



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

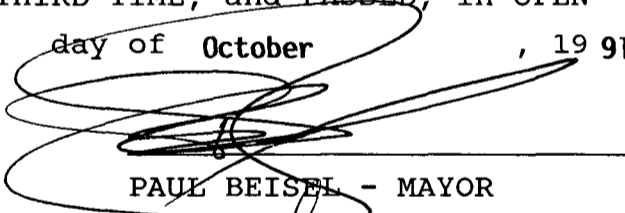
Number 241-91

To adopt Amendment Number 207
and Amendment Number 207 A
to the Official Plan of the City
of Brampton Planning Area

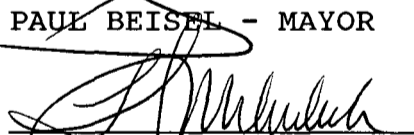
The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 207 and Amendment Number 207 A 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 207 and Amendment Number 207 A to the Official Plan of the City of Brampton Planning Area.
3. By-Law No. 184-91 is repealed.

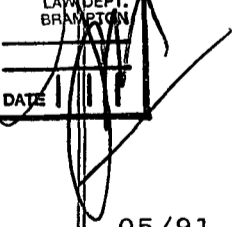
READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL, this 28th day of October, 19 91.



PAUL BEISEL - MAYOR



LEONARD J. MIKULICH -
CITY CLERK

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON

DATE

05/91

ORIGINAL

AMENDMENT NUMBER 207
and
AMENDMENT NUMBER 207 A
to the Official Plan of the
City of Brampton Planning Area

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AMENDMENT NO. 207 and 207A

TO THE

OFFICIAL PLAN FOR THE

CITY OF BRAMPTON

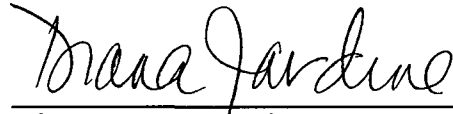
This Amendment No. 207 and 207A to the Official Plan for the City of Brampton which was adopted by the Council of the Corporation of the City of Brampton is hereby modified as follows:

1. The details of this amendment are hereby modified to delete the word "condominium" wherever it is found in the text of the amendment.
2. Section 4.0, Implementation, on page 7, is modified to delete subsection 4.2 of Amendment No. 207A and renumber the following subsections accordingly.
3. Section 4.0, Implementation, on page 7, is modified to add a new subsection 4.3 to Amendment No. 207 A, as follows:

"4.3 City Council will require that suitable noise mitigation features be incorporated into the development of the residential portion of the property as determined by a report prepared by a qualified acoustical consultant to the satisfaction of the City and the Ministry of the Environment prior to site plan approval. Furthermore, the City will require that recommendations of the approved noise study be implemented by way of the development agreement between the City of Brampton and the Proponent."

As thus modified, these amendments are hereby approved under Sections 17 and 21 of the Planning Act, R.S.O., 1990, chapter P. 13.

Date: 1992-11-30



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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

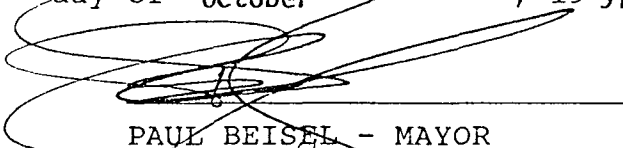
Number 241-91

To adopt Amendment Number 207
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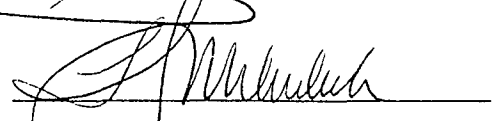
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READ a FIRST, SECOND AND THIRD TIME, and PASSED, in OPEN COUNCIL, this 28th day of October, 19 91.



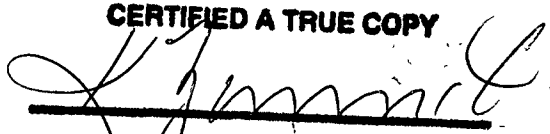
PAUL BEISEL - MAYOR



LEONARD J. MIKULICH -
CITY CLERK

APPROVED AS TO FORM LAW DEPT. BRAMPTON
DATE 11/11/91

05/91

CERTIFIED A TRUE COPY


Deputy Clerk
City of Brampton
19 91

AMENDMENT NUMBER 207
and
AMENDMENT NUMBER 207 A
TO THE OFFICIAL PLAN OF THE CITY
OF BRAMPTON PLANNING AREA

1.0 Purpose:

MODIFICATION

No. _____
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

The purpose of this amendment is to change the land use designation pertaining, to lands located at 70 Bramalea Road to permit the development of a mixed use retail/high density residential ~~condominium~~ apartment structure.

The proposed development of the subject lands consists of:

- o 2,787 square metres (30,000 square feet) of ancillary retail purposes; and
- o a high density residential ~~condominium~~ apartment component including 360 dwelling units at a maximum density of 198.7 units per hectare (80 units per acre).

More specifically the amendment:

- o redesignates the subject lands from "Industrial" to "Residential" on Schedule 'A' (General Land Use Designations) to the City of Brampton Official Plan;
- o deletes a designated collector road connection between Victoria Crescent and Bramalea Road, abutting the subject lands to the south as shown on Schedule 'H' (Major Transportation Elements and Main Road Network) and Schedule 'I' (Major Road Right-of-Way Widths) to the City of Brampton Official Plan;
- o redesignates the subject lands from "Industrial Parcel 1" to "Mixed Use - High Density Residential/Commercial" in the applicable secondary plan; and,
- o establishes several land use and development principles within the applicable secondary plan to provide for the orderly development of the subject lands.

2.0 Location

The lands subject to this amendment are located on the west side of Bramalea Road approximately 51 metres south of the intersection of Avondale Boulevard and Bramalea Road south and is described as Part of Lot 1, Concession 4, East of Hurontario Street, in the geographic Township of Chinguacousy, and also is identified as Block C, Registered Plan 636. .

3.0 Amendment and Policies Relative Thereto:

3.1 Amendment Number 207 :

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

- (1) by adding, to the list of amendments pertaining to Secondary Plan Area Number 20 set out in the first paragraph of subsection 7.2.7.20, Amendment Number 207 A.
- (2) by changing on Schedule A (General Land Use Designations) thereto, the land use designation of the lands shown outlined on Schedule 'A' to this amendment from "INDUSTRIAL" to "RESIDENTIAL";
- (3) by deleting from Schedule H (Major Transportation Elements and Major Road Network) therefrom, the collector road alignment between Victoria Crescent and Bramalea Road as shown outlined on Schedule B to this amendment; and,
- (4) by deleting from Schedule I (Major Road Right-of-Way Widths) therefrom, the designated 23 to 26 metre road right-of-way between Victoria Crescent and Bramalea Road, as shown outlined on Schedule C to this amendment.

3.2 Amendment Number 207 A:

The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as amended, as it relates to the Avondale Secondary Plan (Secondary Plan Area Number 20), is hereby amended:

- (1) by changing, on Plate Number 14 thereto, the land use designation of the lands shown outlined on Schedule D to this amendment, from "Industrial Parcel 1" to "Mixed Use Commercial/High Density Residential";
- (2) by adding to the legend on Plate Number 14 thereto, the symbol and notation "Mixed Use-Commercial/High Density Residential";
- (3) by deleting therefrom, the first paragraph of section 3.0, of Chapter C40 of Section C, and substituting therefor the following:

"3.0 POLICY

The purpose of this section is to permit the lands identified on Plate Number 14 as "Mixed Use Commercial/High Density Residential" to be used for high density residential ~~condominium~~, apartment purposes and ancillary retail purposes in accordance with the development principles set out in this section.

MODIFICATION
No. 1
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

3.1 LOCATION

The lands subject to this Chapter are located on the west side of Bramalea Road approximately 51 metres south of the intersection of Avondale Boulevard and Bramalea Road South and is described as Part of Lot 1, Concession 4, East of Hurontario Street in the geographic Township of Chinguacousy.

The property has an area of approximately 1.8 hectares with a frontage of 167 metres along Bramalea Road.

3.2 DEVELOPMENT PRINCIPLES

The lands designated on Plate Number 14 as "Mixed Commercial/High Density Residential" shall only be used for:

- (i) high density residential ~~condominium~~ apartment dwellings; and,
- (ii) only in conjunction with the high density residential condominium apartment dwellings, ancillary commercial purposes.

The purposes permitted on these lands shall be subject to the following development principles:

3.3 Residential Development Principles

- 3.3.1 A maximum of 360 ~~condominium~~ apartment dwelling units shall be permitted, at a maximum density of 198.7 dwelling units per hectare (80.0 units per acre); and,
- 3.3.2 The maximum building height for the high density residential condominium apartment component shall be 20 stories, subject to the provisions of section 3.5.2 of this chapter.

3.4 Commercial Development Principles

- 3.4.1 The maximum gross commercial floor area of the ancillary commercial uses permitted by this chapter shall be 2,787 square metres (30,000 square feet);
- 3.4.2 The maximum building height for the commercial component shall be 1 storey;

3.4.3 Permitted uses within the ancillary commercial component shall include a range of retail, personal service, restaurant and office uses. However, to enhance compatibility with adjacent uses, the implementing zoning by-law shall prohibit the following uses:

- (i) a convenience store in excess of 185.0 square metres (2,000 square feet);
- (ii) a supermarket;
- (iii) adult entertainment parlours;
- (iv) amusement arcades;
- (v) a place of assembly, community club, dance hall or a banquet hall;
- (vi) a billiard parlour or pool hall;
- (vii) a bowling alley;
- (viii) a building supplies sales establishment;
- (ix) an animal hospital;
- (x) any retail establishment having outside storage, or engaged in the selling of groceries, meat, fruit or vegetables to the general public;
- (xi) a butcher shop; and
- (xii) a bakery.

3.5 General Development Principles

3.5.1 To protect the arterial traffic function of Bramalea Road, access to the subject lands shall be restricted to two driveways, with the location and design of the driveways to be established to the satisfaction of the City of Brampton.

3.5.2 To foster land use compatibility with adjacent low density residential uses to the north, building height and massing controls, and specific site design features shall be established in the implementing zoning by-law and through the site plan approval process. In this regard, the following principles shall be incorporated:

- (i) a maximum building height of 20 storeys;
- (ii) the massing and conceptual design of the mixed use development shall provide for a gradation of building heights on the site such that the predominant massing and building height are achieved towards the southerly portions of the subject lands. In this regard, the implementing zoning by-law shall provide minimum separation distances between the low density residential uses to the north and the maximum building heights to the south; and,
- (iii) landscaping, fencing, yard widths and depths and the location of service and refuse disposal areas shall be oriented to achieve a high degree of land use compatibility between the subject lands and surrounding properties.

MODIFICATION

No. _____

UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

3.5.3 On site recreational amenities shall be provided commensurate with the family composition of the residential condominium apartment dwellings. In addition, the subject property shall be connected to the Victoria Park Recreation Centre through the development of a continuous pedestrian walkway along the hydro corridor abutting the northerly limits of the subject property.

3.5.4 On-site parking shall be provided for the commercial and high density residential ~~condominium~~ apartment purposes in accordance with the requirements of the prevailing comprehensive zoning by-law. However, it is recognized that planned transportation related improvements within the locality (including the expansion of the inter-regional "GO" Train Station south of Steeles Avenue), and the emerging mixed use nature of the district, may eventually reduce parking demand. In this instance, a reduced parking requirement shall only be considered where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer has been prepared to the satisfaction of the City.

