Draft Secondary Plan
New Development Area Number 11
Our File Number: SP-34

INTRODUCTION

In accordance with the City of Brampton Official Plan, a draft secondary plan has been prepared for "New Development Area Number 11". The purpose of this report is to provide the background material, land use concept and transportation strategy as the basis for the secondary plan.

PART I: BACKGROUND

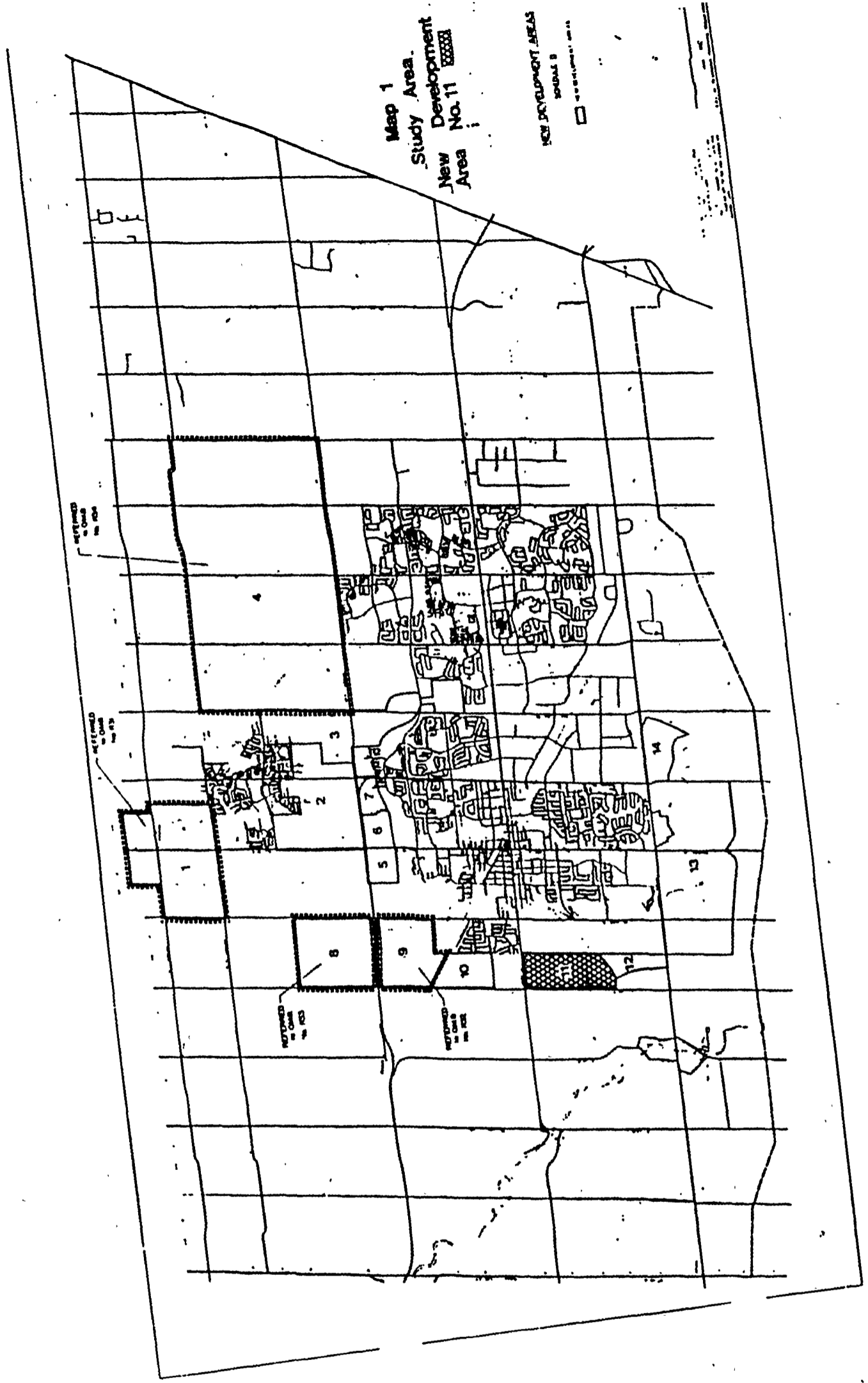
1.1 Area Description and Existing Land Use

New Development Area Number 11 is situated south of Queen Street West, east of Second Line West, and north of the Canadian Pacific Railway tracks, as depicted on Map 1. The westerly boundary of the development area is coincident with the proposed alignment of Mavis Road and the City's urban boundary.

