

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 12

THE NORTHGATE SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Northgate Secondary Plan (Secondary Plan Area 12)

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 1993 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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 12, Northgate Secondary Plan)

This office consolidation of the Northgate Secondary Plan consists of Chapters C13, C17, C29, C34 and C61 of Section C of Part C and Plate Numbers 24, 28 and 61 of the document known as the Consolidated Official Plan as they apply to Secondary Plan Area Number 12. The aforementioned Chapters and Plates have been included. The following Official Plan Amendments approved by the Province have also been incorporated:

- 19 (amends C34 and Plate 24)
- 89 (amends C13 and Plate 24)
- 23A (amends C17)
- 84A (amends C17 and Plate 24)
- 117A (amends C34 and Plate 24)
- 167A (amends Plate 24)
- 248A (amends Plate 24 and Plate C34)

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 C13 of Section B
of Part C of
the Document known as
the Consolidated Official Plan**

CHAPTER C13

1.0 PURPOSE

The purpose of this Chapter is to set out policies to govern the future use of eight parcels of land on Highway Number 7 in the vicinity of Bramalea.

2.0 BACKGROUND

The parcels in question essentially constitute blocks of land which were, or are, in highway commercial uses oriented to the former function of Highway Number 7 as a rural highway.

With the rapid development of the Bramalea new town area, the areas flanking Highway Number 7 (which is essentially the east-west "spine" of the new (town) between the Second Line East at the westerly limit of Bramalea and the Sixth Line East (also the limit of the former Township of Chinguacousy bordering the former Township of Toronto Gore), were zoned "agricultural"

The exceptions to this rule were:

- (aa) the new "City Centre" which was zoned for central area commercial purposes, in Concession 4, E.H.S., south of Highway Number 7 and east of Dixie Road, in Lot 5. This area is now developing as the central area, and an adjacent Civic Centre was designated in Chapter C17.
- (ab) Certain appropriate Highway Commercial parcels zoned C2 in accordance with the standards set out in the Official Plan.

The great majority of the remaining parcels fronting on Highway Number 7 were thus of two kinds:

- (ba) the independently owned parcels mainly zoned for agricultural with a series of non-conforming uses.
- (bb) the frontages of the interior blocks held by Bramalea Consolidated Development for the development of the new town.

During 1966 and 1967 tentative and then formal applications were made by the owners in category (a) either to the former Committee of

Adjustment, the former Planning Board or to the former Council, to change the status of these parcels. No change was made in the 1966 to 1968 period for the following reasons:

- (a) Planning of the area of the new town to the south of Highway Number 7 was committed and actual development occurred up to Fifth Line East.
- (b) Chapter C17 set out policies for the areas lying north of Highway Number 7, also up to Fifth Line East.
- (c) It became evident that the Ministry of Transportation and Communication would be reconstructing Highway Number 7 and would require substantial properties to carry out its program.
- (d) It was hoped that these parcels presently affected might generally be integrated with the developments described in (aa) and ab) above.

In January 1968 the former Committee of Adjustment asked the former Planning Board and the former Council for policy direction in the area. It was evident that properties were not being integrated into the major holdings and the Ministry of Transportation and Communication plans were not clear, and it was represented by the owners that their situation was unfair and unrealistic.

The former Planning Board directed a study of the area and made a six month moratorium on zoning changes pending completion of the study. (Deadline June 22nd, 1968). The study "Policy for Highway Number 7" was submitted 20th May, 1968.

By October 1968 all parcels had been dealt with in accordance with the former Board's desire to zone to the existing use wherever possible to protect the rights of land owners.

This Chapter establishes the policies which are to be reflected in subsequent zoning by-laws.

3.0 **POLICY**

3.1 Parcels (HC 1, 3, 4, 6, 9 and 11) shown on Plates 14, 16, 26, which forms part of this Chapter shall be designed as "Special Policy Areas" subject to the provisions indicated below:

OPA 89

3.1.1 HC 1 shall be used only for purposes of a welding shop. (Amended-See Chapter C27)

3.1.2 HC 2 shall be used only for purposes of an animal hospital.

3.1.3 HC 3 shall be used only for purpose of a service station.

3.1.4 HC 4 shall be used only for purposes of a fruit and vegetable market.

3.1.5 HC 6 shall be used only for purposes of a motel.

OPA 89

3.1.6 HC 9 shall be used only for purposes of auto repairs and the sale of new and/or used cars. (Amended-See Chapter C43)

OPA 89

3.1.7 HC 11 shall be used only for purposes of a drive-in food restaurant centre.

3.2 All 6 parcels described above and shown on Plate 14, 16, 26 which form part of this Chapter shall be governed by a special zoning category related to their respective uses, and site planning controls will be required upon redevelopment or modification of the present uses to ensure compatibility with the City Centre and adjacent uses.