4.0 IMPLEMENTATION

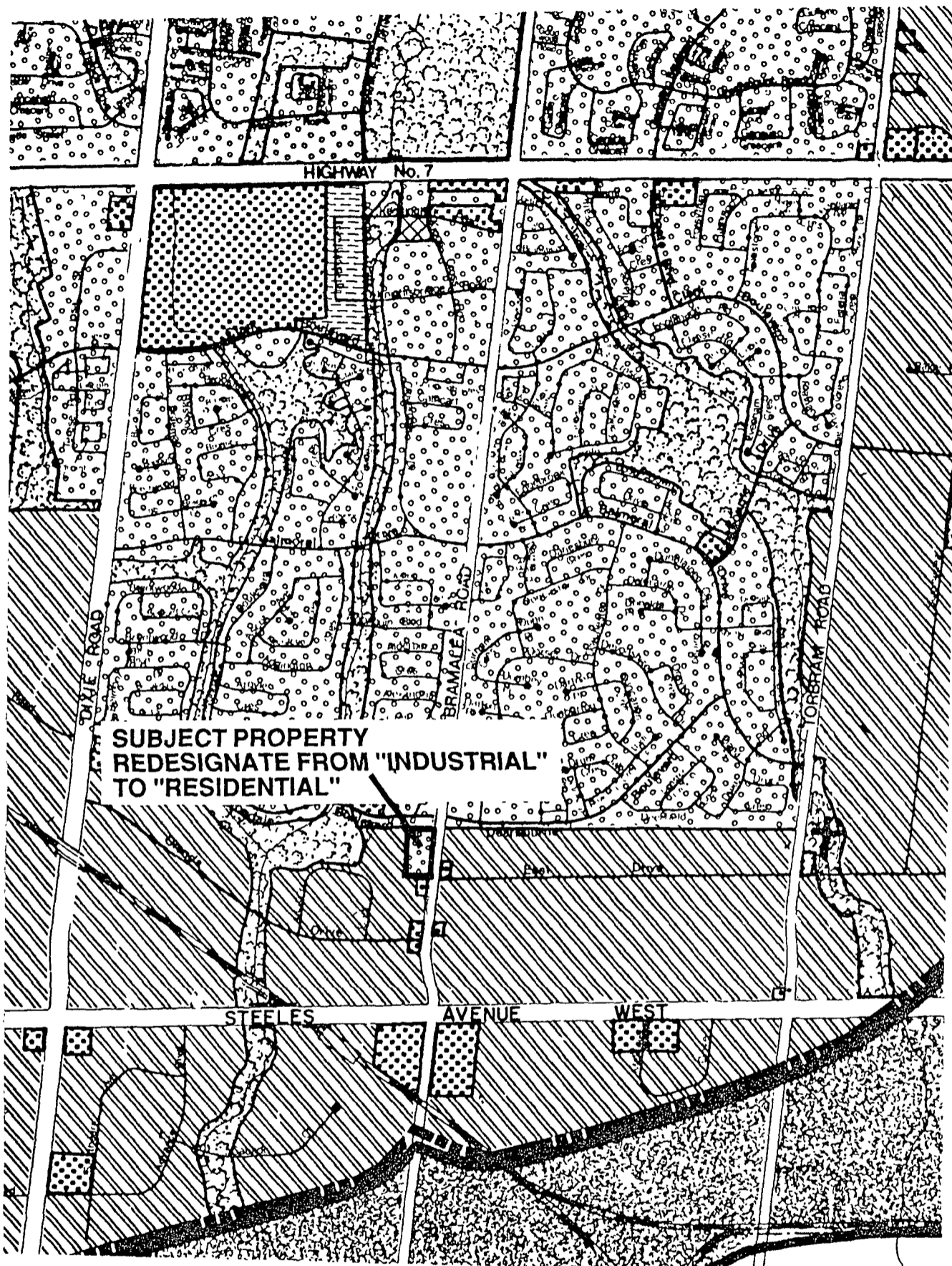
4.1 This chapter shall be implemented by an appropriate amendment to the zoning by-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 3.0 to this amendment.

MODIFICATION
No. 2
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

4.2 ~~The high density residential condominium apartment component of this mixed use development shall be developed only by means of a condominium plan registered under the provisions of the Condominium Act, R.S.O. 1980, chapter 84, as amended.~~

MODIFICATION
No. 3
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

4.3 The City shall require the owners of the lands subject to this amendment to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of the Planning Act, 1983."



- | | | | |
|--|----------------|--|-------------------|
| | URBAN BOUNDARY | | INDUSTRIAL |
| | RESIDENTIAL | | INSTITUTIONAL |
| | OPEN SPACE | | PARKWAY BELT WEST |
| | COMMERCIAL | | |

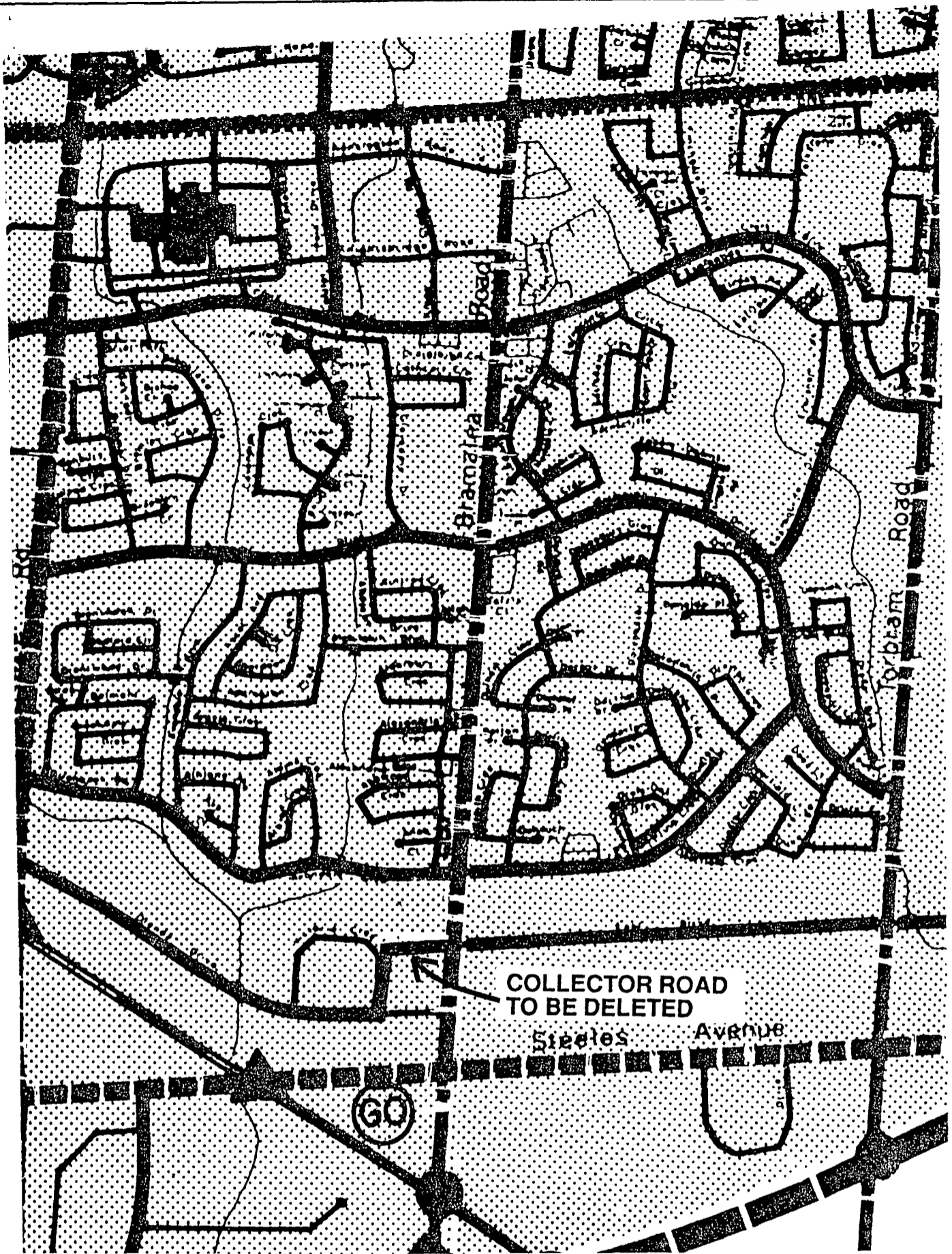
**Schedule A to the Official Plan
"General Land Use Designations"**








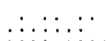





**Schedule A to Official Plan
Amendment No. 207 & 207A, Bylaw 241-91**



CITY OF BRAMPTON
Planning and Development

Date: 91 05 09 Drawn by: JRB
File no. C4E1.4C Map no. 63-25G



- | | | | |
|---|---------------------------|---|-------------------------|
|  | PROVINCIAL FREEWAY |  | COMPLETE INTERCHANGE |
|  | PROVINCIAL HIGHWAY |  | PARTIAL INTERCHANGE |
|  | MAJOR ARTERIAL ROADS |  | URBAN AREA |
|  | MINOR ARTERIAL ROADS |  | RURAL ESTATE AREA |
|  | COLLECTOR ROADS |  | MAJOR RAILWAY LINE |
|  | EXISTING GRADE SEPARATION |  | GO RAIL TRANSIT STATION |
|  | PROPOSED GRADE SEPARATION | | |

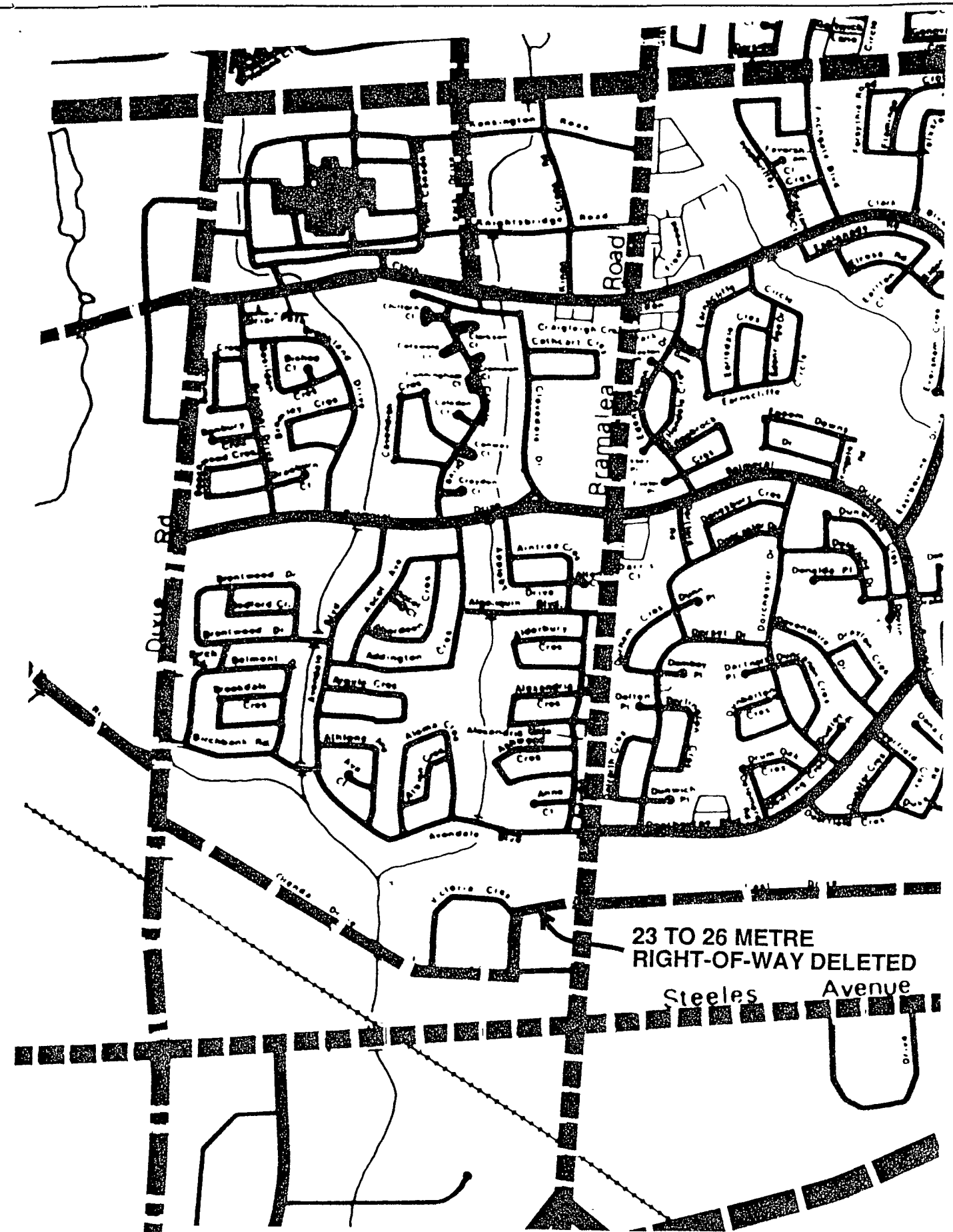
Schedule H to the Official Plan
 "Major Transportation Elements and
 Major Road Network"

Schedule B to Official Plan
 Amendment No. 207 & 207A, Bylaw 241-91










CITY OF BRAMPTON
 Planning and Development

Date: 91 05 09 Drawn by: JRB
 File no. C4E1.4C Map no. 63-25H

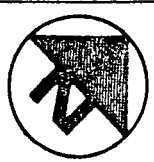


23 TO 26 METRE
RIGHT-OF-WAY DELETED
Steeles Avenue

-  TO BE DETERMINED BY THE MINISTRY OF TRANSPORTATION AND COMMUNICATION
-  45 METRES (150 FEET)
-  40 METRES (130 FEET)
-  36 METRES (120 FEET)
-  30 METRES (100 FEET)
-  23 TO 26 METRES (76 TO 86 FEET)
-  20 METRES (66 FEET OR LESS)

**Schedule I to the Official Plan
"Major Road Right-of-Way Widths"**

**Schedule C to Official Plan
Amendment No. 207 & 207A, Bylaw 241-91**



CITY OF BRAMPTON
Planning and Development

Date: 91 05 09 Drawn by: JRB
File no. C4E1.4C Map no. 63-25 I

INTER-OFFICE MEMORANDUM

E1

Office of the Commissioner of Planning & Development

April 10, 1991

TO: THE CHAIRMAN AND MEMBERS OF PLANNING COMMITTEE

FROM: PLANNING AND DEVELOPMENT DEPARTMENT

RE: BRAMALEA ROAD SOUTH GATEWAY SECONDARY PLAN

APPLICATION TO AMEND THE OFFICIAL PLAN, SECONDARY PLAN
AND ZONING BY-LAW
70 BRAMALEA ROAD - BLOCK C, REGISTERED PLAN NUMBER 636
WARD NUMBER 8
GRAYWOOD DEVELOPMENTS LIMITED
OUR FILE: C4E1.4(C)

EXECUTIVE SUMMARY:

This report proposes the development of a secondary plan for the area known as the "Bramalea Road South Gateway" situated in south-east Brampton (See Map 1). The preparation of this secondary plan is required to:

- provide for an orderly transition of uses within the area, as pressure for redevelopment increases;
- provide the necessary policies for establishing the secondary plan area as a strategic transit/urban development node in the Greater Toronto Area, and a south-eastern gateway to the City of Brampton;
- develop a co-ordinated and rational approach to land use allocation; and,
- manage specific planning issues in the locality related to traffic impact.