New Development Area Number 11 covers an area of approximately 122.8 hectares (303.5 acres). Topographically, the lands are gently sloping and are traversed by a tributary of the Credit River. In the southern portion of the study area, valleylands associated with the tributary become distinct, and gradually exceed a 10 percent slope.

Map 1
Study Area
Development
New No. 11 Area

NEW DEVELOPMENT AREAS
SECTION 8
SECTION 11



RETURNED TO OWNER BY PCS

RETURNED TO OWNER BY PCS

RETURNED TO OWNER BY PCS

RETURNED TO OWNER BY PCS

1

2

3

4

5

6

7

8

9

10

11

12

13

14

A mature woodlot occurs abutting the easterly study area boundary, north of the Canadian Pacific Railway tracks.

Existing land uses are depicted on Map 2. In this regard, the lands are predominately undeveloped, with some limited crop production. Three small residential holdings are situated on the east side of Second Line West. A vacant parcel with an area of 0.2 hectares (0.61 acres) under the ownership of Imperial Oil Limited is situated at the south-east corner of Queen Street West and Second Line West. A small commercial establishment is situated at the north-east corner of the development area.

1.2 Land Ownership Pattern

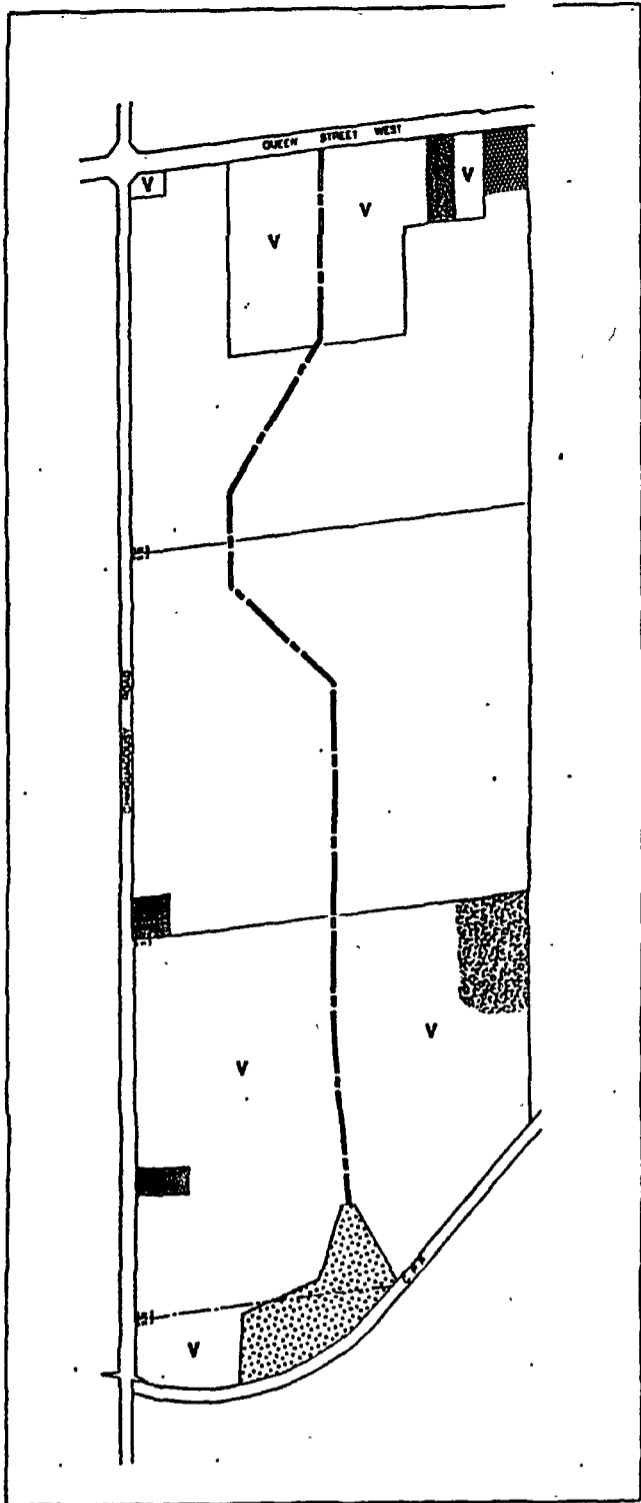
Map 3 depicts the land ownership pattern in the area. There are four main land holdings with areas of 41.2; 39.6; 30.0; and 10.1 hectares (101.7; 98.0; 74.25; and 25.0 acres respectively). Five smaller land holdings comprise the remaining area.

