

# **OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 11**

**THE CENTRAL PARK**

**SECONDARY PLAN**

**March 2010**

## EXPLANATORY NOTES

### Office Consolidation The Central Park Secondary Plan (Secondary Plan Area 11)

#### General (pertaining to all secondary plan office consolidations)

- i. Secondary plan office consolidations are provided for convenience only, but have no *Planning Act* status. For official reference, recourse should be had to the original documents pertaining to each secondary plan.
- ii. As noted in the Official Plan (policy 5.4.10 in the current 2006 Official Plan) the documentation that constitutes a specific secondary plan may consist of a Chapter in Part II of the current Official Plan, or a retained Chapter in Part IV of the 1984 Official Plan, or an amendment to or chapter of the 1978 Consolidated Official Plan.
- iii. Secondary plans form part of the Official Plan and are to be read in conjunction with all policies of the Official Plan, including interpretation and implementation provisions.
- iv. Where there is conflict or inconsistency between a provision in the current Official Plan and a provision in a secondary plan (whether directly in the text or included by reference) the current Official Plan shall prevail. When such a conflict is identified, efforts shall be made to revise the plans to correct the conflict.
- v. Reference to any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.
- vi. When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1993, 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and applicable part of the secondary plan, unless:
  - (a) the referenced provision is in conflict with the current Official Plan;
  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,
  - (c) it is evident that it was the intention of Council at the time of the repeal of the predecessor Official Plan that the referenced provision was not to be

considered active and applicable for such secondary plan purposes in the future.

- vii. The Council of the City of Brampton is responsible for interpreting any provision within the Official Plan and secondary plans.

**Specific (Secondary Plan 11, The Central Park Secondary Plan)**

This office consolidation of the Central Park Secondary Plan consists of Chapters C17, C22, C26, C29, C30, C34 and C46 of Section C of Part C and Plate Numbers 22 and 28 of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 11. The aforementioned Chapters and Plates have been included. The following Official Plan amendment, as approved by the Province, has also been incorporated:

20 A (to C17)  
290A (to C22)

This office consolidation has been prepared without the following original documents:

OPA 23	OPA 80	OPA 97	OPA 101
OPA 103	OPA 120	OPA 229	OPA 263
OP93-167			

This office consolidation is provided for convenience only. For official reference, resource should be had to the original documents noted above.

**Chapter C17 of Section C  
of Part C of  
the Document known as  
the Consolidated Official Plan**

## CHAPTER C17

The following text and maps constitute a consolidation of O.P.A. 19 as modified by the former Minister of Municipal Affairs and this Chapter is an exact reproduction of said Official Plan Amendment 19 to the Official Plan of the former Township of Chinguacousy Planning Area as modified. (see Plate 21, 22, 23, 24, 28).

### 1.0 PURPOSE, BASIS AND FUNDAMENTAL PROVISIONS

1.1.1 The purpose of this Chapter is to set out policies for the development of the central section of the northern part of the new town of Bramalea, lying north of Highway Number 7 and more particularly between Dixie Road and Fifth Line East, including parts of Lots 6 and 7, Concession 4, E.H.S. and parts of Lots 6, 7, 8 and 9, Concession 5, E.H.S. These lands lie immediately north and east of the City Centre which is now under development and is premised upon the completion of arrangements to develop the major portion of the lands immediately south of this submission. All of the lands in Bramalea new town south of Highway Number 7 are now designated for development and in active development. The lands covered by this Chapter include approximately half of the concession block between Dixie Road and Bramalea Road and the greater part of the concession block between Bramalea Road and Fifth Line East. These are the main central parts of the two central concession blocks of the four which remain north of Highway Number 7 and will accommodate approximately 31,300 people and some 8,000 units more or less approximately made up as follows:

<u>Housing - Type</u>	<u>Units</u>	<u>Population</u>
Non-family apartments	1,582	3,164
Medium density low rise dwellings	720	2,735
<u>Housing - Type</u>	<u>Units</u>	<u>Population</u>
Town Housing	3,870	17,414
Single Family	887	3,902
Semi-detached	926	4,074
TOTAL	<u>7,985</u>	31,289

This will accommodate approximately 31,300 people on 1,030 acres more or less in two communities on either side of a Central Park of about 100 acres, with part of a third community north of these in between Bramalea Road and Fifth Line East. The westerly community has about 13,200

people on 360 acres (about 3,700 units) at about 37 persons per acre average. The easterly community has some 14,000 people on 490 acres approximately (about 3,600 units) at about 29 persons per acre average. The northerly section (the part of the third community previously mentioned, immediately north of the aforementioned easterly community) has about 4,100 people on some 180 acres (about 910 units) at an average of about 23 persons per acre average. These villages set out an overall structure into which the proposed units can be fitted.

1.1.2 The second purpose of this Chapter is to set out an Open Space Policy for the former Township.

1.2.1 Basis

The total development will provide for approximately 31,300 people on about 1,030 acres for an overall average density of about 30 persons per acre. Open space constitutes about 230 acres (about 7 acres per 1,000 persons and about 22% of the total area).

1.2.2 These density patterns are appropriate in the vicinity of the core of Bramalea new town.

1.2.3 This Chapter is in response to a recognition that to build a new town on this scale with a full range of housing as established in the present Official Plan, new policies must be developed permitting the creation of housing which will be available to all income groups in society within reach of their available purchasing power. The former Township also recognizes that it has a social responsibility to respond to a request by Bramalea Consolidated Developments Limited and Ontario Housing Corporation to receive 4,700 dwelling units and sets out in this Chapter the policies to do so.

1.2.4 The original policies of developments had required the developer to pay the following:

- (a) the capital cost of external servicing, ground water supply, storm water and sewage treatment occasioned by urbanization.
- (b) the former Township's share of the capital cost of school construction required as a result of the subdivision released for urbanization.

- (c) the maintenance of a defined ratio of residential/non-residential commercial-industrial assessment, which governs the release of residential lands and the staging of development; and payments to the former Township in lieu of non-residential assessment.
- 1.2.5 The Provincial Government's South Peel Servicing Scheme now will provide upon its implementation, water supply and sewage treatment facilities sufficient to accommodate the completion of the urban area of the former Township of Chinguacousy known as Bramalea.
- 1.2.6 This Chapter further recognizes that to reduce the cost of housing it is necessary to relieve the developer of certain capital obligations.
- 1.2.7 This Chapter recognizes that the demand for residential growth has been demonstrated to exceed reasonable rates of growth of the industrial development which would be needed to maintain the previously established ratio. The former Township, after thorough financial and social investigation recognizes that urban development has proceeded in this area to a point where the limitations imposed by the present staging are not consistent with the diversity and the pace of development required if the housing stock is to be augmented to meet demonstrated need and if the Province is to receive the 4,700 dwelling units requested, as indicated in 1.2.3 above.
- 1.2.8 This Chapter recognizes that Bill 44 (1968) creating a County Board of Education as of the 1st day of January, 1969, and Bill 168 (1968) creating a combined Roman Catholic Separate School Board transfers the responsibility for primary and secondary education to the County of Peel Board of Education and the Combined Roman Catholic Separate School Board. The former Township in assessing the requirements for this Chapter has recognized that the transfer of responsibility to the said Boards will result in the ratepayers of the former Township of Chinguacousy receiving an educational tax burden greater than that which would have been received without said Bill 44 and said Bill 168.
- 1.2.9 This Chapter recognizes that the former Township is only prepared to accept the financial obligations and the responsibilities resulting from this Chapter in order to accommodate the desire of the Ontario Housing Corporation to build approximately 4,700 dwelling units in the former Township.
- 1.2.10 This Chapter recognizes that both the developer and the former Township will continue to encourage industrial development.

1.2.11 This Chapter recognizes that the construction of the dwelling units by the Ontario Housing Corporation will occur over a period of years.

1.3.1 Fundamental Provisions

This Chapter therefore establishes:

That the area shown in the attached Plates as Phase 11A (comprising all the lands for the three communities for about 31,300 people, at the gross density structure indicated in 1.0 above) be now released for development, subject to the subsequent implementation provisions.