This report also assesses the merits of an application to amend the official plan, relevant secondary plan and zoning by-law by Graywood Developments, affecting lands known municipally as 70 Bramalea Road (west side of Bramalea Road, south of Avondale Boulevard - Refer to Map 2). Graywood Developments proposes to develop the subject lands for mixed use purposes consisting of:

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REG No.: 1071
FILE NO.: 1071

E1-3

- a one storey retail component consisting of 2787 square metres (30,000 square feet) of gross floor area; and,
- two condominium apartment towers with staggered heights of 16 stories and 20 stories, including residential amenity areas.

Given:

- that this application represents a significant change in land use within the subject locality from industrial/commercial activities to residential;
- that the Bramalea Road South area is likely to experience continued pressures for mixed use commercial/residential development;
- that significant external planning factors will have a profound impact on the development pattern within the Bramalea Road South area; and,
- that the redevelopment of the locality will impact on a larger more mature area of the City (most notably the predominately low density residential area north of Avondale Road),

then, it is essential that the Graywood proposal be evaluated in the context of the secondary planning process for the Bramalea Road South area. Accordingly, to facilitate this evaluation, this report is structured into four inter-related parts; in particular:

- PART I: Introduction and Study Area Description;
- PART II: Planning and Development Context - Bramalea Road South Gateway Secondary Plan;
- PART III: Technical Evaluation - Application to Amend the Official Plan and Zoning By-law: Graywood Developments; and,
- PART IV: Conclusions and Recommendations.

E1-5

A second application for a neighbourhood shopping centre affecting the same property, was submitted by Graywood on February 6, 1987. The nature of this application was similar to that of the first application, except that certain site plan modifications were incorporated to address traffic access concerns. In particular, this proposal entailed:

- a total gross commercial floor area of 5715.9 square metres (61,526 square feet);
- a supermarket as the principal tenant with a gross floor area of 3005.7 square metres (32,354 square feet);
- a number of retail commercial units comprising a gross floor area of 2710.2 square metres (29,172 square feet); and,
- parking for 308 vehicles, 2 truck loading bays and 3 access driveways from Bramalea Road.

This application was refused by City Council. Subsequently, on September 7, 1989 Graywood Developments submitted an appeal to the Ontario Municipal Board with respect to the City's refusal of the neighbourhood commercial application. The Ontario Municipal Board hearing with respect to this appeal commenced on October 1, 1990. It should be noted that the Board hearing also involved other property and development interests in this section of the City; in particular:

- another official plan and zoning by-law amendment application submitted by Anclare Holdings to expand the existing convenience commercial plaza at Eastbourne Boulevard and Balmoral Drive (Southgate Plaza) to a neighbourhood commercial centre (including a supermarket component); and,
- objections to the introduction of further food related retail commercial development in the Avondale/Southgate Secondary Planning Areas by the Metrontario Group (owners of the existing Avondale convenience commercial centre) and the owners of the I.G.A. food store at the Avondale Plaza.

City Council has in fact, approved the Anclare Holdings applications to redevelop the existing Southgate Plaza for neighbourhood commercial purposes. On June 25, 1990 City Council adopted Official Plan Amendment Number 179 and 179A, and enacted

Automotive Service Mall Applications:

Subsequent to the City's refusal of the second application to permit a neighbourhood commercial development at 70 Bramalea Road, Graywood Development's filed a site plan approval application for an automotive service mall (dated October 1987).

This proposal consisted of:

- automotive repair facilities comprising approximately 4,233 square metres (45,565 square feet) of gross floor area;
- a motor vehicle washing establishment; and,
- gasoline retailing.

This application was not approved by the City since the use did not conform to the prevailing industrial zoning of the subject lands. Graywood Developments also referred the City's refusal of this application to the Ontario Municipal Board, and was to be heard subsequent to the resolution of the appeal related to the neighbourhood commercial proposal.

Mixed Use Commercial/Residential Proposal:

On January 9, 1991 Graywood Developments filed a fresh application to permit a mixed use development comprising two condominium apartment towers and a single storey retail component. The proposed development would have a gross floor index of 2.3, and a gross residential density of 80.4 units per acre.

The major features of the proposed development as shown on the concept site plan (See Figure 1):

- two condominium apartment towers with staggered heights of 16 stories and 20 stories with associated residential amenity areas;
- a single storey retail component consisting of 2787 square metres (30,000 square feet) of gross floor area;
- 690 parking spaces with 240 spaces at grade and 450 spaces below grade; and,
- various landscaped areas, a retail service area, a 1.8 metre (6 foot) masonry wall along the northerly property line, a ramp accessing below grade parking and three proposed entrances from/to Bramalea Road.

E1-9

BACKGROUND EVENTS RELATED TO THE INITIATION OF A SECONDARY PLAN FOR THE BRAMALEA ROAD SOUTH DISTRICT

City Council has passed a resolution directing staff to undertake a secondary plan review of the Bramalea Road commercial/industrial district, generally south of Avondale Boulevard. The need for this secondary plan review is based on the following factors:

- the existing secondary plan for the locality was approved in 1976 (being part of the City's consolidated official plan) and does not contain sufficient land use and policy guidance to address current development proposals such as the Graywood applications;
- land use within the locality appears to be somewhat in transition, particularly along the Bramalea Road South frontage. In this regard existing secondary plan and zoning provisions may no longer be appropriate in terms of land economics and market conditions. This appears to have resulted in building vacancies, frequent tenant turnover, and general decline in property conditions; and,
- certain external planning factors indicate future potential for attracting higher ordered land use within the locality, including:
 - the planned expansion of the Bramalea Road GO Station at the south-west quadrant of Bramalea Road and Steeles Avenue to full day transit service in 1996;
 - the potential designation of the Bramalea GO Station in conjunction with the surrounding lands as an "urban gateway" as part of the on-going planning/servicing exercise for the Greater Toronto area; and,
 - the planned full interchange with the future Highway Number 407 at Bramalea Road.

Accordingly, it is essential that a revised secondary plan be prepared for the Bramalea Road South district to:

- separating the residential and industrial districts south of Bramalea Road is a 15.0 metre (50 foot) wide hydro corridor;
- south of the hydro corridor, along the Bramalea Road frontage are a number of industrial/commercial uses including banks, restaurants, automobile sales dealerships and offices;
- to the west of Bramalea Road is a major open space corridor associated with the Etobicoke Creek which provides a continuous north/south pedestrian cycling trails into the residential communities to the north;
- to the west of Bramalea Road, on the south side of Avondale Boulevard is a major "Community Park" including a municipal recreation centre;
- the intersection of Steeles Avenue and Bramalea Road abuts major land use activities including:
 - the Simmons factory at the north-east quadrant;
 - a large Cashway Lumber retail outlet and building supplies distribution centre with outdoor storage yards at the south-west quadrant; and,
 - a gas bar, Canadian Tire retail store and large warehouse/distribution centre at the south-east quadrant.

Detailed Property Description - Graywood Site:

The Graywood Development's property is located on the west side of Bramalea Road, approximately 51 metres (167 feet) south of Avondale Boulevard. The subject property has:

- an area of 1.8 hectares (4.47 acres);
- frontage of 167 metres (550 feet) along Bramalea Road;
- a lot depth of 112.8 metres (370 feet);

E1-13

PART II: PLANNING AND DEVELOPMENT CONTEXT
BRAMALEA ROAD SOUTH GATEWAY SECONDARY PLAN

This section of the report is intended to:

- identify the current planning status of the Bramalea Road South Secondary Planning area and the Graywood Development's property;
- thoroughly review the planning and development factors which will influence development within the locality and the formulation of the secondary plan;
- identify specific land use policy considerations which are important in the formulation of the required secondary plan, and assessment of development proposals;
- describe preliminary land use options for the secondary plan area; and,
- recommend a process for the refinement of the land use concept and finalization of the requisite secondary plan.

PLANNING STATUS:

The current planning status of the Bramalea Road South Secondary Plan area can be assessed relative to:

- the City of Brampton Official Plan;
- applicable secondary plans; and,
- the zoning by-law.

Brampton Official Plan:

Schedule "A" (General Land Use Designations) to the Brampton Official Plan (Refer to Map 4) designates the secondary plan area predominately for "Industrial" purposes. In addition, Schedule "A" also identifies a number of site specific "Commercial" designations which recognizes existing usage along Bramalea Road.

E1-15

The actual land use and policy provisions of these respective secondary plans are found in the document known as the "Consolidated Official Plan;" in particular:

- Plate Number 14, and Chapter C40 of the Consolidated Official Plan forms the secondary plan for the "Avondale" area; and,
- Plate Number 16, and Chapter C10 of the Consolidated Official Plan forms the secondary plan for the "Southgate" area.

Map 7 provides a consolidation of the land use designations contained within these secondary plans, as they affect the study area. The predominate land use designation with the secondary plans is "Industrial." However, a small number of site-specific designations are identified including the Graywood property. Plate Number 14 of the "Avondale" secondary plan provides an "Industrial-Parcel 1" designation for the Graywood property. Corresponding policy provisions in Chapter C40 provide that the Graywood property may be used for "warehousing, manufacturing business and professional offices."

It is obvious that significant changes to the secondary plan structure will be required to implement the recommendations of the secondary plan review, and the Graywood development proposal if it is approved.

Zoning Status:

The proposed Bramalea Road South Secondary Plan areas is covered by two comprehensive zoning by-laws; in particular:

- north of Steeles Avenue By-law 151-88 applies (comprehensive zoning by-law for the geographic Township of Chinguacousy); and,
- south of Steeles Avenue, By-law 139-84 applies (comprehensive zoning by-law for the geographic Town of Mississauga).

Map 8 provides a consolidation of the zoning provisions for the study area. The predominate zoning for the study area is for industrial purposes, although site specific commercial designations are prevalent along the Bramalea Road frontage. The industrial zoning of the locality has existed on a long-standing basis, pre-dating the current comprehensive zoning

Bramalea Road "GO" Station:

The Bramalea GO Station occupies a 7.4 acre (3 hectare) site located south of Steeles Avenue and the Canadian National Railway tracks, and west of Bramalea Road. This station currently provides limited inter-regional transit service along the Brampton/Georgetown mainline. Due to increased service level demands, GO Transit is proposing the expansion of Bramalea Station to accommodate full (all-day) service by 1996. In this regard extensive facility and infrastructure improvements are already underway to accommodate this level of service at the Bramalea GO Station. The expansion of this facility, will have the effect of:

- vastly increasing the accessibility to/from the study area, within the large GO transit inter-regional commutershed;
- significantly increasing the number of commuters into the study area, resulting in an attendant increase in demand for related facilities and services;
- dramatically altering the travel demand characteristics within the study area, implicating a rise in the modal split ratio (increase in transit ridership relative to private automobile usage). In this regard, preliminary modal split projections indicate a rise from 7% in 1986 to 20% in 2011; and,
- increasing the visibility and prominence of the area as a major multi-modal transit node within the Greater Toronto area.

Typically, such expansions of GO Transit service result in development pressures in areas abutting and surrounding the station location. Land uses attracted to station locations include higher density residential uses, and employment activities such as offices and regional commercial facilities. It is anticipated that similar development pressures will be attracted to the Bramalea Road South area, in conjunction with the noted expansion of GO Transit service. Current land use provisions contained in the relevant secondary plans and zoning by-laws for the Bramalea Road South area are not congruent with these anticipated development conditions. Accordingly, it is essential that comprehensive revisions to these planning documents be undertaken in advance of emerging development pressures.

The changing function of Bramalea Road must be adequately addressed in a revised secondary plan including provisions related to permitted land uses, and traffic management strategies.

Planning/Servicing Exercise for the Greater Toronto Area:

The Province of Ontario has engaged in a long range planning program to define and evaluate growth and development options for the Greater Toronto Area. This exercise will have significant implications for Brampton in terms of the allocation of future growth potential relative to other municipalities in the GTA, and the provision of essential services to match growth. The Greater Toronto Co-ordinating Committee has prepared an "Urban Structure Concepts Study" which identifies three distinct growth concepts; namely:

- "Spread" - a status quo concept, characterized by substantial growth in the suburban areas at relatively low density;
- "Central" - a concept which concentrates additional population and employment growth within Metro Toronto; and,
- "Nodal" - a concept in which residential and employment growth occurs primarily in and around various communities in a compact form.