1.3 Development Context

New Development Area Number 11 is situated within the Fletchers West Secondary Planning Area, as delineated by the Official Plan. Within the secondary planning area, development has occurred west of McLaughlin Road, south of Elgin Drive. The development of this area is substantially complete, consisting of single and semi-detached dwelling units and related activities. In September 1986, City Council adopted a secondary plan for New Development Area Number 12, which is located immediately to the south of the subject lands.

The entire easterly study area boundary is flanked by extensive institutional development, including the Ontario Correctional Insititute and the Ontario Provincial Police Training Centre.








E1-4



Existing Land Use and Major Environmental Features

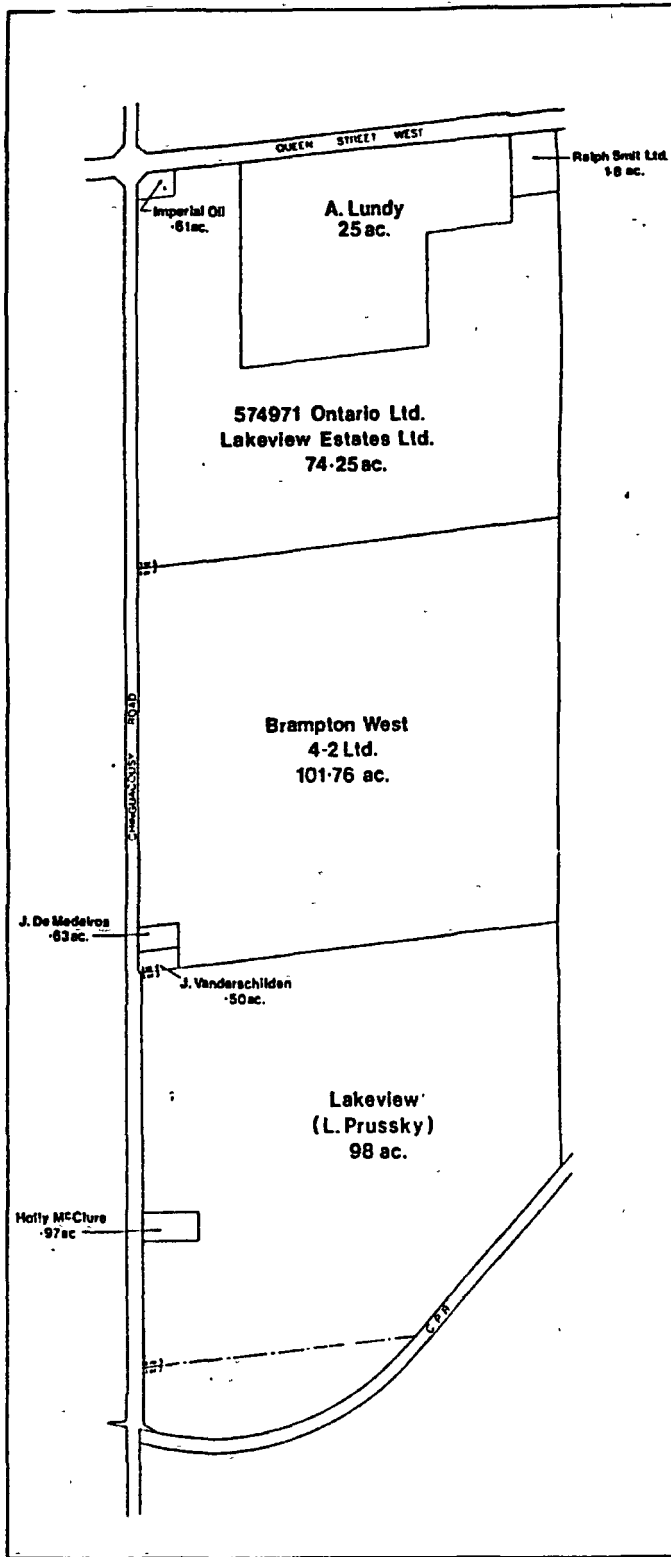
Map 2

LEGEND

- | | |
|--|--|
|  Residential |  Class II Woodlot |
|  Commercial |  Proposed Channel |
|  Agricultural/Undeveloped |  Vacant |
|  Proposed On-Line Detention Facility. | |




Scale: 1:4000
Date: SEPTEMBER 1985



Ownership Pattern
Map 3

Scale: 1:4000
Date: SEPTEMBER 1985



- woodlots;
- noise sensitivity areas;
- valleylands;
- proposed Mavis Road extension;
- servicing; and,
- existing land uses.

1.6.1 Woodlots

As previously noted, Schedule "C" of the Official Plan identifies a 1.7 hectare 4.2 (acre) mature deciduous woodlot within New Development Area Number 11. Map 2 of this report, identifies this woodlot as Class II, defined by the Official Plan as follows:

"Class II: These are medium to high quality woodlots which will withstand a low degree of disturbance. They should be preserved and used with care."

The draft secondary plan provides for the preservation of this woodlot through:

- its designation as a "Neighbourhood Park"; and,
- policy provisions which require the submission of an Environmental Sensitivity Report, in accordance with the Official Plan.

In this regard, the Official Plan provides that applications for amendments to the zoning by-law or subdivision approval within or adjacent to any classified woodlot, shall include an Environmental

Lands within New Development Area Number 11 are subject to three outstanding draft plans of subdivision, affecting the major land holdings of the area. Processing of these plans have been withheld pending the approval of a secondary plan.

1.4 Official Plan Status