OPA 89

3.3 On parcels HC 9 and HC 11, any new development or substantial redevelopment shall adhere to the criteria of note "F" of the Land Use Compatibility Table as it applies to construction on lands affected by aircraft noise.

4.0 **IMPLEMENTATION**

This chapter will be implemented by:

- (a) Zoning by-laws in accordance with Section 3.0, and
- (b) Site plan control as indicated.

**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 Number 19 to the Official Plan of the former Township of Chinguacousy Planning Area as modified. (see Plate 21, 22, 24, 28).

1.1 PURPOSE, BASIC & 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:

Housing-Type	Units	Population
Non-family apartments	1,582	3,164
Medium density low rise dwellings	720	2,735
Town Housing	3,870	17,414
Single Family	887	3,902
Semi-detached	926	4,074
TOTAL	7,985	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. These villages set out an overall structure into 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 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 will now 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 apital obligations.
- 1.2.7 This Chapter recognizes 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 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 dwellings 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 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 requirements 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 on 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 uses 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 linkage across Highway Number 7).
- (d) To set out in advance the ultimate landscape developments 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 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 features.
- (vii) The provisions 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 the landscape and provide visual unity.
- (ix) The provision of a series of park, garden and recreational spaces and functions for active and passive use and enjoyment linked 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 integrates 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 are:

- (a) municipal offices
- (b) city hall
- (c) law courts
- (d) related government offices
- (e) central post offices
- (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
- (l) 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 system 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 which areas 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

Provided in the neighbourhood or immediately adjacent to it

Organized games area	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
<u>Total Minimum</u>	70 acres

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 on the areas concerned.

- (vi) Approximately 1 acre per 500 measured in Bramalea as a whole shall be for central function:
 - (a) central park provision,
 - (b) ornamental open space in the central area excluding lands 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 includes 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 land specifically closed from the general public for special purposes (e.g. closed school grounds).

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

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

- (ix) Open space, both public and private, shall be grouped systematically to provide:
 - (a) A network of linked and related open space connected by footpaths, pedestrian underpass and bridges.
 - (b) Large integrated usable public open space areas capable of development as designated 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) Other public lands specifically closed from the general public for special purposes (e.g. closed school grounds).

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

- (viii) Wherever feasible, school and central park site in village are 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 landscape for amenity and use.
 - (c) A footpath system aimed at providing a possible off-street walking network traversing the whole town area 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, predominately 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 place on careful site planning and to the following criteria:

- (a) Avoiding excessive concentration 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 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 walking 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 crossroute from Dixie Road across the area to the new loop road (the boundary of Central Park; a loop road running from this approximately parallel to Dixie Road and Highway Number 7, through to the Central Park loop road 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 mid way 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 greenway 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 1200 units in four large blocks allowing good internal site planning.

The balance of this village up to the new projected cross-town route is not to be developed at this time.

Easterly "Village" Area

This includes the whole area between Bramalea Road, Highway Number 7, Fifth Line 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 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" on separate parcels, including convenience commercial facilities, low density residential development, 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 sites).
- (vii) A central village green park area adjacent to the north-east of the main village centre (about 14 acres) 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 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 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

OPA 84A

development, in a balanced allocation.

- (xi) There are four public schools, one on each quadrant as indicated 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 walk-ways.

OPA 23A

If the school board decides that the public school in the south east quadrant of the village is not required, the lands shall be developed for Low Density Residential use. However, prior to any residential development taking place, the City will require that the owner/developer engage a consultant to undertake an analysis of aircraft noise and to recommend appropriate attenuation measures to the satisfaction of the City and the Ministry of the Environment and in accordance with the Ministry of Municipal Affairs and Housing publication entitled Land Use Policy Near Airports.

- (xii) As in the other villages, there is to be provisions for reserved frontage on all external arterial 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 mid way 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 side 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 buildings group, 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 A

DETAIL OF VILLAGE					
(A) WESTERLY VILLAGE					
	AREA	UNITS PER ACRE	UNITS	PERSONS PER UNIT	PERSONS
NON-FAMILY APARTMENTS (RESERVED BLOCKS)	2.2	60	1,332	2.0	2,664
MEDIUM DENSITY LOW RISE DWELLINGS	11.5	26	229	3.8	1,136
TOWNHOUSES	119.5	17.5	2,091	4.5	9,409
SCHOOLS	38				
CHURCH	1.2				
OPEN SPACE	138.1				
	360 ACRES TOTAL AREA (INCL. ROADS)		3,722 TOTAL UNITS		13,209 TOTAL POPULATION

The density is as follows:

$$\frac{13,209 \text{ Persons}}{360 \text{ Acres}} = 36.7 \text{ persons per acre}$$

DETAIL OF VILLAGE					
(B) EASTERLY VILLAGE					
	AREA	UNITS PER ACRE	UNITS	PERSONS PER UNIT	PERSONS
NON-FAMILY APARTMENTS	VILLAGE CENTRE		250	2.0	500
MEDIUM DENSITY LOW RISE DWELLINGS	16.2	26	421	3.8	1,599
TOWNHOUSES	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 (INCL. ROADS)		3,355 TOTAL UNITS		14,035 TOTAL POPULATION

The density is as follows:

492.1 Acres 14,035 Persons = 28.5 persons per acre

(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
SCHOOLS	44				
OPEN SPACES	33.5				
	180 ACRES TOTAL AREA (INCL. ROADS)		908 TOTAL UNITS		4,045 TOTAL POPULATION

The density is as follows:

$$180 \text{ acres} \quad 4,045 \text{ persons} = 22.4 \text{ persons per acre}$$

(d) School Provisions

(i) **Public Schools**

6,403 units (excluding non family units)	
@ 1 pupil per unit	= 6,403 pupils
@ 30 pupil 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 classroom	= 53 classrooms

Three 8 Acres site 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 of Highway #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 the 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 and open space or 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 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 #7 (the southern limit) and #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 predominately residential with supporting community facilities and the main principle governing this development in 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) 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 the 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 #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 "village" to Fifth Line East.
- (viii) South of Highway #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 #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 Number #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 percent 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, for 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 units (town houses) are organized on blocks appropriate for O.H.C. development, but balanced with adjacent blocks of other housing types.
- (xx) 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 on the southern section to fill in the lands lying between Bramalea Woods, Crescent Hill, 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 building where appropriate,

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- (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 focussing 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 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 sittings on the blocks shown on Plate 21, 22, 23, 24 and at a 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 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 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.

- 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 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 said blocks shall be controlled by a zoning by-law and site plan agreement with the developer of 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 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 bylaw 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:

1. By Agreement or Agreements between the Developer or Developers and the former Township to implement the provisions set out herein.
2. By subdivision plans for each block showing internal roadways only.
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.
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 by-laws would 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 C34 of Section B
of 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 lands 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 person. 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 exiting 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 - "Village"

This Chapter establishes three new and distinct "village" areas north of Highway #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 #7 within Plate 12.

2.3.1 Population

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

2.3.2 Village Core

OPA 117A

Central areas or cores may include local commercial areas supporting some 20,000 - 50,000 square feet of floor space each, which is centrally located and related to medium and high density residential development. The cores may also incorporate, wherever possible, the main local

public open spaces, high school, senior public schools, and church sites.

OPA 19

The extent of the Lake located in the northerly area of the village bounded by Bramalea Road and Torbram Road on the west and east and on the south and north by Williams Parkway and Bovaird Drive (No. 10 Side road) will tend to separate a significant number of the village population from the balance of the community.

OPA 117A

Accordingly, to provide the opportunity for commercial and related facilities to be located in proximity to the isolated population, commercial facilities will be permitted in such quantity consistent with the number of persons and/or households to be served. The precise location and quantity of land required for the commercial facilities shall be determined at the time of draft plan of subdivision review, but in no event the quantity of land to be developed for commercial purposes shall exceed as area of 3 acres.

The commercial development shall be subject to provisions of landscaping, screening and buffering including fences and walls if necessary to protect the amenity of the abutting and adjacent residential areas. Further, no access will be permitted onto main roads as defined by Subsection 2.7 Main Roads Structure.

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 or in green belts 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 park 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 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 provisions,

- (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 and 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 usable 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 #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 #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., focussing 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 #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 Williams Parkway in Concession 5, E.H.S. is unique by virtue of a man made lake resulting from former mineral workings. This is a major asset to the whole Bramalea area and shall be retained as public open space - recreation facility.