1.3.2 That the former Township by the approval of this Chapter, shall proceed with the release of a plan of subdivision of some 6,800 units of which approximately 4,700 units will be available for sale to the Ontario Housing Corporation in a manner suitable to the requirement of the Corporation and the provisions of the subdivision agreement for this area will require that all cash levies be paid to the municipality upon registration of the plan, sufficient to provide a fund to be administered solely in the discretion of the former Township for the construction of municipal and other facilities necessary for the reasonable development of the urban centre created within the former Township of Chinguacousy known as "Bramalea". The use of this fund to permit the construction of such facilities will avoid the necessity of imposing a burden on the mill rate, by debenturing the cost of such municipal and other facilities, and thereby assist in establishing a sound financial base as a continuing condition within the Municipality.

1.3.3 The Minister, by approval of this Chapter, and by the letter of draft approval of the plan of subdivision, shall acknowledge that the former Township has changed the development policies as referred to herein and shall authorize the former Township to enter the necessary subdivision agreement in order to implement the revised development policies.

1.3.4 The aforementioned provisions have been adopted as the policy of the former Township in the light of the comprehensive Clarkson Gordon study "Report on Estimated Financial Impact of Constructing a further 5,825 Units in the Bramalea Area: July 1968".

These provisions constitute the fundamental provisions of this Chapter.

## 2.0 CENTRAL PARK AND CIVIC CENTRE

The Central Park is to consist of approximately 100 acres lying immediately north of the Civic Centre and the City Centre, north of Highway Number 7.

The Civic Centre is to consist of approximately 20 acres for public buildings (federal, provincial, regional and municipal functions) integrated into the City Centre area south of Highway Number 7.

Detailed development schemes are to be subsequently developed and incorporated into the Official Plan by amendment for both of these areas.

### 2.1 Central Park

Few urban parks of this size have been created in contemporary Canada due to piecemeal development increasing costs and pressure for building land. With a comprehensive development such as Bramalea, it is possible to reserve this space for significant landscape design. The municipality establishes in this Chapter the open space standards which ensure that this generous provision is for the whole urban area and that open space is established in accordance with a systematic concept across the whole northern area, and in the town as a whole.

A comprehensive plan for the Central Park is to be established:

- (a) To avoid the accumulation of miscellaneous activities seeking a vacant and easily occupied site and to prevent the wastage of this significant open space by unrelated piecemeal development.
- (b) To ensure that the open space becomes a significant central feature in the new town.
- (c) To establish unity in the development of a new amenity which is to be related to the central area (e.g. by means of related landscape treatment and direct connections such as pedestrian underpass or overpass linkages across Highway Number 7).
- (d) To set out in advance the ultimate landscape development pattern to ensure the wise use of this reserved open space.

The main principles to be observed are:

- (i) The maintenance of this Central Park as a unified open space for the enjoyment of the whole urban area.
- (ii) The creation of a campus setting for a pleasure park from which vehicles are excluded, except for peripheral access and services.
- (iii) The establishment of a unifying landscape concept which allows staged development of the park.
- (iv) The development of internal circulation patterns for pedestrian movement, riding trails and possible cycles paths, peripheral parking for motor vehicles, accessory buildings and proper entrance points for bus access and the exclusion of vehicles other than service vehicles so that the unity of this open space is not severed by traffic.
- (v) The creation of a new landscape of significance as an attractive central focus for a landscape which has few natural features of significance.
- (vi) The use of the watercourse as the basis for a possible lake system or for water-gardens and ornamental feature.
- (vii) The provision of formal and informal gardens and a varied and mutually supporting range of park functions.
- (viii) The provision of tree shelter belts and area to enhance the form of landscape and provide visual unity.
- (ix) The provision of a series of park, garden, and recreational space and functions for active and passive use and enjoyment together to form a unity on an urban scale.

## 2.2 Civic Centre

The 20 acres for civic purposes is to be governed by a master plan which relates this area:

- (a) to the City Centre commercial, office and shopping area to the west;

- (b) to the Central Park to the north and which intergrates it to form a related central focus for the public and communal uses of a town capable of being developed in stages.

Appropriate functions for this area:

- (a) municipal offices
- (b) city hall
- (c) law courts
- (d) related government offices
- (e) central post office
- (f) arts centre and gallery display centre
- (g) social and community facilities
- (h) central library including reference library
- (i) computer centre
- (j) municipal and public agencies
- (k) central police facilities
- (j) central communications facilities

### **3.0 PUBLIC OPEN SPACE POLICY**

In recognition of the creation of a substantial central park on prime development land the municipality establishes the following open space policy to ensure that there is an adequate distribution of open space in the northern half of Bramalea and that,

- (a) the central park is for the whole town, and
- (b) adequate credit is given, for this in the subsequent development.

The following standards are adopted for the former Township:

- (i) A total provision of public open space for the urbanized area of Chinguacousy within and adjacent to that urbanized area is to be at the standard of 10 acres per 1,000 people.
- (ii) Of this standard, some 3 acres per 1,000 people is to be provided on a regional or area municipality basis outside the urban area or in green belts at the edge of the urban area.
- (iii) Upon completion of the urban area the balance of 7 acres of public open space for 1,000 people is to establish the standard within the urban area.
- (iv) This 7 acres per 1,000 people is to be inclusive of:
  - (a) Central and district facilities,
  - (b) Village open spaces,
  - (c) School play areas where these are integrated into and accessible as part of the public open space but not otherwise,
  - (d) Children's play parks in residential areas,
  - (e) Smaller public parks and ornamental gardens,
  - (f) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group,
  - (g) Field paths, footpaths, linking greenways and bridle paths,
  - (h) Buffer strips and protective planting areas which are accessible to and usable by the public but not otherwise.
  - (i) Large organized sports areas for intensive activity.
- (v) As a general guide there shall be provided within the urbanized area 70 acres of public open space for each 10,000 people. A

possible distribution for this may be as follows, but it is recognized that there may be variations from this to provide a better total system or depending on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

General Guide per 10,000 People

Minimum parks within area housing the population concerned:

Children's play areas	5 acres
Local park which may include junior games tennis and adult sports such as green bowling	7 acres
Ornamental parks and field paths	18 acres
Buffer areas, greenways, floodways and planted areas of trees or bedding plants	6 acres
Minor Parkways or special feature parks	10 acres

<u>Basic Minimum Total</u>	46 acres
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Provided in the neighbourhood or immediately adjacent to it

Organized games areas	14 acres
School playing fields which may be used as or integrated with the games areas	10 acres

<u>Minimum Additional Total</u>	24 acres
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<u>Total Minimum</u>	70 acres
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Where two "villages" taken together as adjacent areas can use combined facilities and meet these standards this is acceptable provided a systematic approach is used allowing for a very high degree of convenience and accessibility measured by a few minutes of walking time from all the units in the areas concerned.

- (vi) Approximately 1 acre per 500 persons measured in Bramalea as a whole shall be for central functions:
  - (a) central park provision,
  - (b) ornamental open space in the central area excluding land occupied by buildings,
  - (c) active "central" sports facilities serving the whole urban area but not necessarily at the "core".

This establishes a standard at about 300 acres as the need for the completed community. (This may be deducted from the total of 7.0 acres per 1,000 if provided, but the total of 7.0 acres per 1,000 shall be maintained overall).

This means that open space not provided to this standard for central functions shall be provided elsewhere in the urban area to make up the balance.

The Central Park and the open space in the Civic Centre indicate an approximate balance of 200 acres yet to be provided for such uses as:

- (a) a public cemetery area with park-like atmosphere and quiet contemplative areas,
- (b) public golf courses which include areas for walking and general access,
- (c) winter sports areas,
- (d) a large arena and stadium and active sports area and sports centre,
- (e) sailing and similar lake areas such as can be established in former gravel pit areas, for general use.

Such areas for local use would need additional acreage.

(vii) Private open space is excluded from these calculations.

This covers:

- (a) Private clubs of all kinds
- (b) Private golf areas
- (c) Private or restricted open space primarily intended for local housing areas
- (d) Other public lands specifically closed from the general public for special purposes (e.g. closed school grounds).

Local areas so favoured may need only minimal public open space of 7 acres per 1,000.

(viii) Wherever feasible, school and central park sites in village areas shall be adjacent.

(ix) Open space, both public and private, shall be grouped systematically to provide:

- (a) A network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges.
- (b) Large integrated usable public open space areas capable of development as designed landscapes for amenity and use.
- (c) A methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well served by a broad range of local facilities.
- (d) A footpath system aimed at providing a possible off-street walking network traversing the whole town and linking the main social facilities and key local centres

and main open space areas, which can be made clear to the public and used by the public.

#### 4.0 **INDUSTRIALIZED BUILDING**

It is recognized that one hopeful method of accelerating the provision of adequate housing at the lowest possible cost within reach of all sectors of the public commensurate with a standard and reasonable proportion of income is the introduction of industrialized building or "systems-building". This is acceptable in Bramalea new town in conformity with the principles of the Official Plan and its implementing instruments.

The northern half of Bramalea is appropriate for such an approach if desired, since the land is open and held in large blocks, predominantly under one ownership. It is recognized that this may not occur immediately. To this end the municipality is prepared to consider new kinds of housing and to establish zoning standards to make possible such vitally important development of a great range and variety of housing stock. Particular emphasis will be placed on careful site planning and to the following criteria:

- (a) Avoiding excessive concentrations of a single house type (e.g. a whole "village" of one or two types is not acceptable).
- (b) Where densities exceed 15-20 units per acre, the provision of additional facilities in terms of potential day care facilities, local personal services, local "block" or "building" commercial facilities, private open spaces, recreational rooms, places for social clubs and youth facilities, and provision for social services will be given great emphasis by the municipality.
- (c) Proper relationship of such provisions to the open space and community facilities pattern in each "Village".
- (d) The grouping of new kinds of housing to provide aesthetic urban design.
- (e) The juxtaposition of higher densities and larger areas of public and private open space.
- (f) The most socially advantageous site development for multiple functions.

## 5.0 **VILLAGE AREAS: PRINCIPLES**

This Chapter establishes the following general provisions for the three "village" areas as follows:

### 5.1 **Westerly Village Area**

This includes the area designated for development bounded generally by Crescent Hill, Dixie Road and the eastern limit of Bramalea Woods, Highway Number 7 and the new road skirting Central Park.

The main principles are as follows:

- (i) A central park of about 11 acres with radiating walkways and green areas respectively to Crescent Hill, to the Central Park (via a pedestrian underpass where these cross main internal roads), and to an ornamental park facing the City Centre and again with a pedestrian crossing under Highway Number 7; pedestrian underpasses from higher density housing areas across main routes.
- (ii) A protective green wedge, buffer strip and local park of approximately 10 acres between Crescent Hill and this new development; and a further green wedge north from the Central Park.
- (iii) An internal roads system consisting of one cross route from Dixie Road across the area to the new loop road (the boundary of Central park; a loop road running from its approximately parallel to Dixie Road and Highway Number 7, through to the Central Park loop road and a further loop in the northern area).
- (iv) Within the centre block so formed, a separate school immediately north of the core park and a public school on the south-west of the park. Immediately adjacent to these, on the western part of this central block, two areas of town housing for about 300 units in all. The eastern section of the block, opposite the Central Park to be reserved for about 300 units of medium density low-rise dwellings at about 28 units per acre (density to be similar throughout all villages) with a church site midway on the frontage facing the park. (A site of about 1.25 acres). Commercial facilities of a local nature to be provided in this higher density core at a standard of not less than 0.5

square feet per person and not exceeding 1.0 square feet per person on the ground floor of the higher density area at the core of this village at the junction of the main roads, south-west quadrant (immediately west of the central park).

- (v) The area along the Dixie Road Frontage is generally reserved for town housing (about 580 units).
- (vi) The area along Highway Number 7, back to the internal development road is reserved for high rise development, immediately adjacent to the City Centre (about 1300 units or some 22 acres at about 60 units per acre) almost equally distributed between two sites, one at each side of the aforementioned ornamental park fronting on Highway Number 7.
- (vii) The area along the northern margin of the area to be developed between the Crescent Hill park buffer and the internal cross-street is set aside for a senior public school adjacent to the green way and park and the balance for town housing flanking the second green wedge running north from the Central Park independently of the other open space system, with a public school on its eastern side. This general block of town housing permits some 1,200 units in four large blocks allowing good internal site planning.

OPA 20A

If the school decides that a senior public school is not required, the lands shall be developed for low density residential use, provided that the maximum density of the site shall not exceed 24.7 dwelling units per hectare (10 units per acre).

## 5.2 Easterly "Village" Area

This includes the whole area between Bramalea Road, Highway Number 7, Fifth Liner East and the new cross-town route at the northern limit. This is a complete "village" in the concept which has been established for the northern half of the area.

This Chapter establishes the following general provisions for this area:

- (i) A new cross-route internally developed, linking the loop road in the previous villages across to similar internal routes to the east of this village. This will feed the City Centre and give

controlled internal circulation.

- (ii) A connecting route from this south route to link with Finchgate Boulevard in Phase 10A.
- (iii) A connecting link from the central "spine" cross-route north to the cross-town route.
- (iv) These connecting links are to be well staggered to minimize potential through movement unrelated to the area, and for safety.
- (v) A "village centre" including commercial facilities for the 14,000 people and their local needs and related social and cultural facilities, with a tower apartment area integrated therein, and if necessary above the centre buildings, reserved for non-family accommodation (250 units), plus a church site to assist in the core function of this area.
- (vi) Adjacent to the "village centre" and along the main internal east-west road provision for groupings of high density low rise dwellings, at the core of the village (about 420 units on 2 sites).
- (vii) A central village green park area adjacent to the north-east of the main village centre (about 14 acre) and a smaller green park north-west of the core (about 10 acres), with a related open space system which encircles the core area and radiates with one arm reaching south to Highway Number 7, east of the main internal north-south route and approximately parallel to it; and two others which effectively function as buffers between a central corridor of consolidated town housing (about 680 units) flanked by semi-detached and single family dwellings.
- (viii) School sites in each quadrant are related to and integrated with this open space system.
- (ix) Two further areas of town houses are provided as follows: One area comprising two blocks for about 300 units between the road linking Highway Number 7 and the village core, and east of it; and a further block of 280 units on the south side of the core area.
- (x) The balance of the village, effectively corridors between the

open space system and Bramalea Road on the west and between the open space system and Fifth Line East on the east, are established for semi-detached and single family development, in a balanced allocation.

- (xi) There are four public schools, one on each quadrant as indicate in (viii) above; and a senior public school immediately east of the core area and on the north side of the east-west cross-route, since it serves a wider area than the local schools in each quadrant of the village. These are set out in a balanced pattern in relation to population distribution and are tied in to the open space system and grouped adjacent to the parks and walkways.
- (xii) As in the other villages, there is to be provision for reversed frontage on all external arterials and controlled access on all internal main roads (as in the other village) excepting a small section adjacent to Finchgate Boulevard where a less vigorous situation exists (one side restricted only) and where it is of no advantage to increase the standard already set.
- (xiii) A full internal circulation is possible by a completely interconnected circulatory route parallel to the external arterials and midway between them and the internal core. This follows the topography and is designed for internal collection and for visual interest as well.

### 5.3 North-Central Village Area

The north-central village area is only to be partly developed at this time. It follows the same general principle indicated in the description of the easterly village. For the southern part of this village there is to be:

- (i) One main north-south spine road,
- (ii) Two corridors of open space flanking a central town house area developed on either side of this road (about 500 units in 4 large blocks);
- (iii) The southern section of an internal ring road similar to that already described;
- (iv) A large high school site at the junction of the north-south spine

and the east-west crosstown route which is the southern boundary of this village;

- (v) A public school on the east site of the eastern Open Space Buffer, and
- (vi) Single-family and semi-detached units in the south-west and south-east quadrants.

The bulk of the north-east and north-west quadrants is at this time excluded from the staged development but the layout has been developed in detail at this time to maintain these principles, and so that this reserved area is fixed for the time when it is appropriate to complete this "village". The effective easterly limit of the area which is to be developed will be a block of open space and school facilities, for the most part.

## **6.0 Implementation**

This chapter will be implemented by:

- (i) Zoning by-laws provisions, including Holding Zones;
- (ii) Plan or plans of subdivision with supporting subdivision agreements.
- (iii) Site plan control as indicated.

With respect to the town housing and the higher density areas, the former Township hereby establishes and requires, before development can occur on these blocks, that City approval be obtained with respect to:

- (a) comprehensive site planning and internal layout provisions for these areas prior to the approval of each block,
- (b) site planning approval of each individual block within the aforementioned comprehensive studies, and
- (c) the access and egress, layout, massing and grouping of buildings, parking, landscaping, elevational treatment of the component buildings or building groups, and location of areas for recreational purpose.

**7.0**      **Flexibility**

This chapter recognizes that notwithstanding specific designation by number or by designation upon maps included in this chapter or other precise terminology, the implementation of this chapter shall permit minor variance, alternation or enlargement consistent with the general intent and purpose hereof.

## CHAPTER C17

## APPENDICES

8.0 Appendix ADETAILS OF VILLAGES(a) Westerly Village

	AREA	UNITS PER ACRE	UNITS	PERSONS PER UNIT	PERSONS
Non-Family Apartments (reserved blocks)	22.2	60	1,332	2.0	2,664
Medium Density Low Rise Dwellings	11.5	26	299	3.8	1,136
Townhouse	119.5	17.5	2,091	4.5	9,409
Schools	38				
Church	1.2				
Open Space	138.1				
	360 Acres Total Area (includes roads)		3,722 Total Units		13,209 Total Population

The density is as follows:

360 Acres

13,209 persons = 36.7 persons per acre

(b) Easterly Village

The general density is as follows:

492.1 Acres                      14,035 persons = 28.5 persons per acre

AREA		UNITS PER ACRE	UNITS	PERSONS PER UNIT	PERSONS
Non-Family Apartments	Village Centre		250	2.0	500
Medium Density Low Rise Dwelling	16.2	26	421	<b>3.8</b>	1,599
Town Houses	72.6	17.5	1,270	4.5	5,715
Singles			658	4.4	2,895
Semis			756	4.4	3,326
Schools	50				
Churches	2.5				
Open Space	59				
	492.1 Total Area (includes roads)		3,355 Total Units		14,035 Total Population

(c) North-Central Village Area

AREA		UNITS PER ACRE	UNITS	PERSONS PER UNIT	PERSONS
Town Houses	29.1	17.5	509	4.5	2,290
Singles			229	4.4	1,007
Semis			170	4.4	748
School	44				
Open Space	33.5				
	180 Acres Total Area (includes roads)		908 Total Units		4,045 Total Population

180 Acres: 4,045 persons = 22.4 persons per acre.

(d) School Provision(i) PUBLIC SCHOOLS

6,403 units (excluding non-family units)  
 @ 1 pupil per unit= 6,403 pupils  
 @ 30 pupils per classroom= 213 classrooms  
 @ 24 classrooms per school= say 9 schools

Therefore, 10 public school sites are provided in all:

(ii) WESTERLY VILLAGE

2,390 family units = 2,390  
 @ 30 pupils per classroom = 80 classrooms

Three 10 acre sites are provided - Two 27 classroom schools and one 26 classroom school.

(iii) EASTERLY VILLAGE

3,105 family units = 3,105 pupils  
@ 30 pupils per classroom = 104 classrooms

Four 8 acre sites are provided each with a 20 classroom school.  
One 10 acre site is provided with a 24 classroom school.

(iv) NORTH-CENTRAL VILLAGE

908 family units = 908 pupils  
@ 30 pupils per classroom = 31 classrooms

Two 8 acre sites are provided.

(v) HIGH SCHOOL

31,289 persons @ 6% = 1,878 pupils  
@ 27 pupils per classroom = 70 classrooms

One 20 acre site is provided

(vi) SEPARATE SCHOOLS

31,289 persons @ 5% = 1,565 pupils  
@ 30 pupils per classrooms = 53 classrooms

Three 8 acre sites are provided.

Westerly Village:

13,209 @5% = 660 pupils = 22 classrooms

Easterly Village:

14,035 @5% = 700 pupils = 23 classrooms

North-Central Village:

4,045 @ 5% = 205 pupils = 7 classrooms

(e) Main Elements: Summary

The main elements may be summarized as follows:

1. A basic arterial road pattern north of Highway No. 7 which will ultimately produce eight self-contained village communities, each roughly one mile square.
2. A major collector ring road designed so that it will ultimately link all the village centres to the City Centre.
3. Each village is divided by staggered major north-south collector roads in order to discourage through traffic.
4. A concentration of medium density residential development is located in the village community adjacent to and north of City Centre.
5. A major town park of approximately 100 acres in area is located immediately north of the City Centre.
6. Higher density development is related to either collector roads and open space to commercial and community facilities.
7. High buildings are oriented to and accentuate the City Centre and the village centres.
8. A continuous system of open space separates low density development from multiples and link housing to schools and village centres.

These characteristics will govern the subsequent layout.

**9.0** **APPENDIX B**

Basic Principles:

The following basic principles govern this chapter:

- (i) The total 8,000 acres of Bramalea new town are planned to accommodate a total population of 150,000.

- (ii) The northerly half of the new town, constituting approximately 4,000 acres consists of Lots 6 - 10 in Concession 3, E.H.S. - 6, E.H.S. This area is divided into four approximately equal blocks by the main north-south Concession Roads (Second Line East, Dixie Road, Bramalea Road, Fifth Line East, Airport Road) between Highway No. 7 (the southern limit) and No. 10 Sideroad (the northern limit). This area is as yet relatively undeveloped: Only two residential areas have been established (See Plates 19, 20, 21, 22).
  - (a) Crescent Hill, east of Dixie Road in Lot 7, Concession 4, E.H.S. (Chapter C22).
  - (b) Bramalea Woods, West of Dixie Road in Lot 6, Concession 3, E.H.S. (Chapter C8).
- (iii) This northern area is to be predominantly residential with supporting community facilities and the main principle governing this development is the creation of eight approximately equal "villages", two in each of the four Concession blocks. The basic framework of routes for these villages is to be the main road network as described plus a new main east-west route approximately along the boundary of Lots 7 and 8 between Second Line East and Airport Road.
- (iv) This Chapter establishes two of these "villages": the southerly halves (approximately) of the two central blocks, and part of a third lying north of the easterly village.
- (v) A subsequent Amendment currently being developed will establish the more detailed application of these principles to the whole of the remainder of this northern half of the new town.
- (vi) At the very core of the new town immediately north of the City Centre, and lying between these two "villages" there is to be established a major Central Park area of approximately 100 acres, serving the whole new town for which a detailed plan is to be drawn up.
- (vii) This Central Park is bounded by Bramalea Road on the East, Highway No. 7 on the south and on the north and west by a

new road which curves north and then east from the Town Centre and which then cuts across the other "villages" to Fifth Line East.

- (viii) South of Highway No. 7 and immediately east of the City Centre which is now under development, this Chapter establishes a civic centre of approximately 20 acres as a focus for new public buildings for which a detailed plan is to be drawn up.
- (ix) The westerly "village" is to be bounded by the new east-west cross-route, Dixie Road, Highway No. 7 the Central Park and Bramalea Road.
- (x) The easterly "village" is to be bounded by the new east-west cross-route, Bramalea Road, Highway No. 7 and Fifth Line East.
- (xi) The westerly village, being closer to the City Centre is to have a gross density (excluding the Central Park) of approximately 50 persons per acre in the southern part. This is balanced by the fact that the total village when completed will have included the existing low density area of Crescent Hill and adjacent similar areas as well as the Central Park, and the overall density will thus be considerably reduced. This permits a greater concentration of town houses in the area now to be developed. Local commercial facilities in this village are to be provided at a standard not less than 0.5 square feet per person and not exceeding 1.0 square feet per person, on the ground floor of the higher density area at the core of this village and integrated within centrally located multiple family blocks at the junction of the main roads, south-west quadrant (immediately west of the Central Park).
- (xii) The easterly village will have a gross density of about 29 persons per acre with a mixture of high rise, medium density low rise, town housing, single family and semi-detached units since it is also central.
- (xiii) The village north of this easterly village, to be only partly designated now, has a similar mix of housing types, but the density average is lower (23 per acre) since it is more

peripheral.

- (xiv) The need for accommodation at the present time, the former township policies of requiring mixed development, and the avoidance of unduly massive concentration of one house type, combine to the effect that,
  - (a) the full development of all three villages is not yet required, and
  - (b) the potential Ontario Housing Corporation (O.H.C.) units (town houses) are organized in blocks appropriate for O.H.C. development, but balanced with adjacent blocks of other housing types.
  
- (xv) This chapter therefore sets out for these reserved areas only the main uses, densities and roads structure and the implementing plans of subdivision only show part of these areas developed. The western "village" will effectively only be developed in the southern section to fill in the lands lying between Bramalea Woods, Crescent Hill, the City Centre and Central Park, and to provide the linking road from the City Centre to the easterly village, which will augment the growth of the Centre and make it accessible to the remainder of this stage, while providing an essential part of the ultimate road system. The internal structure of each "village" is to be the creation of establishing a general "core" consisting of:
  - (a) village commercial facilities,
  - (b) high rise buildings where appropriate,
  - (c) a grouping of the higher density housing around the core,
  - (d) a central village green or village park,
  - (e) a grouping of public buildings,
  - (f) a focusing system of radiating public open space and walkways, and

- (g) main internal development roads which encourage circulation within each village, exclude unnecessary through traffic and encourage general amenity of the residential areas.

**Chapter C26 of Section C  
of Part C of the Document known as the  
Consolidated Official Plan**

## CHAPTER C26

### 1.0 Purpose

The purpose of this chapter is to set out policies for the development of the Central Park for Bramalea, lying north of Highway No. 7 between Bramalea Road and Central Park Drive and constituting some 100 acres. This chapter establishes a detailed development scheme and staging policy for the park pursuant to general guidelines established previously, under Chapter C17. Such detailed policy for Central Park is necessary to prevent unrelated piecemeal development of miscellaneous activities and to ensure that the park is developed and protected as a significant central feature and a complement to the town centre which has now been defined in some detail under Chapter C17. It is envisaged that the park will be developed in stages, recognizing its' function of ultimately serving the population of Bramalea. See Plate 21, 22 attached.

### 2.0 Policy

2.1 General policies forming the basis of this chapter are as follows:

2.1.1 Central Park will incorporate both active and passive use areas allowing a variety of recreation activities for all ages at varying intensities. These use areas are defined in Section 2.2.

2.1.2 In light of the few existing natural features of significance, extensive landscaping works shall be undertaken in a manner which reinforces the watercourse as a focal point and encourages varied environmental units.

2.1.3 Central Park is to function as a unified open space for pedestrians. Vehicular access, save for emergency and service vehicles, shall be confined to designated peripheral areas of the park to ensure this unity.

2.1.4 Internal circulation patterns for pedestrians together with riding trails and cycle paths shall link various use areas. Open space connections and under passes to Central Park provided in previous planning policy shall be incorporated in the design of pedestrian walkways.

2.1.5 Recreational and related ancillary commercial uses within Central Park shall not be permitted to 'ribbon' or directly front on the main road structure defined by Highway No. 7, Central Park Drive, and Bramalea Road. Vehicular access to such uses shall be via controlled access points linked to peripheral parking areas.

- 2.1.6 A variety of uses and treatments shall be permitted for the watercourse area on the basis of sound ecological practice.
- 2.1.7 Whenever possible, educational facilities geared to aspects of the park environment will be encouraged.
- 2.1.8 The development of Central Park will be staged to allow an orderly advance of uses, facilities and landscape treatments into the area in the context of the growing Bramalea community.

It is not the intent of this chapter to limit development to those specific uses defined on Plate 33. At the same time, the park must not act as a reservoir for piecemeal unrelated uses not suited to a park of this nature. For this reason a set of four 'use areas' have been generally defined which establish guidelines for the evaluation of future use proposals.

- 2.1.9 Central Park is to retain in its entirety as publicly owned and controlled open space.

2.2. Use Areas

This chapter establishes four land use areas for Central Park as follows:

Retreat Area	- 37 acres approx.
Aquatic Area	- 20 acres approx.
Garden Area	- 14 acres approx.
Active Sports Area	- 29 acres approx.

TOTAL AREA                      100 acres approx.

2.2.1 Retreat Area

This area is reserved for passive recreational activities within a peaceful and informal setting. Extensive tree plantings and the replanting of hawthorn and other indigenous flora will encourage a more natural environment with an emphasis on randomness and variety.

Activities such as picnicking and nature walks will predominate. No commercial development shall be permitted in the retreat area save within the nature museum complex as an ancillary use. Peripheral parking and access for vehicular traffic shall be strictly limited.

To the north-east, an extensive hill area will be developed and will allow varied seasonal activities including tobogganing in the wintertime as well as providing an interesting vista the year round.

The creek bed and its banks will be retained in their natural state rather than being channelized as in other areas to the south.

Through careful management over the years there is the unique opportunity to provide a quiet natural setting in the core of Bramalea.

#### 2.2.2 Aquatic Area

This area focuses on the creek environment and two man-made ponds intended for both summer and winter use. A range of recreational activities which either utilize directly or complement the water bodies will be encouraged. Full urban servicing will be required for any facilities which might otherwise threaten to pollute the aquatic area.

Landscape treatments which encourage ecological stability in the area will be provided.

The opportunity exists for stocking the northern pond with fish. During the winter the pond areas can be utilized for ice skating. Complementary uses including a bandshell and restaurant or tavern will be permitted as shown on Plate 33. Peripheral parking areas abutting Central Park Drive will provide controlled yet convenient year round access to the area. At the same time facilities will not be permitted to front on Central Park Drive and so create ribbon development and related traffic problems.

#### 2.2.3 Garden Area

This area encompasses passive recreational activities in a formal setting. In this instance the creek bed will be channelized and incorporated as an integral part of a complex of gardens and patios with emphasis on the pedestrian scale. Linked with the formal gardens to the east will be horticultural display, pavilions, greenhouses, a park maintenance headquarters, and children's domestic animal farm. A small restaurant or cafe will also be permitted to develop in conjunction with the display pavilions and as a use complementing the formal gardens and patios.

The Garden Area relates in a key way to the City Centre. A pedestrian underpass presently links Central Park with high density residential development to the south. The design of the garden area shall incorporate

this key entrance point to the park.

The unity of this area will not be interrupted by roadways or parking areas or by piecemeal commercial developments.

#### 2.2.4 Active Sports Area

The opportunity exists, in such an urban centred park for the encouragement of active recreational activities. The character and scale of uses or facilities in this area shall be governed by the following policies:

- (a) The adjacent Retreat, Aquatic and Garden areas shall be protected from an overflow or such uses beyond the designated acreage or the conflicting effects there from in terms of noise or vehicular traffic,
- (b) Traffic to the interior of Central Park shall be strictly limited to emergency and service vehicles, and
- (c) No 'ribbon' development shall be permitted on Bramalea Road or Highway No. 7. Vehicular access and egress shall be restricted to specific control points and parking facilities shall be limited to peripheral areas adjacent to Bramalea Road.

The following uses and activities shall be permitted in the active sports area subject to the above conditions:

- (i) Tennis courts
- (ii) Soccer fields
- (iii) Football field
- (iv) Baseball field
- (v) Field hockey
- (vi) Minature golf
- (vii) Shuffleboard
- (viii) Lawn bowling

- (ix) Track and field
- (x) Curling
- (xi) Buildings and structures ancillary to the above uses.

2.3 Development and Landscape Plans

Attached to this Chapter as Plates 33, 35, 36 are specific development and landscape plans implementing the policies set forth above. These plans may be modified without a further amendment providing the intent and policies set forth in sections 2.1 and 2.2 are maintained.

Attached as Plate 34 is the staging plan implementing Plates 33, 35, 36.

2.4 General

While it is not usual to define Official Plan policies in such detail, the significance of this major park in relation to the developing City Centre and the overall Bramalea urban area is a critical one and its potential should be protected and enhanced for future generations. This chapter in conjunction with Chapter C21 (City Centre) now completes the detailed planning policy for the Bramalea urban core and sets the stage for a fully rounded community.

3.0 Interpretation

While the boundaries between the various uses areas outlined in Plate 21, 22 are not intended to be rigid the acreages cited are to apply.

Where minor variations and modification occur they are deemed to be in accordance with this chapter.

A minor variation or modification is one which fulfills the basic intent and the general policies set out. A major variation is one which varies those so as to fundamentally change the intent and general policies.

Major variations require an amendment to the Official Plan.

4.0 Implementation

This chapter is to be implemented by:

- (a) a staging plan as set out herein, and
- (b) specific zoning designations in accordance with the policies set out herein.

**Chapter C22 of Section C  
of Part C of the Document known as the  
Consolidated Official Plan**

## CHAPTER C22

### 1.0 Purpose

The purpose of this chapter is to:

- (a) recognize certain existing low density residential development presently designated as agricultural under the Official Plan, and
- (b) permit the limited extension of said residential development within the area shown on Plate 21 and 22.

### 2.0 Policy

OPA 290A

Development in this area shall maintain the large lot housing with generous open space character of the area. The zoning by-law shall establish a minimum lot area, minimum lot width, minimum lot depth, building setbacks, minimum gross floor area for dwellings, minimum distance setback between dwelling and maximum lot coverage to ensure that the character of the area is maintained. In this regard, the minimum lot area shall be 0.26 hectares (0.65 acre).

### 3.0 IMPLEMENTATION

This Chapter is to be implemented by:

- (a) subsequent zoning in accordance with the policy set out herein,
- (b) approval of a plan of subdivision which is in conformity with this Chapter, and
- (c) subdivision agreement.

**Chapter C29 of Section C of  
Part C of the Document known as the  
Consolidated Official Plan**

## CHAPTER C29

### 1.0 Purpose

The purposes of this chapter are as follows:

- 1.1 To provide increased flexibility to develop varied housing forms and sitings on the blocks shown on Plate 21, 22, 23, 24 and at low to medium densities.
- 1.2 To establish the principles, policies and implementation procedures for such development to allow maximum design flexibility and economy in the siting of buildings, creation of enclosed and open spaces and road layouts within each block.

### 2.0 Policy

- 2.1 At the present time, the text of Chapter C17 specifically refers to town house development at a maximum density of 17.5 units per acre on the subject lands. At the same time, Plate 22 and 24 of Chapter C17 designates these lands for "multiple dwellings". In order that there be no lack of clarity between the strict interpretation of Chapter C17 and the need for flexibility to allow development of varied housing forms, this Chapter sets the following policies for the blocks shown on Plate 22 and 24.

- (a) The subject lands are designated Medium Density Residential, and
- (b) Within this designation, one of the following residential groups are permitted on each of the blocks shown on Plate 22 and 24.
  - (i) Single family detached or semi-detached dwellings on separate lots are permitted to a maximum density of 12 units per gross acre subject to the provisions of section 2.5 of this Chapter, provided that where the site plan dictates, a density not exceeding 13 units per gross acre may be permitted.
  - (ii) Town housing, terrace housing and similar forms of multiple housing are permitted to a maximum density of 17.5 units per gross acre per block.

- 2.2 Each of the subject blocks will require a single site plan prior to issuance of building permits. Since some of the blocks are particularly large and most are under one ownership, the former Township is prepared to consider in some instances development of the two residential groups listed in section 2.1 on one block providing:
- (a) The residential groups are in distinct and designated areas and are carefully related to each other on a site plan for the entire block considering such aspects as:
    - (i) height relationship between buildings,
    - (ii) relation to enclosed and open space both public and private,
    - (iii) daylighting,
    - (iv) relation to internal and external road patterns, and
    - (v) relation to adjacent land use designations.
  - (b) The dwelling density does not exceed 17.5 units per gross acre for the block as a whole, and the density for such portion of the block designated for the uses set out in section 2.1(b) (ii) shall not exceed 17.5 units per gross acre.
  - (c) No transfer of permitted units from block to block is permitted.
- 2.3 Since the maximum density on all blocks within this Chapter is maintained at 17.5 units per acre as set out in Chapter C17 no additional burden will be placed on the main road pattern, open space provisions, schools and other facilities in the area with Chapter C17.
- 2.4 Controlled access and reversed frontage policies shall, where applicable, apply for roads external to each block to protect their traffic function and maintain safe access and egress.
- 2.5 Various forms of single family dwelling development on the subject blocks will be permitted at a greater gross density than now achieved in 'conventional' low density subdivisions. This will involve utilization of various siting techniques to more effectively and efficiently articulate open spaces and building relationships. Emphasis will be placed on relating usable outdoor spaces to living areas within dwellings by way of private courtyards and patios. Architectural innovations will be encouraged and there will be

flexibility to mix dwelling sizes and types. To this end the former Township will initiate changes in its zoning by-law. Road allowance and servicing requirements within blocks will be related to functional requirements. This Chapter is based on the premise, that, upon request, the Minister of Housing may approve a by-law of the former Township of Chinguacousy pursuant to the Planning Act, removing the said blocks from part lot control.

Development of the said blocks shall be controlled by a zoning by-law and site plan agreements with the developer of the said lands including a site plan giving consideration to such matters as set out in section 2.2(a), (i) to (v).

Upon completion of construction of the units and the conveyance lease or other transfer thereof by the developer for all of the units or any of the said blocks, the Minister shall approve the by-law of the former Township repealing the said by-law previously passed under the Planning Act thereby reinstating part lot control over the said lands.

### **3.0 IMPLEMENTATION**

This chapter is to be implemented as follows:

- 3.1. By agreement or agreements between the developer or developers and the former Township to implement the provisions set out herein.
- 3.2 By subdivision plans for each block showing internal roadways only.
- 3.3 By detailed Restricted Area By-laws for each block indicating:
  - (a) traffic access and egress, road layout and parking,
  - (b) dimensions and layout of buildings and open space, and
  - (c) other matters competent to such zoning by-laws relating to the implementation of the site plans referred to herein.
- 3.4 Enactment by the former Township and approval by the Minister of a by-law or by-laws exempting the whole or any part of the lands of this Official Plan from the part lot control provisions of the Planning Act which by-law or bylaws would be pursuant to the Planning Act, R.S.O., 1970, as amended and subsequent enactment of a by-law by the former Township to be approved by the said Minister repealing the whole or any part of the said by-law or by-laws passed pursuant to said Planning Act.

**Chapter C30 of Section C of Part C  
of the Document known as the  
Consolidated Official Plan**

## **CHAPTER C30**

### **1.0 PURPOSE**

The purpose of this Chapter is to provide for a road link between Hanover Boulevard and the developing City Centre area via an underpass to Highway No. 7 as shown on Plate 21 and 22.

### **2.0 POLICY**

This Chapter makes provision for a road and pedestrian underpass link between the City Centre commercial core area and Hanover Road as set out in Plate 22. This road link is designed to provide convenient and safe pedestrian and vehicular access to the City Centre for future residents in the area immediately north of Highway No. 7 and west of Central Park Drive.

The road and pedestrian underpass extend through the easterly portion of a previously dedicated greenbelt. The whole shall be treated as a design unit with appropriate landscaping related to the remaining greenbelt lands and the pedestrian link.

This Chapter recognizes that certain lands to the east of the road link previously zoned for high density residential development will be utilized for a related traffic circle. This Chapter provides that the dwelling units generated from these subject lands at a density of 60 units per acre may be transferred to the abutting easterly and westerly high density residential blocks providing that the resultant block densities do not exceed 62 units per gross acre.

### **3.0 IMPLEMENTATION**

This Chapter is to be implemented as follows:

- 1) By agreement(s) between the former Township and the developer(s), and
- 2) By amendment to the Restricted Area By-law.

**Chapter C34 of Section C or Part C  
of the Document known as the  
Consolidated Official Plan**

## CHAPTER C34

### 1.0 PURPOSE

The purpose of this Chapter is to amend and establish the policy including the approximate distribution of land uses for the orderly development of approximately 2,300 acres of land as shown on Plate 12, 20, 22 and 24 within the Bramalea urban area as outlined on Plate 11, 19, 21 and 23. This Chapter carries forward the intent and general policies previously set out in the former Township's proposed Official Plan Amendment No. 30 - a master plan for the Bramalea area submitted to the former Minister of Municipal Affairs in September, 1970.

### 2.0 POLICY

The following policies, and plates 12, 20, 22, 24 form the basis of Chapter C34.

#### 2.1 Population in the Bramalea Area

The total population for the Bramalea urban area generated by existing committed development and by this Chapter shall not exceed 125,000 persons.

The estimated population generated by previous development releases in the Bramalea area is approximately 71,000 persons. This leaves a balance of some 54,000 persons which is being accommodated on the approximately 2,300 acres of land shown on Plate 12, 20, 22, 24 at a density of some 24 to 26 persons per gross acre.

#### 2.2 Financial

Subdivision and other agreements between the former Township and developers of lands proposed for development shall contain provisions designed to recognize the financial impact of each area of land proposed for development and to protect the existing stable financial position of the former Township while meeting the social, environmental and financial needs of a rapidly growing urban area.

##### 2.2.1 Servicing and Staging

This Official Plan recognizes that urbanization is to be permitted in stages implementing the land use as shown herein and on the basis that the major

trunk sewers and watermains shall be designed to service all lands shown on Plate 12, 20, 22, 24 to this Chapter and shall be the responsibility of the developer of the said lands to be released such that the major trunk sewer and water distribution systems shall be constructed by the developer as a condition of any subdivision agreement. Nothing in this Official Plan shall be deemed to alter the rights of the former Township of Chinguacousy under the provisions of the South Peel Servicing Scheme.

### 2.2.2 Open Space

The land uses reflected herein establish public open space lands which are deemed to be part of the active urbanization of the said lands to the end that the responsibility of the developer developing any area in the said Official Plan shall be to provide by dedication or conveyance the public open space areas or to provide a proportionate per acre levy to permit the municipality to assemble the public open space areas. This concept is necessary to recognize that the population permitted is allocated to the aforesaid land uses to provide an ultimate population in a meaningful environment, an essential part of which is the public open space system established herein. A policy of public acquisition shall be established at the time of release of development to ensure that economic hardship does not result from the ownership of lands designated for public open space as opposed to other areas for urbanization.

### 2.3 Community Structure - "Villages"

This Chapter establishes three new and distinct "village" areas north of Highway No. 7 and provides for the completion of two villages which were partially developed under Chapter C17 and provides a policy for lands south of Highway No. 7 within Plate 12.

#### 2.3.1 Population

Each village generates a population varying from 10,000 to 15,000 persons depending on design and location.

#### 2.3.2 Village Core

Each village has a central area or core including a local commercial area supporting some 20,000 - 50,000 square feet of floor space which is centrally located and related to medium and high density residential development. the core also incorporates, wherever possible, the main local public open spaces, high school, senior public schools, and church sites.

Due to the relatively flat topography of the Bramalea area, high buildings and institutional facilities centrally located can give a visible identity and focus to each village.

### 2.3.3 Neighbourhoods and School Sites

Each village incorporates two to four distinct local neighbourhoods generally defined as residential areas bounded by arterial roads and with linked public school and park areas as the focus. These neighbourhoods are generally large enough to generate from 500-700 public school students within six to eight minutes walk of a school unrestricted by major public roads. Provision is also made for separate school sites at the rate of one site per village. These are combined with church sites so as to relate to a convenient service area and to the concept of schools and churches as focal points.

School or church sites if not needed in the measure indicated in the general plan Plates 12, 20, 22, 24 can be redistributed in line with the neighbourhood design principles outlined above or may be reallocated for residential use providing the social need for such facilities is met.

### 2.3.4 Village Road Pattern

The villages are generally divided into two to four neighbourhoods by a system of north-south and east-west roads. All of the villages are interconnected by an internal loop road, Howden Boulevard, feasible for future transit facilities and connecting village centres to the City Centre via Central Park Drive.

### 2.3.5 Public Open Space

The former Township hereby establishes an open space policy of ten acres per 1,000 people made up as follows:

2.3.5.1 Three acres per 1,000 people on an area municipality or regional basis outside the urban area or in greenbelts at the edge of the urban area.

2.3.5.2 (i) Seven acres per 1,000 people inclusive of:

(a) Village Open Spaces,

(b) School play areas where these are integrated into and accessible as part of the public open space system but not otherwise,

- (c) Children's play parks in residential areas,
  - (d) Smaller public parks and ornamental gardens,
  - (e) Local neighbourhood parks and organized game areas where these are public and not restricted to a local area or housing group,
  - (f) Field paths, footpaths, linking greenways, natural watercourses and bridle paths,
  - (g) Buffer strips and protective planting areas which are accessible to and useable by the Public but not otherwise, and
  - (h) Large organized sports areas for intensive activity.
- (ii) Of the above seven acres per 1,000 people, up to two acres per 1,000 will be allowed for central functions such as:
- (a) Central Park provision,
  - (b) Ornamental open space in the central area excluding land occupied by buildings,
  - (c) Active central sports facilities serving the whole urban area but not necessarily at the core,
  - (d) A cemetery area with park-like atmosphere and quiet and contemplative areas,
  - (e) Public golf courses which may include areas for walking and general access,
  - (f) Winter sports areas,
  - (g) A large arena and stadium and active sports area and sports centre, and
  - (h) Natural or artificial lake areas for sailing or other aquatic activities.

This establishes a standard at about 250 acres as the need for the

completed Bramalea urban area. Central Park and the open spaces in the Civic Centre already established amount to approximately 140 acres, leaving a balance yet to be provided of 110 acres for the uses set out above in 2.3.5.2 (ii) (c) to (h).

2.3.5.3 It is recognized that there may be variations from this open space policy to provide a better total system and will depend on the density and environmental character of the area. These guides shall be most flexible in the areas of lowest density and least flexible in the areas of highest density as a general standard.

2.3.5.4 Wherever feasible, school park sites in village areas shall be adjacent.

2.3.5.5 Open space, both public and private, shall be grouped systematically to provide:

- (a) a network of linked and related open spaces connected by footpaths, pedestrian underpasses and bridges;
- (b) large integrated useable public open space areas capable of development;
- (c) a methodical and balanced distribution of various kinds of recreation so that all neighbourhoods and all housing areas are well-served by a broad range of local facilities; and,
- (d) a public footpath system aimed at providing a possible off-street walking network traversing the whole Bramalea area and linking the main social facilities, key local centres, and main open space areas.

## 2.4 Housing Stock

The villages are generally conceived as being made up of a balanced housing stock including conventional and industrialized buildings. The "mix" will vary according to proximity to the City Centre (where higher densities have already been set out) and according to the particular character of each village. Generally, the mix will consist of 50% in various forms of low density dwellings, 35% in medium density dwellings and 15% in high density dwellings.

2.5 Each of the villages included in this Chapter have a distinctive and potentially different character.

The three new villages are as follows:

- 2.5.1 The village immediately north of Highway No. 7 and west of Dixie Road in Concession 3, E.H.S. is characterized by:
- (i) extensive ravines to the west resulting from former mineral workings in the Brampton Esker,
  - (ii) existing Bramalea Woods housing area,
  - (iii) higher density residential development adjacent to Highway No.7 relating to the City Centre,
  - (iv) substantial buffer provisions adjacent to the proposed highway right-of-way, and
  - (v) a specialized existing industrial use as described in Section 2.6.2 of this Chapter.
- 2.5.2 The village between Heart Lake Road and Dixie Road to the north of the Williams Parkway in Concession 3, E.H.S. is characterized by:
- (i) buffer provisions adjacent to Heart Lake Road,
  - (ii) the East Brampton Reservoir, and
  - (iii) a proposed high school site linked to the open space network.
- 2.5.3 The village north of the Williams Parkway between Dixie Road and Bramalea Road in Concession 4 E.H.S., focusing on the Etobicoke Creek Valley with the core linking in with this significant open space feature.
- In addition, this Chapter provides for the completion of the following two villages:
- 2.5.4 The village bounded by Dixie Road, Bramalea Road, Highway No. 7 and the Williams Parkway. This village contains the Crescent Hill area (Chapter C22) and Central Park (Chapter C26). Under this Chapter, the approximate 100 acres remaining are designated for residential, open space and school uses as shown on Plates 12, 20, 22, 24.
- 2.5.5 The village located between Bramalea Road and Torbram Road north of

the Williams Parkway in Concession 5, E.H.S. Development is currently underway on the southern part of this village. This area is a unique one by virtue of a man-made lake resulting from former mineral workings. This

Forms a focus for the village core and is a major asset to the whole Bramalea area. The lake shall be retained as public open space-recreation facility.

## 2.6 Lands South of Highway No. 7

Lands south of Highway No. 7 as shown on Plate 12 covered by this Chapter and the policies applying thereto are as follows:

2.6.1 An area of medium and high density residential uses is established west of Dixie Road and south of Highway No. 7. This area relates to the now developing Bramalea City Centre to the immediate east. A major open space designation applies for lands to the west to act as a buffer from adjacent industrial areas and to preserve the existing forest cover and man-made lake.

2.6.2 A specialized building construction industry (ABC Structural Concrete Limited property in the south half of the west half of Lot 8, Concession 3, E.H.S.) site is now so well established that it must be recognized as an industrial site of a permanent nature. In view of the location near the proposed highway right-of-way, it is recommended that access onto the Williams Parkway immediately east of the intersection of be at a safe and proper distance from it. On this site a suitable buffer strip shall be provided on the lands of the industry, for screening and amenity purposes. Neighbouring residential development will be protected by a permanent all season buffer. This is necessary since the area is one of extensive storage and construction operations which might otherwise be incompatible with the adjacent areas. There is also a need for considerable moving of materials and finished products which might also otherwise be in conflict with residential amenities. This arrangement is further to be supplemented by adjacent public open space immediately abutting the buffer strip and shown on Plate 20.

## 2.7 Main Roads Structure

The main roads structure for the Bramalea area utilizes the basic Concession and Sideroad system. To this are added major east-west roads (at mid-concession) namely Clark Boulevard and the Williams Parkway.

The main roads are:

- (1) No. 10 Sideroad
- (2) Highway No. 7
- (3) Heart Lake Road (2nd Line East)
- (4) Dixie Road (3rd Line East)
- (5) Bramalea Road (4th Line East)
- (6) Torbram Road (5th Line East)
- (7) Williams Parkway
- (8) Clark Boulevard

All of the above roadways are to be developed as reversed frontage and controlled access routes, as key elements in the circulation system for the entire Bramalea area.

#### 2.7.1 Lane Use and Highway Noise

No new residential development should be permitted in any area where it is anticipated that the noise level received by the resident will be excessive. In particular new residential development should not be permitted in any area where it is anticipated that transportation noises will exceed a level of 56dBA for more than 10% of the time during the peak hours of the day. Determination of the above with regard to specific locations may be obtained from the Environmental and Operational Planning Branch of the Ministry of Transportation and Communications.

#### 2.8 Lake

Through detailed design at the plan of subdivision stage, it is possible the final configuration of the Lake in Concession 5 will differ from that shown on Plate 24. Should this occur, it is not the policy of the Chapter to require further amendment of the Official Plan to permit such changes provided the Public Open Space designation around the perimeter of the lake is maintained and no alternative land use designations for the affected areas are proposed.

### **3.0 INTERPRETATION**

The terms, boundaries, uses, lines, figures and policies set out herein are not to be rigidly interpreted. The principle of flexibility is to apply. Where minor variations and modifications occur they are deemed to be in accordance with the Chapter. Major variations and modifications will require a further amendment. A minor variation or modification is one which fulfils the basic intent and the general principles set out. A major variation is one which varies those so as to fundamentally change the intent and general principles.

### **4.0 IMPLEMENTATION**

This Chapter is to be implemented by:

- (i) Approval of plans of subdivision which are in conformity with this Chapter, and
- (ii) Subdivision agreements.
- (iii) Subsequent zoning in accordance with the principles set out herein, and developed in accordance with (i) above.
- (iv) By agreements between the former Township and land owners in accordance with these concepts.

**Chapter C46 of Section C  
of Part C of the Document Known as  
the Consolidated Official Plan**

## CHAPTER C46

This Chapter concerns an area of land located in the former Township of Chinguacousy, now part of the City of Brampton, these lands being located on part of the east half of Lot 9, Concession 4, E.H.S. on the west side of Bramalea Road some 100 feet south of North Park Drive. The purpose of the Chapter is to establish policies which will permit the use of an existing building for commercial purposes and to outline appropriate development policies applicable to the subject lands to ensure the acceptable use and development of the area.

The whole of the part of the Chapter entitled Part A which consists of the following text, and map, constitutes Chapter C46 to the Official Plan of the City of Brampton Planning Area. The Official Plan is hereby amended as follows:

### PART A

#### 1.0 LAND USE PLAN

- 1.1 The land use classification for those lands outlined on Plate 21, 22 attached hereto is amended by deleting the Low Density Residential Use designation and substituting a Commercial Use designation.

#### 2.0 DEVELOPMENT PRINCIPLES

The development will be subject to the following development principles:

- 2.1 The amount of parking to be provided for customer and employee purposes will be in accordance with acceptable standards in recognition of the type of commercial uses to be permitted.
- 2.2 Access to the property will be restricted to Bramalea Road and will be in accord with acceptable traffic engineering standards, where possible, in recognition of the arterial function of the highway. Further, the proximity of the intersection of North Park Drive, a collector and Bramalea Road an arterial will be considered in the location and number of access driveways. Provision will be made to permit the future widening of Bramalea Road along the full frontage of the parcel of land.
- 2.3 Development will be subject to standards and regulations to minimize the adverse influence of noise, exhaust emissions, and the glare of lights from both vehicular traffic and commercial uses adjacent to the proposed abutting residences. Suitable screening, in the form of landscaping and fencing will be provided as required by Municipal Council.

2.4 That not less than 50% of the "useable" floor area shall be used for medical purposes and related medical uses. The balance of the building may be used for personal services not expected to the major generators of pedestrian and vehicular traffic, and in all cases the uses are to be compatible with the abutting residences.

**3.0 IMPLEMENTATION**

Chapter C46 shall be implemented by an appropriate amendment to the Zoning By-law which will impose the appropriate zone classifications and regulations in conformity with the development principles.

**4.0 INTERPRETATION**

4.1 The boundaries between land uses designated on Plate 21, 22 are approximate except where they conclude with roads or clearly defined physical features. Where the general intent of the Chapter is maintained minor adjustments to boundaries will not require an Amendment to the Official Plan.

4.2 The Commercial Use Area applicable to this Chapter shall apply to those lands outlined on Plate 21, 22.