The City of Brampton Official Plan sets out general parameters for growth within New Development Area Number 11. In particular, Schedule "A" - General Land Use Designations designates the subject lands predominately as "Residential". As noted previously, the most westerly limit of New Development Area 11 is coincident with the urban boundary also delineated on Schedule A.

Schedule "B" identifies the valleylands associated with the Credit River as "Hazard Lands".

Schedule "C" designates the previously mentioned woodlot as an "Environmentally Sensitive Area".

A Community Park is designated in the southerly portion of the study area, on Schedule "G" - Open Space.

1.5 Zoning Status

By-law 861 zones the study area predominately as "Agricultural Class One (A1)" with the exception of the Imperial Oil property and the existing commercial establishment on Queen Street West, which are both zoned Commercial Two (C2).

1.6 Development Constraints

An effective land use strategy must recognize constraints and limitations imposed by natural and man made features. Specific constraints relating to New Development Area Number 11 include:

development approval for lands abutting Mavis Road and Queen Street West, except at approved access locations.

4.1.6 The right-of-way requirement for Minor Collector Roads designated on Schedule SP15(b) shall be 23.0 metres.

4.1.7 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Railways

4.2.1 Schedule SP15(b) identifies a proposed grade separation at the intersection of Mavis Road and the C. P. Railway. Sufficient lands shall be reserved for such a grade separation, if required, prior to draft plan approval of affected plans of subdivision.

5.0 MUNICIPAL SERVICES

5.1. Storm Water Management

A detailed engineering and drainage report shall be undertaken for any development in New Development Area Number 11, and will be subject to the approval of the appropriate Conservation Authority and the City. This report will describe the storm water management techniques which must be implemented, to minimize the amount of storm water drainage, and and proposed methods for controlling or minimizing erosion and siltation in New Development Area Number 11 and in downstream areas during and after the construction period.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 11 shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

6.0 Implementation and Interpretation

The provisions of CHAPTER 7 of the Official Plan shall apply to the implementation and interpretation of this chapter.

interfere with some residential activities. This notification shall be registered on title against the lands within Special Policy Area Number 2.