A joint Regional response to the Urban Structure Concepts Study was considered by City Council in January 1991. In this regard, City Council resolved to support an exaggerated Nodal option which was assessed to have the greatest benefit to Brampton since:

- it recognizes local initiatives to create urban nodes; in the context of the development of urban transit systems and a hierarchy of intensified mixed use centres; and,
- it is a highly efficient growth option that reduces consumption of undeveloped land, and maximizes the use of existing infrastructure (roads, transit and engineering services) and community services.

The nodal development concept is characterized by highly urbanized areas with intensified residential and employment population, well served by commuter or rapid transit. Key

On the basis of the foregoing discussion, it is apparent that existing secondary plan provisions are not sufficient to address emerging development trends affecting the Bramalea Road South area. A revised secondary plan must accommodate a range and intensity of land use which can support high capacity urban transit systems associated with an expanded Bramalea GO Station. The intensification of the Bramalea Road South corridor is consistent with emerging market conditions, supra-regional planning exercises for the Greater Toronto Area, and development objectives associated with the Brampton Official Plan Review. The recognition of these external planning factors and their implications for the Bramalea Road South area, assists in the evaluation of current development proposals. For example, the merits of Graywood proposal become clear in context of the emerging planning factors which will influence future redevelopment in the Bramalea South corridor.

Nevertheless, development/redevelopment within the study area represents significant change within the well established and mature residential and industrial/commercial environs of the Bramalea Road South area. Thus, the formulation of the revised secondary plan must be sensitive to a wide range of land use considerations, to ensure redevelopment occurs in an orderly and efficient manner. These land use considerations can also be applied to assess the specific merits of current development proposals including the Graywood proposal.

LAND USE CONSIDERATIONS:

Land use intensification will have a variety of potential impacts on the Bramalea Road South corridor and adjacent areas. Accordingly, appropriate planning measures must be incorporated into the secondary plan and the development evaluation process to address the following land use considerations:

- land use compatibility;
- traffic impact;
- market considerations; and,
- economic base and financial impact.

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- the nodal concept growth options currently under consideration for the Greater Toronto Area; and,
- the intensification objectives of the official plan review.

Accordingly, the revised secondary plan should provide for the development of higher density residential uses in appropriate locations to improve land use compatibility with existing residential uses to the north of Avondale Boulevard. The Graywood Development's mixed use high density residential/commercial proposal would initiate this land use transition strategy on the west side of Bramalea Road. However, it is essential that appropriate land use restrictions be imposed for the commercial component to specifically exclude potentially incompatible uses.

Site plan measures could also be imposed to enhance the amenity and design of the site including appropriate fencing and landscape treatments.

Another aspect of land use compatibility relates to the interface of new high density residential development with remaining industrial uses within the study area. In this regard, the secondary plan must provide for the redevelopment of abutting industrial sites for similar residential or other compatible land uses.

A strategy for the effective allocation of development densities must also be employed to:

- ensure compatibility with existing residential uses; and,
- implement development intensification objectives as noted previously.

The allocation of densities must also be sensitive to servicing limitations, including road network capacities.

of the GO Transit Station will provide the necessary transportation capacity to support this intensity of development, especially if the previously noted modal split projections are realized (20 percent in 2011).

However, it is essential that detailed traffic impact studies be undertaken as part of the secondary plan formulation process to provide the basis for the allocation and staging of development densities.

Urban form can also be managed to ensure a satisfactory level of compatibility between existing and new land uses. In this regard building height and massing controls can be incorporated in the zoning by-law for new development. However, some general principles for urban form should be incorporated at the secondary plan level to guide development on an area wide basis. At this preliminary stage of the secondary plan formulation process, the following urban form principles can be identified, and applied to current development proposals:

- building heights should generally follow a plane gradually increasing towards Steeles Avenue where they should be their highest. Lowest building heights should be directed to the most northerly portions of the study area adjacent to existing low density residential uses. However, additional building heights may be justified adjacent to park/open space facilities, and major transportation corridors (such as the planned Highway 407/ Bramalea Road interchange);
- on lots directly adjacent to existing residential lots, special architectural treatments should be employed to:
 - provide maximum building setbacks between existing residential uses and predominant building mass of new development; and,
 - step-back building elevations in a gradual fashion to lessen shadow impacts and visual intrusion.

Traffic Impact:

It was previously noted that the determination of development densities within the secondary plan area will be predicated on capacity limitations of the surrounding road network.

and at major intersections (although levels will be maintained at an acceptable standard). Such reductions in service levels are viewed as an acceptable by-product as the corridor evolves from a suburban arterial to a highly urbanized regional arterial facility.

As noted previously, the function of Bramalea Road will change significantly when the full interchange with the planned Highway 407 is constructed. At that time, Bramalea Road will become a major arterial facility carrying large volumes of intra-regional traffic. Accordingly, to protect the anticipated through traffic function of Bramalea Road it will be necessary to implement restrictive access provisions within the secondary plan and the development approval process. For example, the Graywood proposal, as submitted includes three separate access driveways to/from Bramalea Road. However, staff's review of this proposal has concluded that only 2 access driveways are warranted to:

- satisfy operational requirements under existing conditions along Bramalea Road; and,
- reduce potential turning movements to/from the site thereby protecting the future through traffic function of Bramalea Road.

Market Considerations:

The future regional exposure provided by the major transportation improvements identified in this report, will offer extensive market opportunities for a broad range of office/commercial and residential uses. The secondary plan formulation process will identify the precise range and type of land uses appropriate for the study area in context of anticipated market conditions. However, in the interim there are some limitations which must be imposed to avoid market impact on existing facilities in the surrounding area. In particular, the evaluation of earlier proposals by Graywood Developments for a neighbourhood commercial facility identified that there is restricted market opportunity for food related retailing (i.e. supermarkets) without impacting on the viability of existing shopping centres (most notably the Avondale neighbourhood centre to the north of the study area). Accordingly, supermarkets or other major food related retail activities should not be contemplated for the Graywood or other lands within the secondary planning area. However, small scale ancillary convenience (variety) stores may be appropriate to

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- mixed industrial/commercial uses;
- business commercial (restricted retail uses);
- mixed residential/commercial;
- multiple residential (medium and high density);
- utilities/transportation facilities; and,
- open/space, parks and institutional.

Option One represents a relatively conservative short term view, which permits redevelopment for mixed commercial/residential purposes primarily along the Bramalea Road frontage. Densities for multiple residential and mixed residential/commercial uses vary from 70 to 80 units per acre across the secondary plan area. Option One maintains a general and prestige industrial base on interior lands predominately to the east and west of Bramalea Road. This intent of this option is to minimize the impact on stable industrial areas, while promoting redevelopment in highly visible and accessible locations along the corridor. Option One would produce:

- approximately 4,000 to 9,000 multiple residential dwelling units;
- an estimated residential population of 5,000 to 10,000 persons; and,
- approximately 1.2 million square feet of mixed industrial/commercial, business commercial and commercial uses included in multiple residential structures.

The current proposal by Graywood Developments is consistent with the land use and density provisions of this option for the Bramalea Road South corridor. However, the redevelopment of surrounding industrial properties (particularly the abutting property to the west adjacent to Victoria Park) for compatible multiple residential uses is important in the long term, and this has been accommodated in the land use concept.

Option Two represents more intensive redevelopment of the Bramalea Road South corridor for mixed commercial/residential purposes. This would entail more extensive changeover from industrial to residential and mixed industrial/commercial land use. Development densities would be maximized based on

E1-31

Given:

- the results of the background studies and analysis; and,
- input received from on-going ratepayers, landowner/ developer consultations,

then a preferred land use concept plan be formulated and incorporated into a draft secondary plan. The refined land use concept will be augmented with appropriate policies and planning criteria to form a finalized secondary plan for the study area. However, given existing work program commitments, and established budget constraints it is not possible to commence this secondary plan during 1991. Accordingly, it is recommended that the preparation of the secondary plan be deferred until:

- appropriate budget and manpower resources are available; or,
- outside sources of funding are identified through grants and/or landowner participation.

Staff will report back to planning committee if/when alternative methods of undertaking the secondary plan are identified.

- specific benefits of the Graywood proposal in initiating the development of more compatible uses on the west side of Bramalea Road between existing residential uses north of Avondale Boulevard and potential mixed high density residential/commercial and office uses further to the south; and,
- transportation improvements relating to the Bramalea GO station and the extension of Highway Number 407 which will provide the necessary infrastructure support for increased residential densities.

These aforementioned land-use policy issues form a preliminary framework for a range of residential densities (of at least 70 units per acre) for the secondary plan area. On a site specific basis, there are reasonable grounds for supporting Graywood's proposed residential density of 80 units per acre. In point of fact, the Official Plan specifically envisions that densities may be varied slightly on a site specific basis in secondary plans provided that the intent of the Official Plan is clearly respected (ref. section 7.3.5 of the Official Plan). The proposal by Graywood Developments respects the intent of the Official Plan due to:

- the increase in density from 70 units per acre to 80 units per acre (47 units) would generally be imperceptible to the surrounding community in terms of built form;
- the proposed urban design measures and associated development controls will obviate any potential impacts resulting from an increase in density; and,
- there are no demonstrated land-use or transportation related impacts resulting from the proposed increase in density.

The Commercial Component:

Graywood's proposed commercial component is supportable because:

- recent market studies for the Avondale and Southgate Secondary Plan Areas have demonstrated sufficient demand for non-food and convenience type merchandise;
- through a site specific amending zoning by-law, reasonable development controls can be established which, prohibit a supermarket use, or significant food retailing to minimize direct competitive impacts on the existing Avondale Plaza, while still permitting a range of retail/commercial purpose which complement the surrounding area; and,

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T A B L E O N E

1996 TOTAL TRAFFIC OPERATIONS - SCENARIO 1
LEVELS OF SERVICE

Intersection	Overall Levels of Service (V/C Ratio)			
	A.M. Peak Hour		P.M. Peak Hour	
	Existing	1996	Existing	1996
Bramalea/Steeles	"C" (0.76)	"D" (0.87)	"E" (0.91)	"E" (0.96)
Bramalea/Orenda	"B" (0.64)	"B" (0.69)	"A" (0.56)	"B" (0.67)
Bramalea/East Drive/South Access *	"A" (0.18)	"B" (0.67)	"D" (0.85)	"C" (0.70)
Bramalea/Avondale	"B" (0.62)	"B" (0.62)	"B" (0.62)	"B" (0.65)
Centre Access	==	"A" (0.12)	==	"A" (0.33)
North Access	==	"A" (0.10)	==	"A" (0.26)

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ZONING BY-LAW REQUIREMENTS AND RESTRICTIONS TO IMPLEMENT THE GRAYWOOD PROPOSAL

The zoning by-law requirements and restrictions to be considered in the analysis of the Graywood proposal include:

- Parking;
- Unit Mix;
- the Residential Component; and,
- the Commercial Component.

Parking:

Graywood is proposing a total of 690 parking spaces.

Respecting, the commercial component, the proposed parking standard of 1 parking space per 19 square metres of gross leasable commercial floor area conforms to the Zoning By-law definition of a shopping centre having a gross leasable commercial floor area in excess of 2000 square metres. In terms of the residential condominium apartment component, Graywood is proposing 90 spaces at grade and 450 spaces below grade based on a standard of 0.25 visitor spaces per unit and 1.25 spaces for each dwelling unit.

The condominium apartment parking standard under Zoning By-law 151-88, as amended, is based upon 2.0 parking spaces per dwelling unit. (1.75 parking spaces for each residential dwelling unit, 0.25 parking spaces for visitors). In this regard, the proposal has a deficit of 180 residential parking spaces.

It is essential that the Graywood development provide parking in accordance with existing by-law standards to:

- ensure that mixed use developments within the secondary plan area are able to effectively accommodate traffic for residents, visitors, and the commercial component; and
- minimize the risk that overflow parking may impact on abutting properties, especially the Canadian Imperial Bank of Commerce property to the south.

The provision of parking to current by-law standards is especially important in absence of a comprehensive area wide study which examines parking demand analysis in relationship to a finalized land-use mix and modal split for the proposed Bramalea Road South Gateway Secondary Plan area.

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Plan implies the development of an interconnected series of open space corridors, parks, and other recreational facilities to accommodate an increased resident population. Second, by placing limitations on unit mix through an amending Zoning By-law, Council may inadvertently limit Graywood's ability to attract a particular market segment necessary to ensure the viability of the residential component. Third, a flexibility in unit mix may assist both Staff and Graywood in achieving a sensitive and workable built form. Fourth, an appropriate development condition would ensure that 25 percent of the proposed units meet the Provincial Governments' affordable housing requirements.