OPA 117A

A former sanitary landfill site located in part Lot 10 Concession 5 East of Hurontario Street, Township of Chinguacousy adjacent to the man-made lake shall be subject to the appropriate studies to ascertain what remedial action, if any, will be required to eliminate the effect of gases and to minimize land subsidies upon development that may occur adjacent to and upon the former sanitary landfill site. The remedial work to be undertaken shall be acceptable to City Council and the Ministry of the Environment and the work shall be undertaken and completed at a time with respect to the commencement of development acceptable to City Council and the Ministry of Environment.

OPA 19

2.6 Lands South Highway #7

Lands south of Highway #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 #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 Williams Parkway immediately east of the intersection 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 the 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 Williams Parkway.

The main roads are:

- (1) No. 10 Sideroad
- (2) Highway #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 reserved frontage and controlled access routes, as key elements in the circulation system for the entire Bramalea area.

2.7.1 Land 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 hour 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

OPA 19

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 amendment of the Official Plan to permit such changes. The Public Open Space designation around the perimeter of the Lake shall be maintained on a form to protect the Lake as a public recreation asset and residential amenity in accordance with standards and criteria acceptable to City Council and the Ministry of Natural Resources and the Ministry of the Environment. Towards this end water management and shoreline studies acceptable to the City Council and the Ministries will be carried out prior to the release of plans of subdivision for registration.

The designation of Public Open Space around the perimeter of the Lake shall not prohibit the granting to abutting property owners the opportunity to cross or use these lands for recreational and related purposes subject

to such conditions and requirements that shall maintain the recreational and storm water management purposes of the Lake.

2.9

Medium - High Density

OPA 248A

The land use designation "Medium - High Density" shall mean a density of 51 to 75 dwelling units per net residential hectare (21 - 30 units per net acre) which is typically associated with maisonette, stacked townhouse, garden court or walk-up apartments and cluster housing types.

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 fulfills 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 C61 of Section C
of Part C of
the Document known as
the Consolidated Official Plan**

CHAPTER C61

1.1 PURPOSE

The purpose of this chapter, together with Plate No. 61 is to outline development principles for lands to be developed for commercial purposes.

2.0 LOCATION

The subject lands are located in part of Lot 6, Concession 5, E.H.S., in the City of Brampton as outlined on Plate No. 61.

3.0 DEVELOPMENT PRINCIPLES

3.1 The lands shown outlined on Plate No. 61 shall be used only for the purposes of a Convenience Commercial Area.

3.2 A Convenience Commercial Area shall mean a small shopping centre consisting of a number of retail, service and office establishments servicing the daily and essential needs of a population within the immediately adjacent area. Dwellings as an accessory use will not normally be permitted in the plaza form of development. Convenience Commercial Areas are generally less than 0.8 hectares in size and less than 2,000 square metres in terms of gross leasable area.

3.3 A Convenience Commercial Area shall be developed in accordance with the following principles:

3.3.1 The design of buildings on the subject lands shall ensure compatibility with surrounding residence with respects to height, massing and visual appearance.

3.3.2 Provision shall be made for adequate landscaping, fencing and buffering to minimize the adverse influence of development upon adjacent residential uses and to enhance the appearance of the subject lands.

3.3.3 Adequate off-street parking spaces shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers and the design of parking facilities shall have regard to the convenience of customers and employees.

- 3.3.4 The location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.
- 3.3.5 Appropriate setback distances shall be imposed to permit the widening of Torbram Road and Highway Number 7 as may be required by the road authority having jurisdiction.
- 3.3.6 Development on the subject lands shall adhere to the applicable criteria of the Land use Policy Near Airports of the Ministry of Municipal Affairs and Housing.
- 3.3.7 The illumination of parking and ancillary areas and the illumination of signs shall be directed away from abutting residence to minimize visual intrusion and glare upon the residence.
- 3.3.8 Activities and accessory facilities that are likely to generate noise shall be located away from residences and the level of noise shall be minimized by the provision of acoustical techniques such as barrier walls and appropriate building materials.

4.0 IMPLEMENTATION

- 4.1 This chapter will be implemented by an appropriate amendment to the Restricted Area By-law to impose the appropriate zone classification and regulations in conformity with the development principles outlined in section 3.0.
- 4.2 The Corporation of the City of Brampton may require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 35a of The Planning Act.