- 3.6.3 Notwithstanding the "Low and Medium Density Residential" designation of lands shown outlined as "Special Policy Area Number 3" on Schedule SP15(b), Council shall encourage the acquisition of the existing residential holding, by a development proponent on abutting lands, for comprehensive redevelopment with the abutting Community Park. Until such redevelopment occurs, the amenity of the existing holding shall be assured through the establishment of a landscaped buffer area abutting lands designated for Community Park purposes. Such a buffer area shall have a minimum width of 15.0 metres (50 feet) and contain berming, landscaping fencing or screening as may be deemed appropriate by the City.

4.0 TRANSPORTATION POLICIES

4.1 Roads

- 4.1.1 Road facilities in New Development Area Number 11 are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2. of this Plan.
- 4.1.2 The right-of-way requirement for Queen Street West shall be 36.0 metres. Appropriate road widenings necessary to achieve the right-of-way requirement, shall be conveyed to the road authority having jurisdiction, as a prerequisite to development within New Development Area Number 11. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes and/or for utilities.
- 4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2., and Schedules "H" and "I" of the Official Plan.
- 4.1.4 Lands shall be conveyed to the Regional Municipality of Peel in conjunction with the development of abutting lands within New Development Area Number 11 to achieve a right-of-way for Mavis Road of 36.0 metres. Conveyances of land required to achieve a 36.0 metres right-of-way shall be dedicated, as a condition of development approval, entirely from the east side of the existing westerly limit of Second Line West.
- 4.1.5 To protect the Major Arterial function of Mavis Road, and Queen Street West, it is the policy of the City to restrict access from individual properties. To this end, 0.3 metre reserves shall be a condition of

Where an open watercourse is involved, adequate space and slope gradients shall be provided for maintenance and other such purposes including pedestrian linkages. Underpasses may be required, where deemed appropriate by the City, where an open watercourse intersects with a collector road to maintain the continuity of the pedestrian linkages.

3.5.2 Building setbacks may be imposed from the margin of Hazard Lands so as to have regard for the extent and severity of existing and potential hazards. The setbacks shall be determined, if required, by the appropriate Conservation Authority, and the City, prior to draft approval of affected plans of subdivision, and shall be incorporated into the implementing zoning by-law.

3.6 Special Policy Areas

3.6.1 Lands designated "Low and Medium Density Residential" and located within "Special Policy Area Number 1" shown on Schedule SP15(b) shall be developed in accordance with the policies of section 3.1 of this Chapter. In keeping with the policies of CHAPTER 2, policies 2.1.1.10.1 and 2.4.4.1 of the Official Plan, Council recognizes the potential incompatibility of residential development with the operations of the Ontario Correctional Institution to the east. To enhance the privacy, amenity and security of future residents of the area, Council shall not permit new residential lots to abut Institutionally designated lands to the east of Special Policy Area Number 1. The necessary building separation shall be achieved through the employment of security measures and subdivision design features deemed satisfactory to the City, in consultation with the appropriate provincial authorities. This shall include the installation of appropriate fencing and the alignment of local frontage roads parallel to Institutionally designated lands. Residential lots shall only be permitted on the west side of such local frontage roads, to provide adequate physical separation from Institutionally designated lands. In addition, development proponents shall be required to inform all prospective tenants or purchasers of land within Special Policy Area Number 1, of their proximity to a provincial penal facility. This notification shall be registered on title against the lands within Special Policy Area Number 1.

3.6.2 Lands designated "Low and Medium Density Residential" and shown as Special Policy area Number 2 on Schedule SP15(b) shall be developed in accordance with the policies of section 3.1 of this Chapter. Council recognizes potential adverse impacts on residential activities in this locality related to the operations of the Ontario Provincial Police Training Centre to the east. Accordingly, development proponents shall be required to inform all prospective tenants or purchasers of lands within adjacent plans of subdivision that certain operations associated with this facility, including a heliport, may occasionally

Accordingly, the relevant plan of subdivision shall provide sufficient frontage on the designated collector road to accommodate such access to the Community Park facility, to the satisfaction of the City.