Residential Component:

In the past, the "Residential Apartment A Zone-R4A" zoning designation in Comprehensive Area Zoning By-law 151-88, as amended, has provided a series of reasonable development standards against which new apartment development can be assessed. Although this approach still has utility, the opportunity which the Graywood property represents in relationship to the vibrant and dynamic Bramalea Road South Corridor warrants a unique and site specific approach toward the establishment of zoning standards which:

- enhance the interface between the proposed mixed use development and the existing single family dwelling types to the north, as well as the eventual development through the secondary plan of a multiple residential site and various business commercial uses to the immediate west and south; and,
- coincides with the policy thrust detailed in Part II of the report which is oriented toward higher density residential development as a means for easing the eventual transition to more intensive forms of office/commercial development.

In light of the foregoing discussion, this section of the report shall provide a breakdown and rationale for specific requirements and restrictions for an amending zoning by-law which would implement the condominium apartment development proposed by Graywood. It is appropriate to base the following standards on the existing building footprint indicated on the concept site plan (revised January 17, 1991) submitted by Graywood.

Minimum Lot Width	-	168 metres
Minimum Lot Area	-	18,105 square metres
Maximum Lot Coverage for all Buildings	-	25%
Maximum Number of Dwelling Units	-	360

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Commercial Component:

As indicated in Chapter II, the Graywood property has good exposure to a potentially large volumes of inter and intra-regional traffic along the Bramalea Road corridor, as well as a market draw from the residents of the surrounding Secondary Plan area. However, given the protracted conflicts involving Graywood's first commercial application, it is essential that an amending Zoning By-law place use restrictions which are both in keeping with the character of the newly developing area, and do not impact on the viability of existing shopping centres (specifically, the existing Avondale neighbourhood plaza to the north). To accomplish these objectives it is recommended that the following uses be expressly prohibited:

- a supermarket;
- a food convenience store;
- adult entertainment parlours;
- amusement arcades;
- place of assembly, community club, dance hall, banquet hall, or roller skating rink;
- billiard parlour or pool hall;
- bowling alley;
- building supplies sales establishment;
- animal hospital; and,
- any retail establishments having outside storage.

The following permitted purposes could be accommodated within the 2787 square metres of gross leasable commercial floor area proposed by Graywood Developments:

- a variety store;
- a retail establishment having no outside storage;
- a personal service shop;
- a bank, trust company and finance company;
- an office, other than the office of a physician, dentist, doctor of veterinary, medicine or drugless practitioner;
- a dry cleaning and laundry distribution station;
- a dining room restaurant, and a standard restaurant not including a drive-through facility;

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the same. Apart from specifying permitted purposes, the following amending zoning by-law provisions are recommended:

1. Maximum Number of Commercial Parking Spaces - 150
(note: these spaces shall be developed concurrently with the Commercial Component as the 1st Phase.)
2. Maximum Gross Leasable Commercial Floor Area - 2787m²

Finally, the location of service areas, loading spaces, and waste disposal facilities can be effectively addressed at the site plan approval stage. Nevertheless, it should be noted that the Graywood proposal would conform to current zoning by-law standards which require:

- restaurant waste to be contained in an enclosed temperature controlled building;
- no outside storage; and,
- general refuse to be placed in an "enclosed" structure.

RELEVANT URBAN DESIGN STANDARDS

As detailed in Chapter II, the potential mix of proposed uses in the secondary plan land use concept, and attendant issues of compatibility, necessitates the formulation of urban design principles oriented to:

- building heights gradually increasing towards Steeles Avenue where they should be at their highest in order to incorporate increased residential densities around the gateway node. The corollary of this being that building heights at the most northerly boundary of the secondary plan area should be at their lowest when adjacent to existing low density residential uses; and,
- building height, scale, and massing should promote a gradual step-back in elevation in order to lessen visual, shadow, and loss of amenity impacts on adjacent sensitive uses.

In terms of Graywood's proposal, these urban design principles should be translated into building height and massing controls via an implementing Zoning By-law and the site plan approval process.

E1-45

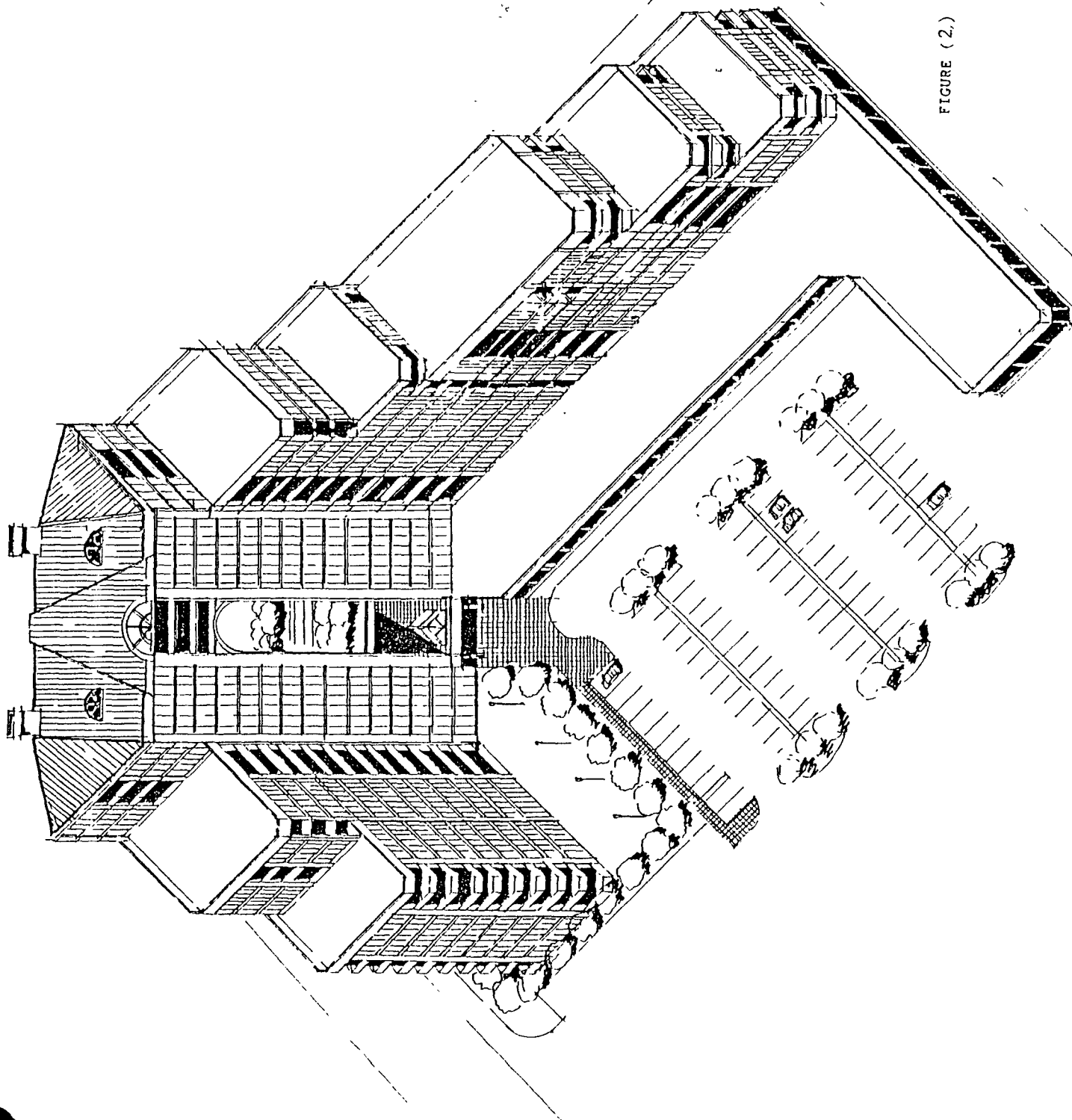


FIGURE (2.)

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A BRIEF DETAILING OF CONDITIONS OF APPROVAL:

Through reference to comments from internal and external agencies attached to this Report as Appendix One, it should be noted that relatively standard conditions of approval respecting, grading and drainage, road widening, cash-in-lieu of parkland, the payment of levies etc. can be included in the typical rezoning/site plan agreement. However, the following is a brief listing ranked in approximate order of importance of key development conditions:

- resolution of an appropriate design concept vis a vis building heights and density;
- the creation of a mutual driveway with the southerly abutting Canadian Imperial Bank of Commerce, including a cost contribution toward the traffic signalization of East Drive; and,
- respecting the Ministry of the Environment, the completion of a noise study by a certified acoustical engineer including appropriate noise mitigation measures and warning clauses; and, a geotechnical report, indicating that soil contamination has not arisen from the past industrial use of the site.

1. An amendment to the Official Plan and the Avondale Secondary Plan shall designate the subject lands "Mixed Use (High Density Residential/Commercial)" and shall include appropriate development principles which recognize surrounding land uses. This designation shall specify both the maximum number of condominium apartment units and total gross leasable commercial floor area.
2. Prior to the Public Meeting, the applicant shall submit a concept site plan, an elevation drawing, and a shadow study, which implements a step back building massing and design consistent with the intent of Figure 1 in the Planning Report. The concept site plan shall be attached as a separate schedule to the zoning by-law, and development agreement.
3. Subject to the results of the Public Meeting, staff shall submit a supplemental report to the Planning Committee which finalizes the requirements and restrictions of the zoning by-law.
4. The site specific zoning by-law shall contain the following:
 - (a) The property shall only be used for the following purposes:
 - (i) Residential
 - o a condominium apartment dwelling;
 - (ii) Commercial
 - (b) the purposes permitted under 4(a)(i) above shall be limited to the following:
 - (i) a variety store having a maximum gross leasable commercial floor area of 185 square metres;
 - (ii) a retail establishment without outside storage;
 - (iii) a personal service shop;
 - (iv) a bank, trust company, and finance company;
 - (v) an office, other than the office of a physician, dentist, doctor of veterinary medicine, or drugless practitioner;

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- (e) The total combined gross leasable floor area for all commercial purposes shall not exceed 2787 square metres.
- (f) The minimum number of on-site at grade parking spaces for all commercial purposes shall be calculated at one parking space for every 19 square metres of gross leasable floor area.
- (g) The maximum number of condominium apartment dwelling units shall not exceed 360.
- (h) The minimum number of on-site parking spaces for all condominium apartment purposes shall be calculated at 2.0 spaces per dwelling unit (1.75 spaces per resident, and 0.25 visitor spaces).
- (i) The minimum lot width shall be 168 metres.
- (j) The minimum lot area shall be 18,105 square metres.
- (k) The minimum side yard width shall be 13 metres.
- (l) The minimum rear yard depth shall be 21 metres.
- (m) The minimum front yard depth shall be 20 metres.
- (n) No outside storage shall be permitted.
- (o) All garbage containers for restaurant use shall be contained within a climate controlled area within the building.
- (p) All garbage containers shall be contained within a building.
- (q) The purposes outlined in 5(a)(i) and 5(a)(ii) above shall be subject to all the requirements and restrictions of zoning by-law 151-88, as amended which are not in conflict with the ones set out above.

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- (7) The applicant shall agree to meet all of the requirements of the City and Brampton Hydro to construct and maintain a continuous pedestrian walkway linking the development to Victoria Park along the adjacent 15 metre hydro corridor;
- (8) The applicant shall:
 - (a) prior to the initiation of any site grading or servicing, and prior to the issuance of a building permit, submit for the approval of the City Public Works and Building Department, a detailed soils investigation of the site prepared by a qualified Geotechnical Engineer.
 - (b) Agree to remove any material, which is determined in the soil investigation referred to in condition 8(a) above as hazardous, at a time and in a manner satisfactory to the City, the Region of Peel, and the Ministry of the Environment.
- (9) Prior to final approval, the applicant shall agree to engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Ministry of the Environment;
- (10) The noise control measures recommended by the acoustical report, as in condition 9 shall be implemented to the satisfaction of the Ministry of the Environment and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clause shall be included in a registered portion of the development's agreement:

- (18) Prior to the issuance of a building permit, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands, to be undertaken at the developer's expense;
- (19) The applicant shall agree to the establishment of an Architectural Control Committee to deal with the external appearance of the buildings;
- (20) The applicant shall agree that prior to Architectural Control Committee approval, the sale of any dwelling units of the issuance of any building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption;
- (21) The applicant shall agree, prior to offering units for sale, to place a plan on the wall of the sales office(s), in a place readily available to the public, which indicates the following:
 - (a) where parks and open space (i.e. passive or active). Active park areas should indicate the following wording:

'playground equipment or active sports fields'
 - (c) The type and location of fencing.
 - (d) The location of all Supermailboxes as approved by Canada Post and the City.
 - (e) Those lots or blocks in a colour coded form that have existing or potential noise environmental problems.

(27) The applicant shall agree to insert the following clause in all Agreements of Purchase and Sale of residential lots until a permanent school for the area has been completed to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board:

"Whereas, despite the best efforts of The Dufferin-Peel Roman Catholic Separate School Board, sufficient accommodation may not be available for all anticipated students from the area, you are hereby notified that students may be accommodated in temporary facilities and/or bussed to a school outside of the area, and further, that students may later be transferred to the neighbourhood school.

Attendu que malgre les efforts deployes par Le Conseil Des Ecoles Separees Catholiques Romaines de Dufferin et Peel, il se peut qu'il n'y ait pas assez de places pour le nombre d'eleves prevus dans votre quartier. Vous etes donc, par les presentes, avises que les eleves devront, soit, etre heberges dans des installations temporaires ou transportes par autobus scolaire a une ecole en dehors de votre quartier. De plus, il se peut que les eleves soient eventuellement retournes a l'ecole de quartier."

(28) The applicant shall agree to erect warning signs in both French and English, to the satisfaction of The Dufferin-Peel Roman Catholic Separate School Board, at all major entrances into the subdivision advising prospective purchasers that:

"Due to overcrowding in neighbourhood schools, students may be accommodated in temporary facilities or bussed to alternate facilities.

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APPENDIX ONE
INTERNAL AND EXTERNAL
AGENCY COMMENTS

E1-61

1/300:

300

360 units proposed = .83 ha (2.05 ac)

- b) Cash-in-lieu of parkland for the commercial component will be based on 2% of the appraised value prior to the issuance of the building permit.
- c) Street tree planting will be required along the frontage of Bramalea Road in accordance with City specifications.
- d) The applicant will be required to prepare a landscape and fencing plan for the site development of the project. A 1.8m solid screen masonry fence will be required along the North/West property line.
- e) Due to the interest by other landowners within this area to redevelop their lands, the Department will require that a detailed appraisal of available and required parkland and pedestrian circulation between possible new land uses be undertaken through the secondary plan process to meet the needs of an increased population.
- f) Cash-in-lieu of a bicycle path along Bramalea Road where it abuts the applicant's property is required.
- g) In view of the fact that acceptable parkland conveyance is not achievable on this site, it is important that future residents have pedestrian access to Victoria Park which is to the west of this site. The applicant therefore will be required to construct a park walkway along the hydro corridor and provide pedestrian access from the apartments to this walkway in a manner acceptable to the City.

FIRE

No objection.

TRANSIT

The Transit Department requests that one 7.62 metres by 3.66 metres concrete bus stop pad be shown on the engineering drawings at the following location:

1. On the west side of Bramalea Road at and north of the centre proposed entrance to the subject lands.

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3. A preliminary noise impact study should be submitted for approval, including the impact from air flight noise.
4. The function of the area marked "residential amenity" and the ground floor area of the residential building should be classified.
5. The parking provision of 1.25 per unit is questionable. Although the GO Transit is within walking instance, it is still about 10 minutes away. The assumption of GO Transit usage seems high.
6. The Visitor parking area should be defined.

The Manager of Design Services has provided the following comments:

"Urban Design Staff have reviewed the most recent proposal concerning the aforementioned project for its built form. In this respect there are two issues which we feel should be considered namely, the projects relationship to and potential impact on the existing residential community to the north and the overall architectural context which will evolve through the future policies for Secondary Plan Number 38.

Planning Policy and Research Division have provided the following comments related to the provision of affordable housing:

"Further to your verbal request for comments on the affordable housing component of the above noted development application, please be advised as follows:

A new secondary plan is being developed for lands in the vicinity of Bramalea Road and Steeles Avenue, including the subject lands. This new secondary plan will incorporate the provisions of the Provincial Policy Statement for Housing whereby residential projects are to provide the opportunity for 25 percent of the housing units to fall into the definition of affordable (\$157,500).

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1. The Ministry of the Environment indicated that there would be some utility in completing a noise study which could be attached to the approved Official Plan Amendment circulated to the Ministry of Municipal Affairs.
2. The Ministry of the Environment commented upon the need to ensure that potential incompatibility between the proposed residential component and surrounding industrial properties be mitigated against. The 60 metre separation distance between prestige industrial and residential uses was cited by Ministry of the Environment as an example of a typical requirement oriented toward buffering.
3. If the subject lands were previously used for industrial purposes, Ministry of the Environment require a "de-commissioning study" be undertaken oriented toward the removal of any deleterious materials or substances (e.g. soil contaminants) which could negatively impact upon future residents.

The Regional Municipality of Peel

Regional Planning and Public Works Department comment as follows:

"SANITARY SEWER: Facilities are available in a 375mm diameter sewer on the east side of Bramalea Road.

MUNICIPAL WATER: Facilities area available in a 300mm diameter main on Bramalea Road.

REGIONAL ROADS: Not directly affected."

The Development Review and Transportation Policy Division indicate that the Transportation Policy Division has reviewed the proposal and has no comments to offer. The Division comments further that:

"It is required that a Financial Agreement be entered into for the payment of levies, where there is an increase in total floor area and an increased need for Regional Services is anticipated.

If the application is considered favourably by the City of Brampton, the question of providing affordable housing should be addressed. The applicant may wish to contact Mr. Keith Ward of the Regional Housing Department."

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following comments are indeed preliminary and are subject to the Boards approval as determined at the February 25, 1991 Administration and Operations Committee meeting, and official comments regarding this application will be forwarded to you subsequent to the Boards review.

The Board is not in a position to indicate that there are or will be pupil places available when required due to the conditions which presently prevail. In light of the growing enrolment we have been experiencing in Peel in the past few years and with the increasing future development expected, The Dufferin-Peel Roman Catholic Separate School Board is in the process of closely monitoring the availability of pupil accommodation. This is both as a result of this growth and as a result of a lack of capital allocation for new schools from the Ministry of Education.

The above noted application is located in the elementary catchment area of St. John Fisher and proposes a total of 360 units, yielding approximately 25 Junior Kindergarten to Grade 8 separate school students. St. John Fisher has a capacity of 435 pupil places with a current enrolment of 546 students, and three (3) portables on site. The above noted application will require the addition of one (1) portable in order to accommodate students generated by this application.

The application specifically noted above will yield approximately 8 Grade 9 to 12/OAC separate school students. This application is located in the secondary catchment area of St. Thomas Aquinas, which has a capacity of 689 pupil places with a current enrolment of 1788 students, and 42 portables on site.

This application will necessitate the placement of a temporary accommodation facility such as a portable on the above mentioned school site. In addition, municipal fire and building departments, as well as local elected representatives, have expressed serious concerns about temporary accommodation and resulting overcrowding at specific school sites.

The Board has been faced with rapid residential development, the provision of schools for French speaking students and the provision of secondary school funding. With these added responsibilities, the Boards must request that the development applications be staged (delayed) until the Board and others have sufficient time to make preparation for the expected student growth which will naturally follow the release of these residential development applications. Due to these circumstances, The

E1-69

A cause de la surpopulation dans les ecoles de quartier, il se peut que les eleves soient heberges dans des installations temporaires ou transportes par autobus scolaire a d'autres ecoles."

The applicants are required to contact the Board's Planning Department for sign specifications.

Brampton Hydro have provided the following comments:

"We have reviewed the area for servicing requirements and find there should be no problem in satisfying any hydro requirements to this particular site, or, for the total general area. We have recently upgraded the primary supply voltage on East Drive and this area would be a normal expansion of that network.

A search of title revealed Block K being the mentioned 50 foot strip in you letter was transferred to the Municipality by instrument 92622VS on January 12, 1968. Ontario Hydro erected a pole line on this strip of land and obtain a statutory easement for this location under Section 42 of the Power Corporation Act. All rights were transferred to Brampton Hydro and the Commission by Bill 204 (Chapter 53, Statutes of Ontario 1989) being an act to amend the Power Corporation Act and the Commission has the same interest as defined by Statute. Any changes to the present status will have to be negotiates with the Utility.

We hope this meets with your requirements. Please contact us should you need further clarification."

INTER-OFFICE MEMORANDUM

C- May 13

Office of the Commissioner of Planning & Development

May 7, 1991

TO: THE MAYOR AND MEMBERS OF CITY COUNCIL

FROM: PLANNING AND DEVELOPMENT DEPARTMENT

RE: NOTES OF THE PUBLIC MEETING
APPLICATION TO AMEND THE OFFICIAL PLAN, SECONDARY PLAN
AND ZONING BY-LAW
GRAYWOOD DEVELOPMENTS
70 BRAMALEA ROAD - BLOCK "C" REGISTERED PLAN 636
OUR FILE: C4E1.4(C)

BACKGROUND:

On April 15, 1991 Planning Committee received and considered a staff report concerning an application to amend the official plan and zoning by-law by Graywood Developments, for property located at 70 Bramalea Road South (west side of Bramalea Road, south of Avondale Boulevard - See Map 1). This application entails a proposed mixed use, commercial and high density residential development comprised of:

- a maximum of 360 apartment dwelling units at a density of 80 units per acre;
- a single storey retail component consisting of 30,000 square feet of gross floor area; and,
- various landscaped areas, a retail service area, a 1.8 metre (6 foot) masonry wall along the northerly property line, and a ramp accessing below grade parking.

The staff report considered by Planning Committee evaluated the Graywood proposal in context of a developing secondary plan for the Bramalea Road South "Gateway" Area. This secondary plan is intended to accommodate anticipated redevelopment within the locality in response to several significant planning factors; including:

- the planned expansion of the Bramalea Road GO Station to full day transit service by 1996;
- other transportation related improvements, including a proposed direct GO Transit link to Lester B. Pearson International Airport, and a planned full interchange at Bramalea Road and the future Highway 407;
- the potential designation of the Bramalea GO Station and surrounding lands as a strategic transit/urban development node as part of the planning/servicing exercise for the Greater Toronto Area; and,
- the intensification objectives of the on-going five year review of the Brampton Official Plan.

Planning Committee has recommended the approval of the Graywood proposal in principle, subject to the results of a public meeting.

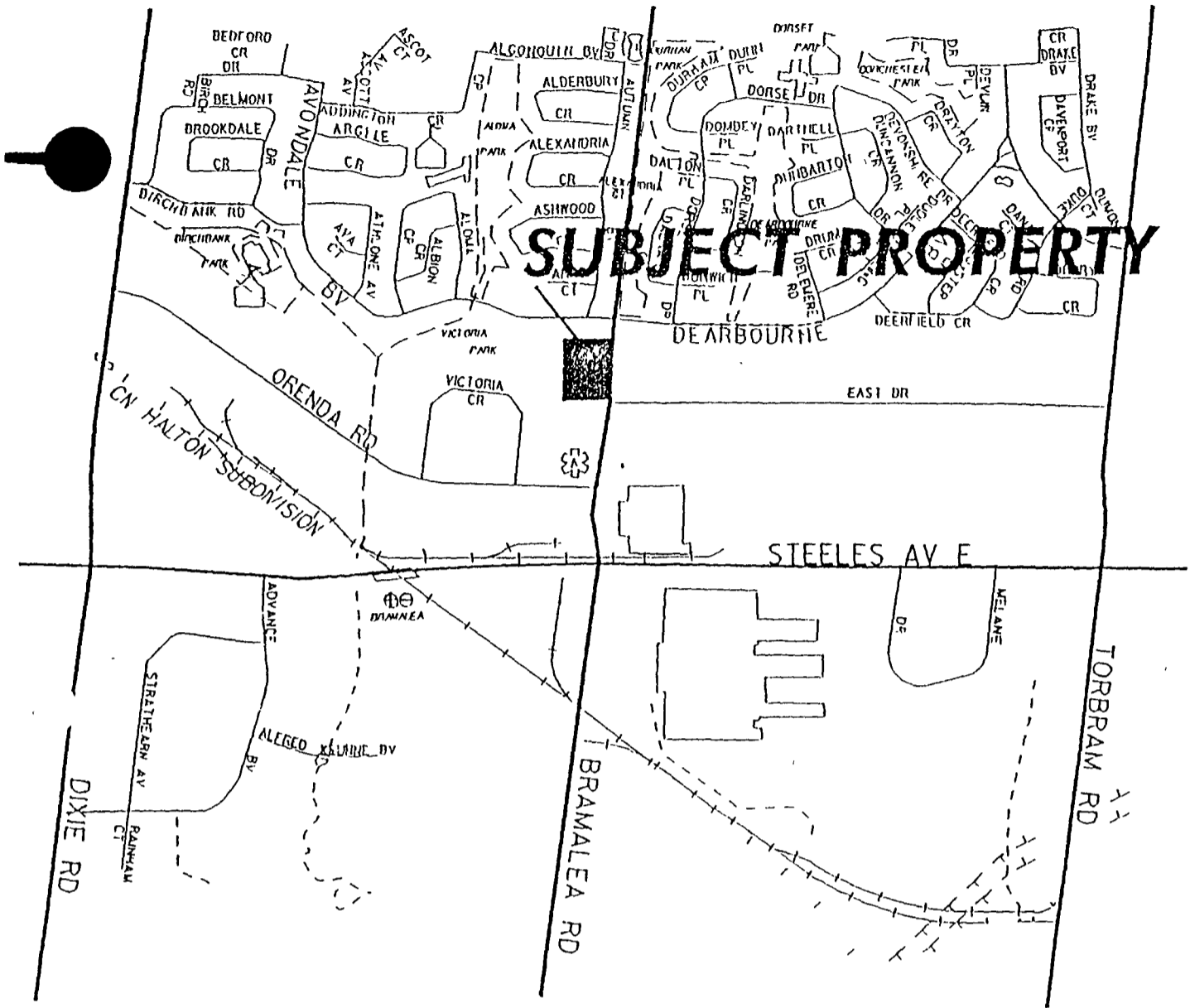
The public meeting was held on Wednesday May 1, 1991, and the notes of the proceedings are attached to this report as information for City Council.