- 3.4.3 A "Neighbourhood Park" with an area of approximately 1.2 hectares (2.9 acres) shall be located abutting the separate elementary school site, as designated on Schedule SP15(b).
- 3.4.4 A "Neighbourhood Park" with an area of approximately 1.8 hectares (4.5 acres) shall be located as designated on Schedule SP15(b), to retain to the greatest extent practicable portions of the Class II Woodlot identified on Schedule C to the Official Plan. In this regard, development proposals abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of the Official Plan.
- 3.4.5 Neighbourhood Parks designated on Schedule SP15(b) shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.17 of the Official Plan.
- 3.4.6 A "Parkette" with an area of approximately 0.24 hectares (0.5 acres) shall be established in the general location designated on Schedule SP15(b), and shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.16 of the Official Plan.
- 3.4.7 Where "Open Space" facilities designated on Schedule SP15(b) abut school sites, it is the intent of the City to co-operate with the relevant school board to co-ordinate the planning, development, maintenance and activity programming of the school and park facilities.
- 3.4.8 Lands outlined as "Linear Buffer Strip" on Schedule SP15(b) shall be used for connecting walkways and pedestrian linkages between elements of the Open Space system, and to provide a protective buffer between potentially conflicting land uses. The "Linear Buffer Strip" shall consist of a widened boulevard contained within a local road right-of-way. The "Linear Buffer Strip" shall have a width of approximately 7.5 metres (25 feet) and shall be landscaped to the satisfaction of the City. In accordance with policy 2.5.1.3.3. of the Official Plan, the "Linear Buffer Strip" shall not be credited as part of the dedication of land required under the Planning Act.

3.5 Hazard Lands

- 3.5.1 Lands designated "Hazard Lands" on Schedule SP15(b) have been identified by the appropriate Conservation Authority as having inherent environmental hazards due to flood susceptibility. Designated "Hazard Lands" shall remain in their natural state or be utilized for storm water management purposes and complimentary uses in accordance with the policies of CHAPTER 1, subsection 1.2 of the Official Plan.

3.3. Institutional

3.3.1 The Dufferin-Peel Roman Catholic Separate School Board has identified the need for the reservation of:

- (i) a 6.0 hectare (15.0 acres) separate secondary school site; and,
- (ii) a 2.4 hectare (6.0 acres) separate elementary school site.

These school sites shall be established in the general locations designated on Schedule SP15(b). The required school sites shall be included in the relevant plans of subdivision, to the satisfaction of the appropriate school board at the time of draft plan approval. In the event that these sites are not required for school purposes, the use of the lands for Low and Medium Density Residential purposes shall be permitted, in accordance with subsection 3.1, and without an amendment to this Plan. However, the City reserves the right to acquire a portion of the secondary school site designated on Schedule SP15(b), prior to their release for residential purposes, to provide some of the recreational facilities which would otherwise have been provided on the school site.

3.3.2 Prior to draft approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 11 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school site designated on Schedule SP15(b), as may be required by the Dufferin Peel Roman Catholic Separate School Board.

3.3.3 It is intended that the significant grouping of high quality tree specimens which are located within the designated separate secondary school site, are retained to the greatest extent practicable, to enhance the amenity of the locality.

3.4 Open Space

3.4.1 Lands designated "Open Space" on Schedule SP15(b) shall be used for outdoor and indoor recreation areas and facilities of community and neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of the Official Plan shall apply.

3.4.2 A "Community Park" with an area of approximately 4.2 hectares (10.4 acres) shall be established in the general location indicated on Schedule SP15(b), and shall be developed in accordance with the provisions of CHAPTER 2, policy 2.5.1.3.18, of the Official Plan. Vehicular access to the Community Park shall be provided only from the abutting collector road, as designated on Schedule SP15(b).

- (iii) An automobile service station shall also be permitted as a free-standing facility or integrated with the neighbourhood commercial facilities;
- (iv) Vehicular access shall be determined through the development approval process, as deemed appropriate by the road authority having jurisdiction. As a condition of development approval, 0.3 metre reserves may be required along abutting major arterial roads, except at approved access points; and,
- (v) Provision shall be made to minimize impacts on abutting and adjacent residential uses, through landscaping and the erection of masonry walls and other methods of screening to the satisfaction of the City.

3.2.2 Lands designated "Convenience Commercial" on Schedule SP15(b) shall be developed with one or more retail or service establishments, planned and developed as a unit, in accordance with the policies of CHAPTER 2, subsection 2.2 of the Official Plan, and the following:

- (i) The maximum gross leasable area permitted shall be approximately 1858 square metres (20,000 square feet);
- (ii) Primary permitted uses include confectionary and specialty food uses to a maximum of approximately 464.5 square metres (5,000 square feet), retail services, service establishments, restaurants, and local offices.
- (iii) Commercial development shall only be permitted which is compatible with adjacent residential development. Provision shall be made to minimize impacts on abutting and adjacent residential uses, through landscaping and the erection of masonry walls and other methods of screening to the satisfaction of the City; and,
- (iv) Vehicular access shall only be permitted from the abutting collector road. Access from Mavis Road shall be prohibited. To this end, the conveyance of a 0.3 metre reserve to the road authority having jurisdiction shall be a condition of development approval.

3.2.3 Lands designated "Service Commercial" on Schedule SP15(b) shall be subject to the provisions of CHAPTER 2, policies 2.2.4.9 and 2.2.4.10 of the Official Plan. Permitted uses include small scale retail, service and office uses which are moderately space-intensive, and are moderate generators of vehicular traffic. Convenience commercial and automotive service uses shall not be permitted without an amendment to this Plan.

Environment, and the City, in consultation with C.P. Rail, are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the requirement of adequate building setbacks.

3.1.7 Where residential development for which noise control measures will be required, precedes the construction of Mavis Road to its ultimate lane configuration, the City shall require as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authorities. In this regard, the City shall require the employment of specific subdivision design features including, but not limited to the following:

- (i) Reverse frontage lots of sufficient depth to accommodate required noise attenuation measures;
- (ii) Frequent landscaping treatments, where appropriate, to break the continuity of noise attenuation features thereby enhancing the visual amenity of the Mavis Road streetscape; and,
- (iii) Frontage service roads.

3.1.8 Residential lots shall be oriented toward, and have access to the local and minor collector road system.

3.1.9 The City shall encourage the incorporation of existing residential holdings in the subdivision plans of abutting properties. Accordingly, provision shall be made in abutting plans of subdivision to ensure compatibility of new development with existing residential holdings, and to provide for their redevelopment in accordance with this chapter.

3.2 Commercial

3.2.1 Lands designated "Neighbourhood Commercial" on Schedule SP15(b) shall be developed with a group of commercial establishments planned and managed as a unit, in accordance with the policies of CHAPTER 2, subsection 2.2 of the Official Plan, and the following:

- (i) The maximum gross leasable area permitted shall be approximately 5295.3 square metres (57,000 square feet);
- (ii) Primary permitted uses include a supermarket, with a maximum gross leasable area of approximately 2322.5 square metres (25,000 square feet), retail stores, service establishments, restaurants and local offices;

TABLE 1

<u>Housing Type</u>	<u>Per Cent of Total Dwelling Units</u>
Single-Detached Density Types	45-50%
Semi-Detached Density Types	35-40%
Townhouse Density Types	10-20%
<hr/> TOTAL	<hr/> 100%

- 3.1.2 The density range for New Development Area Number 11 shall be 18.3 to 32.2 units per hectare (7.4 to 13.0 units per acre) of gross residential area.
- 3.1.3 In areas designated "Low and Medium Density Residential" on Schedule SP15(b), permitted uses include those residential uses within the Low and Townhouse Density range defined in Part II of The Official Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.4 The preferred location for medium density residential uses will be:
- (i) Adjacent to collector or arterial roads, and in proximity to public transit service;
 - (ii) In proximity to public parkland and significant topographic features;
 - (iii) In locations where the development will not create traffic congestion on the local street system; and,
 - (iv) In locations where a high degree of compatibility can be achieved with existing or planned low density residential development.
- 3.1.5 Residential development adjacent to arterial roads and railways will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, subsections 1.8.2 and 1.8.3 of the Official Plan.
- 3.1.6 Prior to subdivision approval for lands situated adjacent to the C. P. Rail right-of-way, noise impact studies shall be undertaken by the development proponent, to identify potential adverse impacts, and appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the