It should be noted that the results of the public meeting would normally be submitted to the Planning Committee of May 21, 1991. However, an Ontario Municipal Board hearing concerning matters pertaining to previous development proposals affecting the Graywood property are scheduled to commence during the week of May 13, 1991. If Council approves the Graywood mixed use development proposal in accordance with the recommendations of this report, it may be possible to resolve all objections, and avoid the necessity of continuing with the Board hearing.

RESULTS OF THE PUBLIC MEETING:

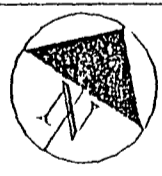
In accordance with the directions of Planning Committee, an expanded area was covered for notification of the public meeting. This included the area south of Balmoral Drive to the watercourses east and west of Bramalea Road, to a point 120 metres (400 feet) south of the subject property.

A small number of residents were in attendance at the public meeting, and 3 individuals made representations against the proposal.



LOCATION MAP
GAYWOOD DEVELOPMENTS

Map 1



CITY OF BRAMPTON
 Planning and Development

Date: 9/02/06 Drawn by: JK
 File no. C4E1.4(C) Map no 63-25A

The principal concerns with respect to the proposed development included:

- traffic impact;
- availability of schools and parkland required to service anticipated residential populations resulting from the proposed development; and,
- land use compatibility.

Traffic Impact:

There was considerable concern expressed at the public meeting with respect to the potential impact of the proposed mixed use development on the functioning of the boundary road system, including Bramalea Road South. In this regard, it should be noted that Graywood Developments has submitted a detailed traffic impact study (prepared by Marshall Macklin Monaghan Limited) in support of their proposal. In accordance with directions from staff, this traffic study assessed the impact of the Graywood proposal for two scenarios; namely:

- Scenario One: The impact of the Graywood development under existing conditions along the Bramalea Road South corridor; and,
- Scenario Two: The impact of the Graywood development on the boundary road system in conjunction with the redevelopment of other lands within the Bramalea Road South Secondary Planning Area.

This study has been reviewed by Planning and Public Works (Traffic Division) staff and has been found to be satisfactory. The conclusion of the study is that the proposed development (including a residential component at a density of 80 units per acre) will have minimal impact on the integrity of the surrounding road system. For example, the proposed development is expected to generate only 83 inbound and 125 outbound vehicle trips during the critical morning peak hour period. Table 1 attached, which is excerpted from Graywood's traffic impact study, indicates that there is sufficient capacity at each of the major road intersections along the Bramalea Road South corridor to accommodate traffic generated from the subject lands. Moreover, staff are recommending a number of management strategies to obviate potential traffic related impacts, including:

T A B L E O N E

**1996 TOTAL TRAFFIC OPERATIONS - SCENARIO 1
LEVELS OF SERVICE**

Intersection	Overall Levels of Service (V/C Ratio)			
	A.M. Peak Hour		P.M. Peak Hour	
	Existing	1996	Existing	1996
Bramalea/Steeles	"C" (0.76)	"D" (0.87)	"E" (0.91)	"E" (0.96)
Bramalea/Orenda	"B" (0.64)	"B" (0.69)	"A" (0.56)	"B" (0.67)
Bramalea/East Drive/South Access *	"A" (0.18)	"B" (0.67)	"D" (0.85)	"C" (0.70)
Bramalea/Avondale	"B" (0.62)	"B" (0.62)	"B" (0.62)	"B" (0.65)
Centre Access	==	"A" (0.12)	==	"A" (0.33)
North Access	==	"A" (0.10)	==	"A" (0.26)

- reducing the number of access driveways to the site from 3 as originally proposed, to two locations (one adjacent to the northerly property limits and the other to the south);
- the southerly access will be in the form of a mutual driveway with the abutting Canadian Imperial Bank of Commerce property; and,
- provision will be made for the signalization of the southerly access, which will be oriented directly opposite to East Drive to facilitate safe and efficient left turn movements associated traffic attracted by the development of the site.

Availability of Schools and Parkland:

There was some concern expressed at the public meeting concerning the sufficiency of school facilities and parkland to serve the residents of the proposed apartment dwelling units.

In accordance with standard procedures, the Graywood application was circulated to both the Peel Board of Education, and the Dufferin-Peel Roman Catholic Separate School Board for detailed review and comment. The following public and separate school facilities will accommodate the student populations generated by the Graywood development:

- Birchbank Public School;
- Balmoral Senior Public School;
- Bramalea Secondary School;
- St. John Fisher Separate School; and,
- St. Thomas Aquinas Separate School.

Also in accordance with standard procedure, both school boards will require appropriate notification to potential purchasers of residential units on the site to the effect that students may be accommodated in temporary facilities, and/or may be bused to a school outside the area.

One of the specific locational attributes of the Graywood property which is supportive of high density residential development is the proximity to the open space/recreational facilities associated with the Victoria Park and Municipal Recreation Centre and Etobicoke Creek watercourse. To maximize this locational attribute, staff are recommending as a condition of development approval, that a continuous pedestrian walkway be constructed from the subject site along the existing open hydro corridor to the Victoria Park facility.

As other lands are redeveloped within the secondary planning area, additional parkland may be developed, particularly on the east side of Bramalea Road.

Land Use Compatability:

Some concern was expressed at the public meeting with respect to the compatibility of the mixed use commercial/high density residential development with existing land uses, particularly, the stable low density residential areas north of the subject lands.

In terms of land use compatability, it is essential that a gradation in the type and intensity of development be established to provide a sensitive interface between existing and developing commercial/industrial uses and established residential areas to the north. It should be noted that the existing situation is less than ideal where single family residential development is directly adjacent to general industrial/commercial uses. The only buffer between these uses is the previously mentioned 15 metre (50 foot) wide open hydro corridor. While providing only minimal physical separation, the hydro corridor is insufficient to provide an effective land use transition or visual/environmental buffer between residential and industrial uses.

A preferred approach would be to allow higher density residential uses to ease the transition to more intensive forms of commercial/office uses to be accommodated in the developing secondary plan for the Bramalea Road South Gateway Area. The actual building form and elevations could provide an effective visual screen, physical buffer and separation to the benefit of the low density residential uses to the north. The Graywood Development's mixed use commercial/high density residential proposal would effectively implement this land use transition strategy on the west side of Bramalea Road.

Other features of the Graywood proposal which are intended to foster a high level of land use compatibility include:

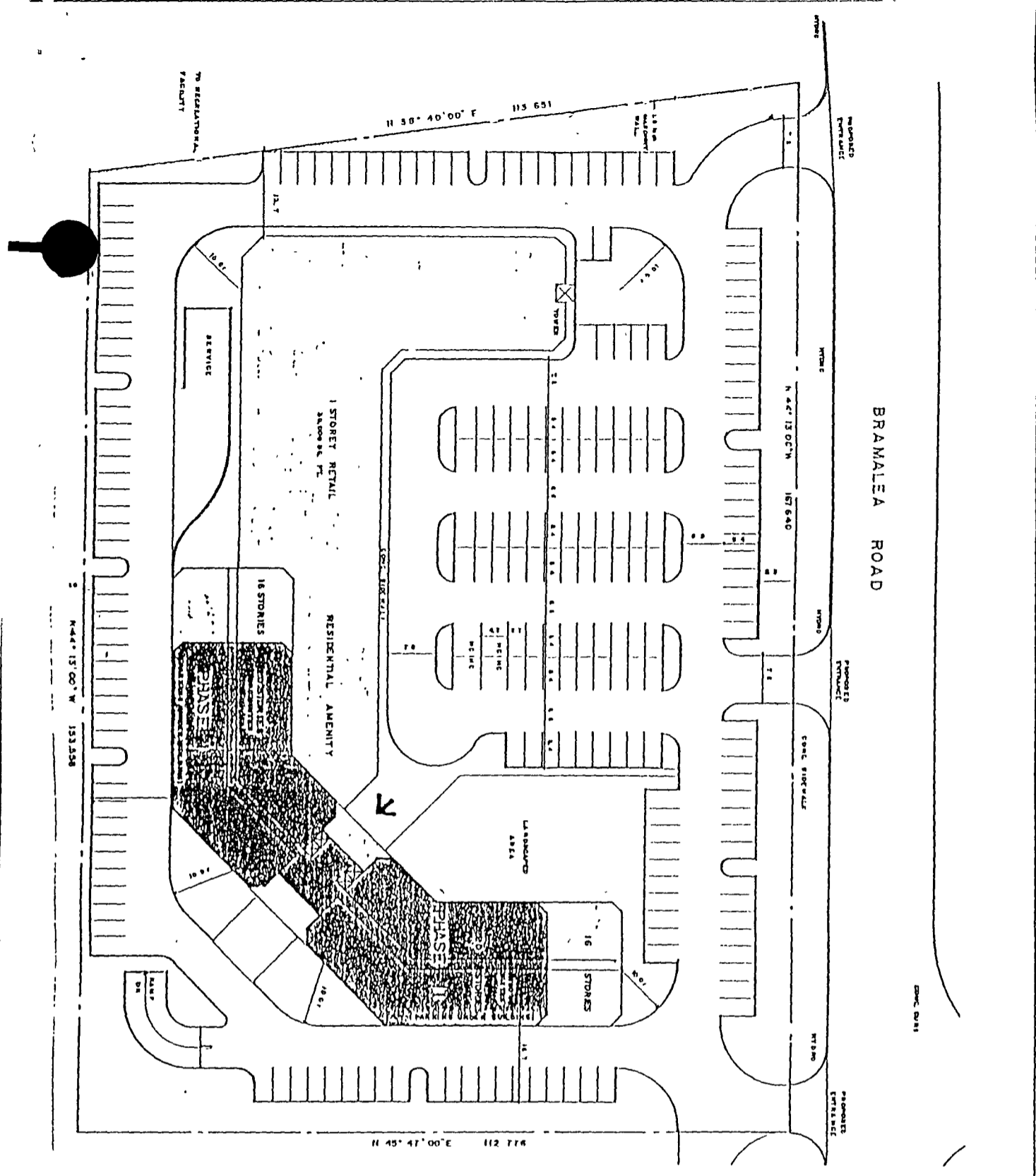
- a unique stepped elevation in architectural design where building heights would gradually rise from 1 storey for the commercial component to 8, 14 and 19 storeys associated with the apartment dwellings (and penthouse suites at 20 storeys). In this regard, the minimum separation distance between the rear wall of the existing dwellings on Avondale Boulevard, and the nearest wall of the apartment dwellings would be 270 feet;
- the construction of a 1.8 metre (6 foot) articulated masonry wall along the northerly property line;
- extensive landscaped areas within and around the periphery of the site to provide an effective visual screen; and,
- the sensitive design and location of service areas, waste storage and loading areas for the commercial component.

These measures are reflected in the site development plan and architectural design concepts, attached as Figures 1 and 2 to this report.

Staff have also prepared draft official plan and zoning by-law amendments to implement the Graywood mixed use development, and are attached to this report for Council's review. It should be noted that these implementing documents have been specifically drafted to incorporate the unique urban design features developed for this site, as illustrated in Figures 1 and 2. This will ensure that the land use compatibility issues previously addressed in this report will be incorporated in the development of the site for the intended purposes.

CONCLUSIONS AND RECOMMENDATIONS:

The proposed Graywood mixed use commercial/high density residential development represents an initial market response to an emerging development pattern for the Bramalea Road South Gateway Secondary Planning Area. It is anticipated that continued redevelopment will be characterized by:



GRAYWOOD DEVELOPMENTS LTD.

Figure 1

Proposed Concept Site Plan



1:850

CITY OF BRAMPTON
Planning and Development

Date: 1991 02 08 Drawn by: CJK
File no. C4E1.4(C) Map no. 63-25C

- significant land use intensification, supported by extensive transportation related infrastructure improvements; and,
- mixed use development forms including medium to high density residential, office and retail activities.

There is planning justification for supporting the proposed Graywood Development on the basis of:

- the opportunity to implement the nodal growth concept option as identified in the Greater Toronto Area Urban Structures concept;
- the intensification objectives related to the on-going official plan review process;
- specific benefits of the Graywood proposal in initiating the development of more compatible uses on the west side of Bramalea Road between existing residential uses north of Avondale Boulevard and potential mixed high density residential/commercial and office uses further to the south;
- traffic impact studies carried out in support of the proposal, have indicated that there is sufficient capacity within the boundary road system to accommodate the development under existing conditions; and,
- transportation improvements relating to the Bramalea GO Station, and the future extension of Highway Number 407 which will provide the necessary infrastructure support for increased residential densities, as the secondary plan area continues to redevelop.

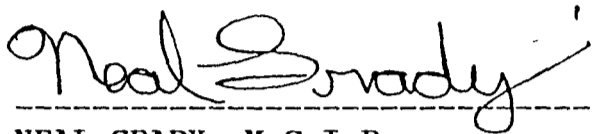
In addition, staff are satisfied that the implementing official plan and zoning by-law, in conjunction with the site plan approval process can effectively control the development of the site, to obviate potential impacts as identified by the area residents at the public meeting.

Accordingly, it is recommended:

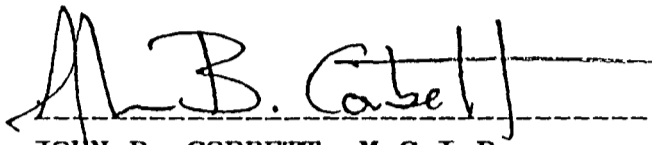
1. That the attached notes of the public meeting dated May 1, 1991 be received;

2. That the application to amend the official plan and zoning by-law by Graywood Developments, to permit a mixed use commercial/high density residential development at 70 Bramalea Road South be approved; and,
3. That staff be directed to submit the implementing official plan and zoning by-law amendments to City Council for enactment.

Respectfully submitted,




NEAL GRADY, M.C.I.P.
DEVELOPMENT PLANNER



JOHN B. CORBETT, M.C.I.P.
MANAGER, LAND USE POLICY.

AGREED:



JOHN A. MARSHALL, M.C.I.P.
COMMISSIONER OF PLANNING AND DEVELOPMENT.

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, May 1, 1991, in the Municipal Council Chambers, 2 Wellington Street West, Brampton, Ontario, commencing at 7:30 p.m., with respect to an application by GRAYWOOD DEVELOPMENTS LIMITED (File: C4E1.4(c) - Ward 8) to amend the Official Plan, Secondary Plan, and the Zoning By-law to permit the development of a mixed commercial/high density residential use on the subject property.

Members Present: Alderman D. Metzka - Chairman
Alderman E. Ludlow
Alderman L. Bissell

Staff Present: J.A. Marshall, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services
N. Grady, Development Planner
K. Ash, Development Planner
D. Ross, Manager, Planning and Development Services
J. Corbett, Manager, Land Use Policy
D. Waters, Policy Planner
E. Coulson, Secretary

Approximately 6 interested members of the public were present.

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

Mr. Marshall replied in the affirmative, noting that notification was extended to three times the normal coverage. He indicated that the notes of the public meeting would be included in the May 13th Council Agenda rather than the May 21st Planning Committee Agenda.

Mr. Corbett outlined the planning rationale for developing a preferred land use concept to be incorporated into the proposed Bramalea Road South Gateway Secondary Plan. Mr. Corbett also identified background events related to Graywood Development's proposals affecting lands located at 70 Bramalea Road, and the

justification for evaluating Graywoods current proposal in the context of the proposed secondary plan land use concept. Mr. Grady presented the site specific proposal and merits of the development.

After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

William Gillen, 51 Appleby Drive, expressed objection to the proposal, due to:

- . Graywood's proposal compounding existing traffic congestion along Bramalea Road;
- . The existing right-of-way width and the location of services (e.g. hydro lines, light standards) may impede the functioning of the two proposed entrances/exists;
- . The proposed construction of an incinerator on Bramalea Road south of Steeles Avenue may have environmental impacts on the subject property;
- . Excessive noise levels from traffic and aircraft.

He referred to five articles relating to these concerns which were made part of the public record.

Mr. Grady referred to the conclusions of a traffic impact study which suggested that the development would have minimal traffic impacts. In this regard, he pointed out the proposed restricted right-in, right-out access, and provision for signalization if warranted.

Mr. Corbett also referred to the traffic impacts as being minimal. Respecting the proposed incinerator he noted that the Ministry of the Environment has jurisdiction over air quality. Mr. Corbett also advised that techniques and features to combat noise would be included in the conditions of approval.

Mr. Gillen inquired about a traffic count within a given hour. He advised of observation of bumper to bumper traffic on Bramalea Road between 7:30 and 9:00 a.m. and between 3:30 and 6:00 p.m., and the associated traffic hazard concern.

Mr. Corbett did not have the traffic count data readily available, and he reiterated the findings of the traffic impact study, namely, that the Graywood proposal would have minimal impacts upon the safe and efficient functioning of the Bramalea Road corridor.

Mr. A. Franklin, 1 Avondale Blvd., objected to the proposal. His areas of concern can be summarized as follows:

- . major infrastructure not being in place;
- . the precedent setting nature of the development (e.g. what will happen if area property owners replace the remaining industrial buildings with apartment buildings full of people, with no infrastructure in place?);
- . school space (e.g. numerous portable class rooms are being utilized at the present time);
- . traffic congestion and safety hazards on Bramalea Road (e.g. traffic lights at East Drive and Steeles Avenue will result in a gridlock; Steeles and Bramalea Road will have to be widened and intersections changed to handle the traffic flow);
- . shadow impacts on his property;
- . concerns regarding access to the property; and
- . high noise levels from garbage trucks.

Mr. Grady advised that:

- . The application was circulated to the School Boards for comments, and they indicated adequate accommodation within existing facilities. Further, purchasers will be notified if busing is required, as a condition of approval;
- . Studies indicate minimal shadow impacts on residences fronting onto Avondale Boulevard;
- . Provision for the service areas would be in conformity with City standards, with fencing and buffering provided along the northerly property boundaries.
- . The site plan approval would establish standards which would aid land use compatibility.

Mr. Gillen requested the year of completion of the project.

Mr. Marshall informed of several years for processing, with completion possibly in 1996, coinciding with updated Go Train Service.

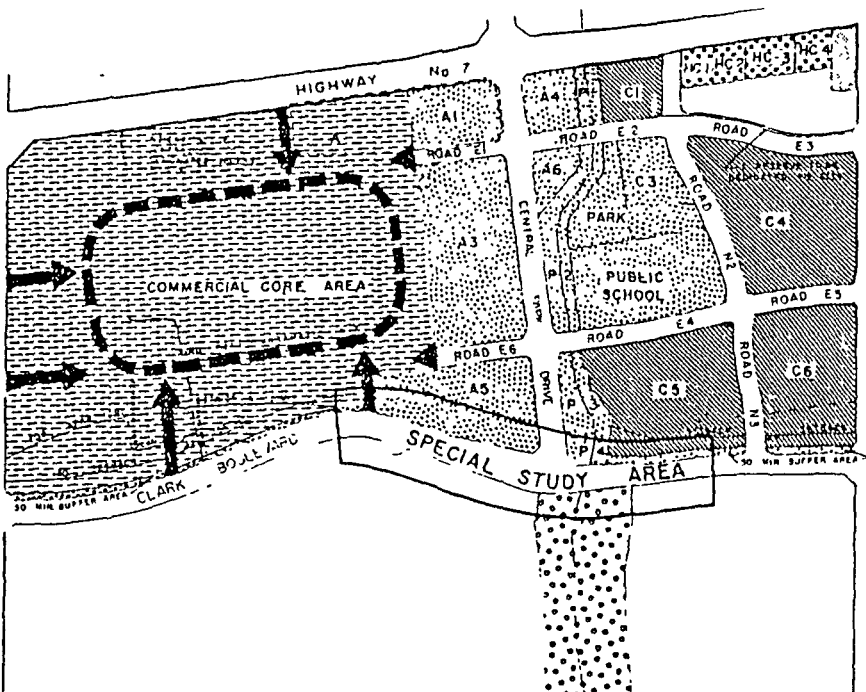
Mr. Gillen inquired as to how the School Boards can predict their requirements with no completion date evident.

He was advised that size and density of the development are circulated to School Boards, and their planners have information for calculation and assessment of school building and busing needs.

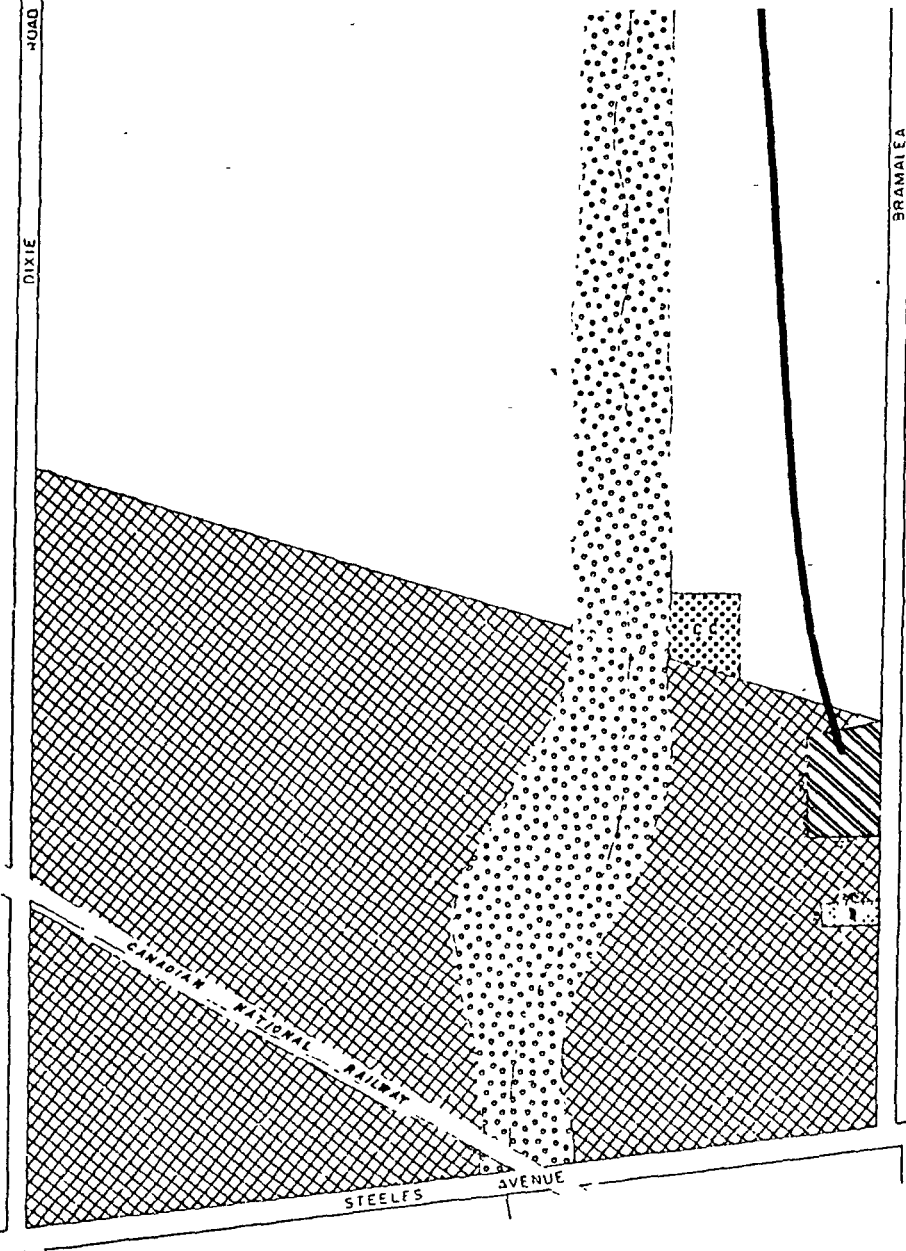
Mr. C. Ford, 20 Alton Court, inquired about the change from low rise to high rise, indicated for the area.

Mr. Marshall responded that land use strategy changes as conditions change, (e.g. Go station changes, changes to Steeles Avenue, linkage to the Airport, etc).

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



SUBJECT PROPERTY REDESIGNATED FROM "INDUSTRIAL PARCEL 1" TO "MIXED USE COMMERCIAL / HIGH DENSITY RESIDENTIAL"



LEGEND

- RESIDENTIAL
- RESIDENTIAL - HIGH-RISE
- MIXED USE COMMERCIAL / HIGH DENSITY RESIDENTIAL
- INDUSTRIAL
- INDUSTRIAL LAND USE
- COMMUNITY COMMERCIAL
- COMMERCIAL
- CAR WASH & SERVICE STATION
- ANIMAL HOSPITAL
- SERVICE STATION
- FRUIT & VEGETABLE MARKET
- SENIOR CITIZENS HOUSING
- COMMERCIAL CORE AREA
- MUNICIPAL & PUBLIC
- OPEN SPACE
- AGRICULTURAL
- INSTITUTIONAL
- RECREATION CENTRE
- HIGHWAY COMMERCIAL

LAND USE

CITY OF BRAMPTON PLANNING DEPARTMENT

Plate 14 to the Consolidated Official Plan "Land Use Designations"

Schedule D to Official Plan Amendment No. 207 & 207A, Bylaw 241-91



CITY OF BRAMPTON
Planning and Development

Date: 90 05 09 Drawn by: JRB
File no. C4E1.4C Map no. 63-25 J

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 207

Attached is a copy of a planning report dated April 10, 1991 as well as a report dated May 7, 1991 forwarding the notes of a Public Meeting held on May 1, 1991 after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.