"7.27.15 Fletchers West Secondary Plan

Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 15, as amended by Amendment Number 18 and 101A, and Part IV - Chapter 15(a) and 15(b) of this Plan, shall constitute the Fletchers West Secondary Plan."

(vii) by adding the following text to PART IV - SECONDARY PLANS, as Chapter 15(b):

"Chapter 15(b): The Fletchers West Secondary Plan as it relates to New Development Area Number 11."

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP15(b), is to:

- implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed planning policies for the development of the lands shown outlined on Schedule SP15(b); and,
- specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development.

The area covered by this chapter is identified as "New Development Area Number 11" on Schedule "D". This chapter will form part of the Fletchers West Secondary Plan.

2.0 LOCATION

The subject lands encompass a total area of approximately 122.8 hectares (303.5 acres) and are situated south of Queen Street West, east of Second Line West, comprising part of the west half of Lots 2, 3, 4 and 5, Concession 2, W.H.S., of the former Township of Chinguacousy, now in The City of Brampton, as shown outlined on Schedule SP15(b).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential

3.1.1 Housing mix target ranges shall be as indicated on Table 1, and shall apply to the whole of New Development Area Number 11.

AMENDMENT NUMBER 123
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON PLANNING AREA

1.0 Purpose

The purpose of this amendment is to establish, in accordance with section 7.2 of the City of Brampton Official Plan, detailed planning policies for lands within New Development Area Number 11, as identified in the Official Plan.

2.0 Location

The lands subject to this amendment encompass a total area of approximately 122.8 hectares (303.5 acres), and are situated south of Queen Street West, east of Second Line West, comprising part of the west half of Lots 2, 3, 4 and 5, Concession 2, W.H.S., of the former Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are shown as "New Development Area Number 11" on Schedule "A" to this amendment.

3.0 Amendment and Policies Relative Thereto:

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

- (i) by adding thereto as Schedule SP15(b), Schedule A to this amendment;
- (ii) by adding to Schedule "F", Commercial thereto, a "Convenience Commercial" designation in the location shown on Schedule B to this amendment;
- (iii) by adding to Schedule "F", Commercial thereto, a "Highway and Service Commercial" designation in the location shown on Schedule B to this amendment;
- (iv) by adding to Schedule "F", Commercial thereto, a "Neighbourhood Commercial" designation in the location shown on Schedule B to this amendment;
- (v) by adding to Schedule "A" General Land Use Designations thereto, three "Commercial" designations in the locations shown on Schedule C to this amendment;
- (vi) by deleting the first paragraph of subsection 7.2.7.15., and substituting therefor the following:



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 179-87

To adopt Amendment Number 123 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 123 to the Official Plan of the City of Brampton Planning Area, is 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 123 to the Official Plan of the City of Brampton Planning Area.

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

this 10th day of August, 1987.

KENNETH G. WHILLANS - MAYOR

CERTIFIED A TRUE COPY

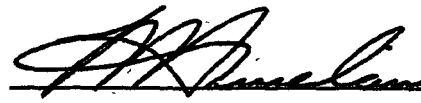
 City Clerk
 City of Brampton
 AUG 21 1987 19

LEONARD J. MIKULICH - CLERK

Amendment No. 123
to the
Official Plan for the
City of Brampton
Planning Area

Amendment No. 123 to the Official Plan for the
Brampton Planning Area, which has been adopted by
the Council of the Corporation of the City of
Brampton, is hereby approved under Sections 17 and
21 of the Planning Act, 1983, as Amendment No. 123
to the Official Plan for the Brampton Planning
Area.

Date *Dec. 29, 1987*....



L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs