

# **OFFICE CONSOLIDATION**

**SECONDARY PLAN AREA 20**

**AVONDALE**

**SECONDARY PLAN**

February 2010

## EXPLANATORY NOTES

### Office Consolidation The Avondale Secondary Plan (Secondary Plan Area 20)

#### **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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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  - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 20, The Avondale Secondary Plan)**

This office consolidation of the Avondale Secondary Plan consists of Chapters C2, C13, C21, C27, C38, C40, C48, C49, C75, C77, and C78 of Section C of Part C and Plate Numbers 14 and 14A of the document known as the Consolidated Official Plan, as they apply to Secondary Plan Area Number 20. The aforementioned chapters and plates have been included. The following Official Plan amendments as approved by the Province have also been incorporated:

- 20
- 21 (adds C48 and amends plate 14)
- 24 (adds C49 and amends plate 14)
- 75 (deletes C25 and plates 29, 30, 31 and 32 and amends C21 and plate 14)
- 4A (amends C2 and plate 14)
- 66A (adds C75 and amends plate 14)
- 137A (amends C40 and adds plate 14A)
- 142A (amends C21 and plate 14)
- 178A (adds C77 and amends plate 14)
- 207A (amends C40 and plate 14)
- 212A (adds C78 and amends plate 14)
- 269A (amends C21)

Chapter C25 and Plates 29, 30, 31 and 32 were deleted by Official Plan Amendment 75 and therefore have not been included as part of this consolidation.

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 C2 of Section C of  
Part C and Plate 14  
of the document known as the  
Consolidated Official Plan**

## CHAPTER C2

### 1.0 PURPOSE

This chapter of the Official Plan is intended to fulfill the following objectives:

- (a) Permit urbanization in a part of the former Township of Chinguacousy (See Plate 1a, 1, 2, 27).
- (b) Define the area within which urbanization will be permitted.
- (c) Organize this area as to land use, roads system, water supply and sewage disposal.
- (d) Regulate the sequence and rate of urban growth.
- (e) Guide the Council of the City of Brampton in exercising the powers conferred on them by the Planning Act, R.S.O. 1970 as amended, the Municipal Act and the Regional Municipality of Peel Act, in relation to the development of the former Township of Chinguacousy.
- (f) Protect the present residents against any adverse effects of urbanization.

### 2.0 PROPOSALS

#### 2.1 Land Use

##### 2.1.1 Residential

The land use classification termed residential refers to those areas meant to contain dwellings and such other uses as may be construed to:

- 1. In no way reduce the value or amenity of the area for dwellings;
- 2. Be compatible with dwellings; and,
- 3. Be located in the area because such a location is necessary for their serving the dwellings around them.

In short, at all times within a residential area, the interests of the dwellings are to be paramount.

Since the pattern of residential areas is based on the neighbourhood unit, those uses considered ancillary to residential areas are set down by neighbourhoods in Table One attached hereto.

The neighbourhood unit is that area served by one elementary school, the boundaries of the neighbourhood coinciding as nearly as possible with the service area of the school. These boundaries are to be formed wherever possible by natural features such as ravines or by primary and secondary roads carrying through traffic past the unit. The neighbourhood commercial figure shown in the table is an indication of the probable area of retail floor space which will have to be provided to meet the needs of that neighbourhood; the location of these commercial facilities will be determined in implementing the plan at the subdivision draft plan level. The neighbourhood park location also is left until the subdivision plan stage but it is here emphasized that it will be preferable to have this park next to the school so as to increase its usefulness as a playground and since the area it is to serve is to coincide approximately with that of the school.

#### 2.1.2 Commercial

The land use classification termed commercial shall mean that the areas so designated are intended for commerce which is defined as the buying and selling of goods and services and offices. This classification need not prohibit other uses provided that the location of such uses in a commercial area are warranted and in conjunction with commercial uses, are compatible to commercial uses and, will in no way detract, hinder or prevent the area being used for sound and proper commercial development.

Two categories of commercial areas are proposed:

Firstly at a neighbourhood sale, the location of which has been left for consideration during the detailed planning of each neighbourhood at the draft plan of subdivision stage. It is further intended that each neighbourhood commercial area shall be designed as a shopping centre to form a group of stores rather than the stores being scattered throughout the neighbourhood. Table 1 sets out the probable area of retail floor space which will have to be provided to meet the needs of that neighbourhood.

Secondly, at a community scale called community commercial centres, it is intended that these centres serve a wide area of several neighbourhoods, and shall be located next to other uses serving a similar area namely the community park and high school. Two such community commercial centres are planned. To fulfill the community commercial requirements the community shopping centre should be of a size on the basis of 3.4 square

feet of retail floor space per person in the community together with adequate off-street parking.

2.1.2.1

OPA 4A

The Commercial designation of lands located on the north side of Kensington Road, west of Bramalea Road, is intended to permit only an office building containing medical, dental and other suites, together with the related facilities.

2.1.3

Industrial

The land use classification termed industrial refers to those areas meant to be devoted to industry; that is, manufacturing, extracting and processing raw materials, workshops and material storage, plus such other uses as may be deemed to serve industry and whose location in an industrial area is warranted and which will not detract in any way from the area being used for sound industrial undertakings.

Two industrial areas have been plotted; one along the C.P.R. line and Highway 10, the other along the C.N.R. line and the projected Brampton to Malton Road.

2.2

Recreational

2.2.1

Greenbelt

The land use classification termed Greenbelt refers to those areas intended for conservation or recreation and includes such lands as valley bottoms and those along the creeks and streams, as follows:

1. Following the West Branch of the Etobicoke Creek, from the north-easterly limits of this Chapter to the former Brampton Town limits and to include the creek's flood plain entirely, plus such parts of the river valley banks that are not needed to form residential building lots.

Provided that, while residential development will be permitted along parts of the river valley banks, the changes in land form or removal of trees necessary to permit such construction will in no way interfere with the creek's natural flood plain, or interfere with the natural flow of water, or cause erosion of the river valley banks, so as to maintain the river valley plain and adjoining banks in its natural state as far as possible.

2. Following the East Branch of the Etobicoke Creek from Highway Number 7 southeast to the former Town Line and to include the

creek's flood plain entirely plus such parts of the river valley banks that are not needed to form residential building lots.

Provided that, while residential development will be permitted along parts of the river valley banks the changes in land form or removal of trees necessary to permit such construction will in no way interfere with the creek's natural flood plain, or interfere with the natural flow of water, or cause erosion of the river valley banks, so as to maintain the river valley plain and adjoining banks in its natural state as far as possible.

3. Around Heart Lake in order to ensure that urban development does not encroach upon the lake and to preserve these lands for conservation and public recreation. The boundary of this area is as shown on Plate 1 and 2.

The eastern boundary of the area controlled by this Chapter has been plotted to fall west of the ridge of rough land lying along the watershed boundary between the east and west branches of the Etobicoke Creek. Although this land is outside the limits of this chapter, it is intended that this natural barrier will act as a boundary to urban development. To fulfill such a function it must be protected from development.

That part of the above note ridge of woods and gulleys and quarries which does fall within residential use areas shall be for greenbelt uses. The precise boundaries are to be determined in a future detailed area study and shall be based on the aim of preserving the existing woods and ravines.

### 2.2.2 Public Open Space

The public open space classification shall mean that those areas so designated are intended for use by the public for open-air recreation. Any structure on any such land shall be for uses which are related and subordinate to the open-air recreation aspect.

Two categories of public open space are planned, one at a neighbourhood scale and one at a community scale. The location of neighbourhood parks has been left for consideration during the detailed planning of each neighbourhood at the draft plan level. The community park is meant to serve a wide area and shall be located next to other uses serving a similar area, namely, the commercial centre and the secondary school. Two such parks are planned. To fulfill its community recreation function, the community park shall be sized on the basis of 0.5 acre per 1,000 persons.

## 2.3 Roads

The following categories of roads according to traffic load are established:

- (a) Provincial Highways to have rights-of-way of 120 feet, vehicular access limited and residential frontage prohibited.
- (b) Primary roads with rights-of-way of 100 feet, vehicular access limited and residential frontage prohibited.
- (c) Secondary or major collector roads and all industrial roads to have 86 feet rights-of-way.
- (d) Tertiary or neighbourhood collector roads to have rights-of-way of 66 feet.

Two special conditions exist requiring treatment different from the above categories; namely, the Brampton By-pass which while not a provincial highway, functions as such and therefore, shall have a right-of-way width of 120 feet, and the First and Third Lines East which when Highway 401 is in use will be the main routes north and therefore, in addition to 100 foot rights-of-way shall require additional building set-back requirements within the land use control by-law.

The location of the roads which will run along existing rights-of-way will remain fixed although rights-of-way widths will change in accordance with the above categories. The major collector road and all the roads in industrial areas shall be located as precisely as possible having regard to Plate 27. The location of the tertiary roads of the neighbourhood collector system is intended as a proposal only to indicate a desirable road pattern, and are subject to change when further information is available at the subdivision draft plan level, but such change will not require an amendment to the Official Plan.

The symbol "TRAFFIC STUDY" on the roads Plate 27 is intended to indicate probable critical intersections where interchange treatment may be required in the future. Land about these intersections should be treated at the subdivision draft plan level according to surveys to establish whether land should be reserved for interchanges.

## 2.4 Sewers and Water

For the first stages of urban development the West Branch of the Etobicoke Creek will be the sole receiver of treated effluent. The capability of the creek to receive such sewage from extensive urban development is limited by the volume of water flowing in it and by the degree of treatment the sewage receives. From consideration of these and other limiting factors it is recognized that when in the opinion of the Ministry of the Environment the total sewered area of both the former Town of Brampton and the former Township of Chinguacousy is populated to the extent that pollution of the Etobicoke Creek in excess of permissible standards will result, the municipality, in conjunction with others in the servicing area, will have to provide a piped outlet for the treated effluent into another approved body of water, preferably Lake Ontario. It is believed at this time that this limit will be reached when the total sewage from both residential industrial uses is equivalent to the sewage resulting from a population of approximately 40,000.

Sewage treatment facilities will have to be built before urbanization takes place. The design and construction of these and additional facilities required as development spreads will be based on the object of working in conjunction with the former Town of Brampton and Ministry of the Environment.

For the first stages of development the water supply will be from wells tapping the underground water-bearing formations mentioned previously. Since at the present time these sources are largely unexplored and may not be sufficient for the ultimate population and industry of the area in which urbanization is to be allowed by this Chapter, the municipality may have to secure an additional source, possible Lake Ontario.

If the underground sources of water prove inadequate, the former Township will undertake to develop a further adequate supply even if this entails the expense of a pipeline to Lake Ontario.

To ensure retaining the natural course of surface water run-off, watercourses shall be protected by easements set aside at the draft plan of subdivision stage.

## 2.5 Staging

A staging program is established with the following objectives:

1. To time the spread of urbanization according to the ability of the former Township to absorb it satisfactorily and without harm to the former Township or to the Region.
2. To ensure that the effects of urbanization on the Municipality and the Region can be observed at all times so that should the effects prove adverse to either, any remedial action that may be necessary can be taken.
3. To guide urbanization according to an overall program of roads, water supply, and sanitary sewers, so that servicing will be economical, urban use will not be scattered throughout the area and, should development halt at any time, that which has been built will form a self-sufficient unit.

The implementing of these intentions is as follows:

The lands to be urbanized are divided into two development areas, i.e.(a) the areas outlined on Plate 27 called Primary Development Areas (P) and, (b) the areas outlined on Plate called Secondary Development Areas (S). It is to be noted that all industrial lands are included in the Primary Development Area.

#### 2.5.1 Primary Development Area (P)

1. Within the Primary Development Area this area has been divided into stages with each residential neighbourhood given a staging number as shown on Plate 27. The spread of development is to follow this progression. All industrial lands are included within the first stage of development.
2. Development is to be allowed to proceed simultaneously in the northwest and southeast areas of the plan, therefore, each phase is subdivided into two parts, "A" and "B" of each phase. They are not interdependent, nor will the two concurrent series of stages necessarily be concurrent in time of development.

For example, Stage 1(a) may be permitted to proceed prior to Stage 1 (b) and Stage 4 (a) may be permitted to proceed prior to Stage 3 (b), provided always that other requirements have been met.

3. No stage will be released for development until its water supply and distribution system, and its sanitary sewers and sewage treatment have been ensured in a manner satisfactory to all interested parties.

4. The release of any stage will depend on the approval of both the Council of the City of Brampton and the Minister of Housing for Ontario.
5. After the implementation of each stage of development, surveys shall be made to establish the impact of that stage on the former Township and on the Region in terms of administrative facilities, tax rate, transportation, water sources, sewage disposal and education. In particular, after the implementation of Stage 1, the following factors shall be considered before further development will be allowed.

(a) Water Supply

Water supply by means of wells may not be sufficient to serve the ultimate population and industry included in the urban area in the Official Plan. Eventually it will be necessary to secure an additional source of water which is likely to be Lake Ontario. The former Township will undertake to develop as it becomes necessary, an adequate supply of water even if it entails the expense of a pipe line to Lake Ontario.

(b) Sewage Disposal

In regard to the disposal of sewage effluent into the Etobicoke Creek, when the total population of the sewered area of both the former Town of Brampton and the former Township of Chinguacousy reaches a point where the Ministry of the Environment considers that pollution of the Etobicoke Creek in excess of the permissible standards will result from the effluent, it will be necessary for the municipalities to provide a piped outlet for the treated effluent into another approved body of water, preferably Lake Ontario. It is recognized that this is likely to be necessary when the total volume of sewage from both residential and industrial areas is equivalent to that created by a population of approximately 40,000.

This question shall be considered before each stage of development is begun as long as the Etobicoke Creek is the

only receiver of effluent for the area or as long as the underground formations southeast of Heart Lake are the only major water sources for the area.

## 2.5.2 Secondary Development Area

It is not possible to calculate the stages for the Secondary Development Areas at this time. Therefore, it is intended that no plans of subdivision for development in this area will be approved, until a staging program has been formulated by the Council and such staging program has been incorporated into the Official Plan by formal amendment under The Planning Act, R.S.O., 1970, as amended. When such a staging program has been formulated, the conditions for release of stages as set under the Primary Development Areas will apply.

## 3.0 INTENT

This text and attached Plate 1, 2 and 27 shall comprise part of the Official Plan of the City of Brampton Planning Area in order to allow urban development to take place within a prescribed part of the former Township, now part of the City of Brampton.

In addition, it is intended as a statement of policy to guide Council in the exercise of their powers in respect to development in the former Township.

Finally, it is intended as a framework within which successive, detailed planning steps will be taken as the spread of urbanization warrants.

The boundaries between different land use designation are general only, except in the case of roads, railways and other physical barriers. It is intended therefore that minor adjustments may be made to the boundaries without a formal amendment as long as the general intent and purpose of the Official Plan are maintained.

It is also intended that the location of roads in the plan be considered approximate, and minor adjustments may be made as long as the general intent and purpose of the plan are maintained. It is furthermore intended that all numerical standards and quantities occurring in the plan be considered as general only and not as absolute. Amendments to this plan will not be required for any small variances from any of the proposed figures that may be caused by implementation of the policies expressed in the plan, as long as the general intent of the plan is maintained.

## 4.0 IMPLEMENTATION

This plan will be implemented by private capital and public funds, guided by:

1. The former Township's policies concerning public works, schools and public recreation facilities.

2. The passing of Township By-laws controlling the use of land and the character, location and use of buildings and structures.
3. The powers of subdivision control given Council by the Planning Act, R.S.O. 1970, as amended.

TABLE 1					
Neighbourhood	Acres	.....Population	Commercial	Classrooms	Park
1a	170	3400	18.0	16	8.5
2a	95	1900	10.0	9	4.8
3a	140	2800	15.0	13	7.0
4a	115	2300	12.0	6	5.8
5a	110	2200	11.6	10	5.5
6a	100	2000	10.5	10	5.0
7a	200	4000	21.2	19	10.0
8a	200	4000	21.2	19	10.0
1b	170	3400	18.0	16	8.5
2b	125	2500	13.2	12	6.3
3b	215	4300	22.8	20	10.8
4b	260	5200	27.5	24	13.0
5b	125	2500	13.2	12	6.3
6b	120	2400	12.7	11	6.0
7b	180	3600	19.0	17	9.0
8b	175	3500	18.5	16	8.8

The above table is intended only as an indication of the probable future neighbourhood requirements, not as a standard to be met. "Acres" are the gross acres in the neighbourhood. "Population" is the product of the area and the assumed density. The average density for residential neighbourhoods has been taken as twenty persons per acre. This is not to imply that every neighbourhood will reflect this figure. Higher densities will be encouraged in areas near the community core, lower densities will be encouraged in areas suited to large, single-family lots.

The neighbourhood commercial figure is in thousands of square feet of retail floor area; it is based on 5.3 square feet per person.

The neighbourhood park figure is in acres; it is based on 2.5 acres per 1000 persons.

The classroom figure refers to public elementary schools only. It is based on .16 of the population being of public elementary school age and 35 pupils per classroom.

**Chapter C13 of Section C of  
Part C of the document known as  
the Consolidated Official Plan**

## CHAPTER C13

### 1.0 PURPOSE

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 agriculture with a series of non-conforming uses; and,
- (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 additional 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 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, 2, 3, 4, 6, 8, 9 and 11) shown on Plates 14, 16, 24, 26, which forms part of this Chapter shall be designated as "Special Policy Areas" subject to the provisions indicated below:

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

OPA 24A

3.1.2 HC 3 shall be used only for purposes of a service station.

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

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

3.1.5 HC 8 shall be used only for purposes of a furniture store.

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).

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

3.2 All 8 parcels described above and shown on Plate 14, 16, 24, 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.

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 C21 of Section C of Part C**  
**of the document known as the**  
**Consolidated Official Plan**

## CHAPTER C21

### 1.0 PURPOSE

The purpose of this Chapter is to set out planning principles and a guiding concept for the Bramalea City Centre, establishing policies which will allow reasonable flexibility in the subsequent more detailed internal planning consistent with the principles and policies set out herein; to establish and to safeguard the related systems of land use, services, roads, densities and intensities of development, and social facilities needed to achieve a City Centre; to establish a proper relationship between the City Centre and the surrounding area; and to allow the full potential of a planned area of public, commercial, related, and peripheral uses to evolve harmoniously.

The approval of this Chapter is in no way to be construed as supporting any future amendment to permit further expansion of the existing urban area. (See Plate 13, 14).

### 2.0 POLICY

2.1 THE CITY CENTRE is defined as the area circumscribed by provincial Highway Number 7 to the north, Bramalea Road to the east, Clark Boulevard to the south, and Dixie Road to the west, (approximately 165 acres) it includes all lands bounded thereby, save and except Block C2 (in the N.E. corner) which is specifically excluded.

#### 2.2 General Concept

The general concept is as follows:

- (i) To provide a City Centre which will contain commercial facilities of a retail and complementary nature, public and private office building, the main municipal buildings for Bramalea and the municipality as a whole, social and cultural facilities, and other amenities, offices and facilities for Federal, Provincial, urban and local functions. It is also to provide a residential community of approximately 8,200 persons, public parkland and private recreational and social facilities, public commercial deck parking structures, ancillary, supplementary and related functions for all of these, and the full range of defined peripheral uses generated by the commercial core.

- (ii) To permit within the City Centre such additional facilities as central public utility functions, public institutional uses of various kinds, transport facilities including terminal facilities for public and private transport, together with associated commercial and other amenities, residential uses and associated facilities, space and facilities for clubs and societies, medical and clinical facilities, sports and amusement facilities and work shops, studios and specialized central area activity.
- (iii) To guide the development of these lands and these varied uses so as to provide a real focus for the various aspects of the civic life of Bramalea.
- (iv) To establish three main areas as follows:

#### Area 1

A central spine of public lands on both sides of Central Park Drive including the lands for public buildings and the channel of the watercourse and greenbelt. This is to provide a link in a continuous system of open space in Bramalea which cuts across the area immediately to the east of this road and includes the park and school site immediately to the east in the residential area, plus the buffer strips and parks along Clark Boulevard. The watercourse is part of the Etobicoke Creek watershed system. The municipal area west of Central Park Drive constitutes some 22 acres including the buffer strip along Clark Boulevard. The lands in Area 1 total approximately 42 acres.

#### Area 2

West of this and encompassing the whole of the lands between Area 1 and three boundary roads (Highway Number 7, Dixie Road and Clark Boulevard), a main commercial core area for central commercial and related, ancillary, and peripheral uses, including business offices, hotel, entertainment, and a great variety of associated uses, as well as a limited residential development to have very great freedom and flexibility so as to encourage imaginative and creative private development, within broad municipal controls (about 86 acres).

### Area 3

East of the public lands, and encompassing all the remaining lands to the boundary roads except Block C2, a residential community of high rise multiple dwellings developed in accordance with a comprehensive design scheme and a registered plan of subdivision so as to produce a proper and open environment and so as to relate properly to adjacent housing areas. This community is to have a recreational centre and school site, which will lie immediately adjacent to and east of the public lands, park and greenbelt, and be central to the residential community which it serves. (About 36 acres of housing). These and other high buildings have been checked with M.O.T. and the former Township has been advised that they pose no problems subject to site plan scrutiny.

- (v) To establish the policy of linking the public lands to the commercial core area. This is in recognition of the desire of the municipality and of the developer to achieve a real city centre with an effective inter-play between the various uses and functions involved. There are two related principles: (1) to give the public the control over a spine of public lands located so that a great variety of public uses can be accommodated without adversely affecting adjacent areas, and with reasonable flexibility and freedom, and (2) to give the developer of the commercial core maximum flexibility within that area to allow prompt response to market needs and changing tastes. The aim is to link these two areas together at the point where there is a mutual interest in seeing that effective pedestrian connection occurs in accordance with an agreed design.
- (vi) To define at this time the ultimate general pattern of land uses, densities and functional relationships and intensities of development, along with the road patterns and access policies which are related to these, such that the balanced equilibrium thus set out functions effectively as it evolves, and when it is completed internally and in relation to the new town and surrounding urban area as a whole. To this end, supporting consultant traffic studies and parking studies have been carried out and the land use and roads policies, and densities and intensities set out herein are in accordance with such studies.
- (vii) To establish the general principles governing the residential community east of Central Park Drive.

- (viii) To properly relate the City Centre to the established and committed adjacent land uses, and existing and proposed adjacent residential areas, by establishing buffer areas, setbacks and access controls, certain holding zoning provisions, site plan controls, and ultimate uses and zoning clearly apparent to existing and future citizens. This general concept is the basic guiding policy for this chapter.

## 2.3 Policies

In accordance with the general concept this Chapter establishes the following additional policies:

### 2.3.1 Roads

- (i) The internal road system, in accordance with Section 2.2 (vi) derives from studies of the internal traffic circulation, its relationship to external roads and studies of the proper relationship between the City Centre and the surrounding roads systems both urban and regional.
- (ii) In order to improve the general road system of the Bramalea area in relation to the City Centre and to improve access to and external circulation around the City Centre, various widenings and such items as deceleration lanes are needed on the external roads (Highway Number 7, Dixie Road, Bramalea Road and Clark Boulevard) and are deemed to be in accordance with this Chapter.
- (iii) An internal ring road is to be provided as set out herein in section (ix) below, within the commercial core area.
- (iv) Clark Boulevard is to be widened to 130', but such widening is to take place entirely on the north side of Clark Boulevard, as the area to the south is built-up. The specific design of those predominantly residential areas in these southern areas included buffer strips which are both proper and essential to maintain. Except for provision of a bus terminal facility there will also be a 50 foot buffer strip on the north side of this road, and a setback of 150 feet from centre line, as noted subsequently. West of Central Park Drive a 700 foot apartment restriction limit is imposed measured from the nearest lot line of any single family detached dwelling south of Clark Boulevard.

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Notwithstanding the 700 foot Apartment Restriction Line the municipality recognizes the need to limit the height of all buildings located between that line and the 150 foot setback from the centre

line of Clark Boulevard, as to protect the amenity of the low density residential area to the south.

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The main north-south internal road is to be CENTRAL PARK DRIVE which links the newly developing residential areas north of Highway Number 7 (Chapter C17) to the City Centre. This is also to be 130 feet, in view of the essential function it performs between Highway Number 7 and Clark Boulevard.

- (vi) On DIXIE ROAD, access to the commercial core area shall be limited to two defined points approximately equidistant from each other and from Highway Number 7 and Clark Boulevard. The balance of frontage on Dixie Road except where public land is being dedicated as other wise set out in this Chapter is to be controlled by the dedication of a one-foot reserve to the former Township so that in this and other cases access is controlled. This is essential to ensure proper functioning of the external roads and to allow peripheral uses to locate in reliance in a properly functioning road access system. Similarly, 1-foot reserves vested in the former Township are provided around C2 on Road E3.
- (vii) On CLARK BOULEVARD and Highway Number 7 in each case access to the commercial core area shall similarly be limited to two defined points in the same fashion as (v) above and subject to the same provision for the same reasons. If other access points are needed they shall be dedicated and constructed to the standards of the former Township by the developer.
- (viii) On CENTRAL PARK DRIVE this Chapter establishes one 100' public road (Road E6) and one 86' public road (Road E1) being extensions of the road pattern established to the east, as controlled access points to the commercial core area in similar fashion to (v) and (vi) above. These link to the ring road as set out in (ix) below. The routes as set out between Blocks A1 and A3, and between A3 and A5 are to be dedicated at the widths as indicated on Plate 13 and 14 and there is to be a 1-foot reserve on the balance of the frontage of these Blocks, along such Road E1. All remaining land on this frontage is dedicated as public lands and is therefore subject to public control and in this instance no 1-foot reserve is needed. Where such access roads run between public lands the former Township may deck over them where the levels permit this, or depress them and deck them over.
- (ix) Within the COMMERCIAL CORE AREA an internal ring road as referred to in (iii) above shall be provided. This is to be generally

located approximately midway between the Central Shopping Mall area and the boundary public roads. The defined public access points shall link to the ring road and this whole system shall be established to ensure efficient and safe traffic flows. The precise location of the system and individual parts may vary from the general concept indicated in Schedule "A" and precise locations may be changed as development proceeds so long as this principle is maintained.

- (x) The section of this ring road adjacent to public lands laying between Roads E1 and E6 shall be dedicated as a public road with the option open to depress the road if necessary.
- (xi) Beyond these controlled access points and the dedicated roads indicated there will be no other public roads inside the commercial core area.
- (xii) East of Central Park Drive the area will be served by one road running generally parallel to Central Park Drive and Bramalea Road and approximately mid-way between them, linking Highway Number 7 and Clark Boulevard. These will be two east/west roads generally parallel to Highway Number 7 and Clark Boulevard respectively, linking Central Park Drive and Bramalea Road. These roads are to be 100' wide to provide for future needs, and access to them is to be carefully controlled to ensure that this total system functions properly now and in the future. (The various junction points set out in this Chapter have been determined on engineering advice in relation to the characteristics of surrounding roads and land uses and in relation to the development commitments for such areas; in the same way the road locations have been determined). These roads may vary in detailed location from the precise location shown on Plate 13 and 14.
- (xiii) Access to the nine main blocks thus formed by the roads in the area bounded by the commercial core area to the west, Highway Number 7 to the north, Bramalea Road to the east, and Clark Boulevard to the south will be only from the internal road system, (i.e. Central Park Drive and the roads noted in (ix) above) at defined points. To ensure that the roads system functions, the former Township will insist on comprehensive integrated development of whole blocks in accordance with an overall design scheme to prevent piecemeal development and uncontrolled access. There will be one-foot reserves so as to prevent other uncontrolled access to Block C2, provided by Bramalea Consolidated Developments Limited and dedicated to the former Township as a condition of the approval of this Chapter on Road E3 as shown on Plate 13 and 14. There will

also be one-foot reserves so as to prevent other uncontrolled access to Highway Number 7, Bramalea Road and Clark Boulevard, and one-foot reserves so as to ensure block access control, dedicated to the former Township as a condition of this Chapter. The main external roads will carry high volumes of traffic and this policy ensures that the key junctions (Highway Number 7 and Central Park Drive, road E3 and Bramalea Road; road E5 and Bramalea Road; Clark Boulevard and Bramalea Road; Central Park Drive and Clark Boulevard roads E4 to E6 and Central Park Drive; roads E1 to E2 and Central Park Drive) will not be adversely affected by conflicting access points. The internal roads N2, N3, E1 to E6 are designed to deal with designated access points in accordance with the land use and density pattern established by this policy. These will be determined either by registered plan or at the time site plan approval.

- (xiv) Lands for the external road widenings, for CENTRAL PARK DRIVE, for the widening of CLARK BOULEVARD, and for the other public roads and streets N2 and E1 to E6 indicated in this Chapter, as well as for modifications to CLARK BOULEVARD, and the section of Road E1 between Blocks A1 and A3 and the dedication referred to in (x) above will be dedicated by the developer of the City Centre as a condition of approval of this Chapter, and the former Township shall receive as a condition of approval of this Chapter the dedication of one-foot reserves on road frontages as noted and on road frontages around the commercial area between the points of access set out herein. The former Township shall receive the right to designate and approve specific access points to the blocks set out on all lands and to require comprehensive development of such blocks as a condition of the approval of this Chapter which sets out the densities and land uses which will enable such blocks to develop in harmony with each other and with the public lands and the commercial core.
- (xv) Within the area covered by this Chapter on the external roads, and in relation to the commercial core, no other access points will be provided save by amendment to this Official Plan. On the internal roads, the controlled access points may be designated by registered plan or by agreement with the former Township and such controlled access points are deemed to be in accordance with this Official Plan.
- (xvi) The blocks created by the road pattern and by the road dedications set out herein shall be governed by the provisions of this Chapter. Access to Block C2 from Road E3 will be governed by the one-foot reserves.

### 2.3.2 Watercourses

- (i) There are two watercourses in the City Centre area. One lies generally parallel to Dixie Road and east of it, and is within the commercial area for the greater part of its length but crosses the dedicated lands comprising public parkland and buffer area, then crosses Clark Boulevard to flow south. This watercourse originates north of Highway Number 7 and enters the City Centre area immediately east of the junction of Dixie Road and Highway Number 7. The other enters the City Centre area from Central Park, and crosses Highway Number 7 east of the junction with Central Park Drive to flow generally parallel to it and east of it to cross Clark Boulevard flowing south in a channel immediately west of Cloverdale Drive.
- (ii) The watercourse running through the commercial core area may be relocated in a defined channel closer to Dixie Road to permit a more effective use of the commercial area and peripheral areas, and such relocation, subject to provision to the former Township of an approved condition at the point where such watercourse enters and crosses public lands, is deemed to be in accordance with the Chapter.
- (iii) The watercourse lying east of CENTRAL PARK DRIVE is to be relocated, placed in designed channel and landscaped at the expense of the developer on the course shown on the map which is attached, (Plate 13 and 14) and the adjacent greenbelt lands are to be dedicated to the former Township as a condition of approval of this Chapter.

### 2.3.3 Public Lands

While no maximum or minimum density for the public lands is included in this Chapter the municipality recognizes the need to relate the density of any development on these lands to the adjacent land uses in order to protect the amenities of existing or proposed development which might not be compatible with high density.

- (i) Public lands directly adjacent to, and capable of development to link with, the commercial core area, have been a basic element in the evolving city centre planning. In the stage of development immediately prior to the present concept, a complex commercial megastructure was intended, parallel to and slightly south of Highway Number 7, with a much more rigid development concept than that presently being pursued to allow public buildings to develop

and be directly "plugged-in" to the multiple-decked megastructure, a site A1 and a smaller projection A2 south of it, were agreed, along Highway Number 7, and between it and the megastructure. The smaller projection of 0.236 acres was related to a very specific and precise design, to allow close integration of public and commercial uses. This general concept was abandoned, as being too rigid for the needs and potentialities of the area. The problem was then to redefine the relationships to maintain the same principle and yet allow increased flexibility within the core area. The next possibility which was explored was that of moving the municipal lands to Central Park Drive and maintaining the A2 area as a projection into a generally defined commercial core area, with peripheral lands in broadly controlled zones, and with multiple dwellings between it and the residential areas to the south. It was at this point agreed that the Block A4 was an appropriate and proper place on which to build the police station and in view of the urgency of that need this was done. When the megastructure concept was being pursued, Clark Boulevard was then intended to be relocated north of its present location so as to provide a closer relationship to the core to allow apartments and a school site south of it, and to allow a buffer park area between it and the residential areas to the south. It then, however, became apparent that the commercial area needed more flexibility, and the feasibility of creating as a first stage, around and related to the present existing commercial structures, a major shopping mall with at least two major department stores, and the possibility for a third and fourth, led to the view that there should be public control over the lands on both sides of Central Park Drive with a much more flexible commercial core to the west, within which defined uses could occur. In order to achieve a basis within which the developer and the municipality would have freedom to evolve on their own lands within a context of integration and without rigidity, it was further agreed that the A2 small blocks as no longer relevant, and an arbitrary line was struck with which, upon consultant advice, both sides could readily live. The megastructure was abandoned and a more conventional layout was envisaged. This led to the concept of linking such a shopping layout to the public lands by an agreed design, and by a landscaped mall.

- (ii) While this decision was reached, the principle was put forward of greater flexibility, by allowing a range of defined uses including apartment facilities (not more than 1,000 units of non-family dwelling units) which could be placed with considerable flexibility anywhere within the defined commercial core area, subject to site plan control for the dwelling units, and subject to the provision of a buffer strip along the southern boundary of the site, a setback from the centre

line of the proposed relocated Clark Boulevard then under consideration of 150', within which no such units could be constructed, and the dedication of the equivalent accumulated external surrounding landscaped area which would have resulted had these dwelling units been built in a district zoned area along side the north of Clark Boulevard. This produced an area of approximately eight acres, which together with the minimum buffer strip of fifty feet, resulted in a substantial area of public lands on the south of the commercial core to add to those on the east. This area was subsequently grouped into the consolidated public holdings.

- (iii) The increased flexibility within the commercial core area and removal of the proposed precisely defined apartment zone then led to the realization that it was not now necessary or desirable to relocate Clark Boulevard. The widening, to take place on the north side of existing Clark Boulevard, left the land which had been proposed immediately north thereof (for proposed relocated Clark Boulevard) as additional dedication to the approximately eighteen acres on either side of Central Park Drive and approximately eight acres north of Clark Boulevard, and a small addition to the greenbelt area on either side of the dedicated watercourse east of Central Park Drive. The retention of Clark Boulevard on its existing site also resulted in a triangular parcel of buffer strip on the north side of Clark Boulevard east of that greenbelt, and the intended apartment setback limitation of 150' from the centre line of, then intended, relocated Clark Boulevard was left as a further buffer. (This explains why both setbacks differ from the line of existing Clark Boulevard). It was felt to be highly advisable to retain these arrangements as a practical means of protecting adjacent amenities. They also increased public control over the edge of the core area. After the public meeting on the August 15th proposals for a 700 foot apartment restriction area was included for the further protection of adjacent residential amenities. Notwithstanding the 700 foot apartment restriction line the municipality recognizes the need to limit the height of all buildings located between that line and the 250 foot setback from the centre line and Clark Boulevard so as to protect the amenity of the low density residential area to the south.
- (iv) The watercourse area as the western limit of the eastern residential area became the logical place within which to meet the need for an open space link between Central Park and the parklands to the south. This is in accordance with the municipal principle of ensuring a continuous public walkway and parkland system throughout the new town of Bramalea. This land was therefore required as a dedication.

- (v) Subsequently, it was recognized that the method of linking described in item (i) above was not the kind of actual physical integration both parties were seeking. A number of possible methods were then explored and for various reasons rejected as being unworkable. It was then decided by Council, with whom close liaison has been maintained, that it would in fact be preferable to group all the public lands west of Central Park Drive into one large block capable of being developed as a designed public campus area, and also capable of being directly linked into the proposed mall area.

It was also felt that the junction of Clark Boulevard and Central Park Drive was ideal, and that the eight acre park noted in item (ii) above should be included, but that the buffer strip indicated should remain.

- (vi) This policy decision thus released certain lands now in Blocks A1 and A3 for special controlled commercial uses such as offices or hotel and residential apartment tower, and it was decided that this should be accompanied by site plan control to protect the special character of Central Park Drive, set by the predominance of public lands thereon.
- (vii) This resulted in the 11th August, 1970 revision which included a municipal and public "campus" area of about 20.5 acres and which also retained the buffer strip, and the building setback along Clark Boulevard. (This was as set out in the August 15th proposals and subsequently in the September 14th proposals).
- (viii) The concept which resulted was the direct entry of public buildings into the commercial mall.
- (ix) Following adoption of the September proposals by the former Planning Board and Council, proposed Official Plan Amendment No. 29 was submitted to the Minister of Municipal Affairs on September 28th, 1970 (subsequently superseded).
- (x) As noted above this set of proposals was then modified. For the reasons set out therein, the need arose to define the ring road principle in the Official Plan to align public lands along the west side of Central Park Drive without crossing the ring road and to link private and public lands across the ring road via a permanent pedestrian route.
- (xi) The resulting public lands on the west side of Central Park Drive constitute some twenty-two acres exclusive of roads E1 and E6.

- (xii) East of Central Park Drive the municipal principle of joint school park and recreational facilities indicated that the school site and park site to serve the residential area should be in the central block abutting the other public lands adjoining the greenbelt and adjacent to each other.
- (xiii) While detailed explanatory notes of this kind are not normally part of an Official Plan, the complex and protracted discussions and negotiations regarding this area and the valid comments and public representations made at public meetings on the first version of this proposed Chapter require such a commentary in order that the resulting policy may be better understood by the public for whom it is intended as a guide. This Chapter has been considerably modified in the light of public comment and there has been considerable public involvement in its preparation, and it is important that the public be able to see what is suggested, as well as how it emerged.
- (xiv) The public lands are as follows in the above areas:

The following lands are relinquished:

Block A is exchanged with the developer for the other public lands herein. Block A2 is similarly exchanged with the developer. The following lands are dedicated to the former Township as a condition of the approval of this Chapter and apply dedications relative to all lands owned by Bramalea Consolidated Developments including those in Block C2:

I	<u>MUNICIPAL &amp; PARK PURPOSES</u>	(Including Federal-Provincial Government buildings and uses as set out in 2.3.6)
	Block A4: Municipal (Police Building)	approx. 2.1 acres
	Blocks A1, A3 & A5	
	Municipal purposes including additional lands not now needed for relocated Clark Boulevard	approx. 19.3 acres
	Block A6 Municipal purpose	approx. 1.2 acres

TOTAL of lands on CENTRAL PARK DRIVE approx. 22.6 acres

II GREENBELT AND WATERCOURSE

Block P1 greenbelt and watercourse approx. .7 acres

Block P2 (as above) approx. 2.8 acres

Block P3 (as above) approx. 2.4 acres

Block P4 additional lands not now needed for relocated Clark Boulevard approx. .4 acres

TOTAL of lands related to WATERCOURSE approx. 6.3 acres

III PARK, AMENITY AND BUFFER STRIP AND BUS TERMINAL

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Lands adjacent to Clark Boulevard, south of the main COMMERCIAL CORE for buffer and park purposes and bus terminal purposes plus lands now not needed for relocated Clark Boulevard. approx. 4.0 acres

IV SCHOOL AND PARK SITE

Lands in residential area for PUBLIC SCHOOL site approx. 7.5 acres. Lands to be dedicated as public parkland and open space approx. 2.4 acres

TOTAL of lands in residential area approx. 9.9 acres

The total of all of these public lands to be dedicated as a condition of the approval of this Chapter is as follows:

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Municipal and park purposes related to Central Park Drive	22.6 acres
Greenbelt and Watercourse	6.3 acres
Park, amenity and buffer strip related to Clark Boulevard and bus terminal	4.0 acres
School and park site	9.9 acres

TOTAL (approximate) 42.8 acres

- (xv) In the residential area, the balance of the block in which the school and park facilities are located (a site of approximately four acres) is to be established as a project recreation centre for the surrounding high-rise residential area and while this is not to be dedicated land it is intended to pursue methods of integrating the school, park and private recreational facilities to take maximum benefit from the planned proximity of these elements, so as to make a significant and attractive social focus to this area. Designs and structures which implement this general principle are deemed to be in accordance with the policies set out in this Chapter.

2.3.4 Commercial Core Area

- (i) The COMMERCIAL CORE AREA is defined as the total area bounded by Highway Number 7, the municipal lands along Central Park Drive and Clark Boulevard, the amenity and buffer strip along Clark Boulevard, and Dixie Road, with two main access points on each of these four frontages as indicated in the roads policy. (This is an area of about 86 acres).
- (ii) This is envisaged as containing a modern commercial core of several major department stores to be developed in conjunction with a series of pedestrian covered malls, with freedom for the developer and the commercial elements herein to develop this concept in stages appropriate to the needs and the market, in consultation with the municipality but with as much flexibility as possible consistent with this general concept. The aim is to create a viable and attractive commercial core for the City Centre, linked to the public buildings to be built on the public lands.
- (iii) The uses permitted within this commercial core shall not exceed the following:
  - 1,200,000 sq.ft. of commercial uses space
  - 1,000,000 sq.ft. of business office space and non-retail commercial uses
  - 910,000 sq.ft. of multiple residential apartment space
  - 350,000 sq.ft. of hotel space and convention facilities.
- (iv) The 910,000 sq.,ft. of multiple residential apartment space is to be contained within not more than 1,000 dwelling units (non-family

units), which may be integrated directly into the mall area. These units are to be subject to holding "H" zoning.

- (v) All office uses regardless of their location shall be regulated by site plan controlling such elements as location, building block development, massing, grouping, spacing, access, servicing, parking, landscaping, and allowing for the satisfaction of normal municipal requirements for fire, police, garbage disposal, and the general protection and well-being, including matters relevant to the health, safety, welfare and convenience of the general public and the specific occupants or users. The former Township will pay particular regard to the amenities of the area and will seek to work with the developer to ensure a high standard of architecture and of landscaping, and to provide the same on its own lands. Servicing is to be deemed to include consideration of water, sewerage, roads, and sidewalks, hydro, access for emergency facilities including fire, ambulance, police and other public services and utilities, parking, landscaping and waste disposal. The former Township retains control of the height of all buildings in the City Centre.

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- (vi) The 1,000 dwelling units set out in (iv) above are to be subject to approval by the municipality of a site plan indicating location, building block development, control of building height, massing, grouping, spacing, access, servicing, parking, landscaping and allowing for the satisfaction of normal municipal requirements for fire, police, garbage disposal, and the general protection and well-being, including matters relevant to the health, safety, welfare and convenience of occupants of such dwelling units within the commercial core area. The former Township, in reviewing site plan for approval will be particularly careful to protect the amenities of existing residential areas adjacent. No building, except a bus terminal facility, can be built closer to Clark

Boulevard than the "defined 150' setback" as shown on Plate 14 and 30. No residential units (i.e. apartments) can be built closer to the residential area south of Clark Boulevard than 700' and this "700' Apartment Restriction Limit" is a precise line measured from the lot line of any single family detached dwelling south of Clark Boulevard, and shown on Plate 14 and 30. Notwithstanding the 700 foot Apartment Restriction Line the municipality recognizes the need to limit the height of all buildings located between that line and the 150 foot setback from the centre line of Clark Boulevard, so as to protect the amenity of the low density residential area to the south. Servicing is to be deemed to include consideration of water, sewerage, roads and

sidewalks, hydro, access for emergency facilities including fire, ambulance, police and other public services and utilities. No multiple dwellings may be located within the 700' setback area indicated.

- (vii) Within or immediately adjacent to all residential buildings or structures west of Central Park Drive in the commercial core area there shall be provided indoor and outdoor recreational facilities, and sitting areas and patios. A minimum of three square feet of swimming pool water surface for each dwelling unit (minimum total 3,000 square feet) shall be provided for the use of apartment residents in the commercial core area, and such facility shall be located by the developer to the requirements of the former Township.
- (viii) The uses set out in (iii) above are capable of being accommodated within the commercial core area in terms of land availability, and in the light of related parking demands, and in the light of the internal City Centre and external Bramalea road pattern.
- (ix) The uses permitted within the commercial area include within the general limitations set out in (iii) above retail commercial uses, hotel and convention facilities, non-retail commercial and office uses, complementary and related and ancillary commercial functions, recreational and social facilities, surface and deck parking, transport terminal facilities related to the concept of a City Centre, medical and clinical facilities, and certain limited public uses agreed between the developer and the former Township. All such uses are subject to building height control.

#### Residential Area

- (i) The residential area consists of approximately 36 acres of housing plus residential amenities such as a park and school site east of Central Park Drive and the adjacent public lands, specifically excluding Block C2, wherein lands of Bramalea Consolidated Developments are located.
- (ii) The general concept is that of an area bounded by Highway Number 7, Bramalea Road, Clark Boulevard and the municipal lands and greenbelt area alongside Central Park Drive. This area is intended to develop as a community of highrise apartments with a social and recreational core and a school and park site all combined in the most central Block C3 all related to the adjacent

park site and public lands. This in effect results in a semi-circle of residential use around this core area. The further idea is to have high buildings (up to twenty-eight storeys) with underground parking, so as to have an "open" character and central identity.

- (iii) The residential component of the total City Centre area is some 3,400 units allocated to all the holdings of Bramalea Consolidated Developments Limited in the area including a section of Block C2. Because of the exclusion of Block C2 not all of this allocation is available within the area covered by this Chapter, of which 1,000 units are to be essentially non-family units west of Central Park Drive properly capable of being integrated into the development of the commercial core as noted previously. The balance of some 2,400 units calculated on the basis of sixty units per acre overall acreage on lands of Bramalea Consolidated Developments Limited is to be provided in the easterly residential area. This might result in an eventual population of about 8,200 people, approximately 6,000 east of Central Park Drive and the balance of about 2,200 west of it, and after discussion with the School Board it appeared that one school site can adequately deal with the school children generated by this development, provided it was as centrally located as possible. This resulted in the 7.5 acre public school site to be provided in Block C3, immediately north of E4.

NOTE: The Block C2 lands of Bramalea Consolidated Developments excluded from development by the exclusion of that Block are included in the total of 2,400 units and the units calculated from this acreage on such lands cannot be transferred into the area covered by this Chapter nor developed piecemeal. Nor will the total allocation to lands of this development exceed 2,400 units in the area bounded by Highway Number 7, Bramalea Road, Clark Boulevard and Central Park Drive.

- (iv) With the proximity of Central Park Drive to this population it was agreed that a park of about 2.5 acres in the same block provided an adequate addition to the public lands along the creek and Central Park Drive, capable of being related to the proposed campus development, and in accordance with the open space standards of the former Township. The park, school, recreation, public lands and greenbelt lands are set out as shown.
- (v) The balance of the area can be best developed by a registered plan of subdivision to include all the balance of the lands within this residential area governed by the general provisions of this

Chapter and such plan is deemed to be in accordance with this Chapter.

- (vi) The road pattern set out in the roads policy is essential for the proper development of the commercial core and for the development of the lands east of Central Park Drive, since the total development of the new town requires that all future land uses and road access be carefully designated and controlled for proper efficiency and equilibrium in the relationship between the City Centre and the remainder of the new town, as well as the between the commercial core area and the residential area to the east. The roads will therefore be dedicated and the blocks developed comprehensively in accordance with an approved site plan and building layout plan, as a basis for "envelope" zoning to govern the subsequent development. There will be one-foot reserves and no additional external access points other than the main junctions shown in this Chapter on HIGHWAY NO. 7,

BRAMALEA ROAD AND CLARK BOULEVARD as noted in the roads policy. This road system will not function if the land uses set out herein are changed, save and except the substitution of office uses for residential.

- (vii) The road system for the City Centre is a total system. The roads in this residential area are primarily part of that system, as well as serving the area itself. The road system within this area requires a 100' road allowance on roads, N2, N3, E2, E3, E4 and E5 giving five lanes of pavement with the middle land for left turns only. The external roads, Central Park Drive and Clark Boulevard, are to be 130' right-of-way with a six-lane divided pavement and left-turn lanes at all access points. The road system is in balance with the land uses proposed.
- (viii) The lands east of Central Park Drive will not, when developed or redeveloped to the uses designated in the Amendment, be able to have vehicular access provided from HIGHWAY NO. 7, BRAMALEA ROAD, CLARK BOULEVARD OR CENTRAL PARK DRIVE because of the functional characteristics of these routes. The roads internal to this area (E2, E3, E4, E5, N2 and N3) are further to be classified as LAND SERVICE roads. Vehicular access to all blocks is of necessity to be restricted to one or two designated access points from roads E2, E3, E4, E5, N2 and N3. The actual and precise location of these access points is to be determined during the site plan review treating each Block as a

unit and such designation is deemed to be in accordance with this Chapter.

The general principle to be followed is that the number of access points is to be kept to a minimum in order to maintain a high level of efficiency on the road system, and such access points should be located midway between junctions. The former Township will not permit piecemeal development to disrupt the road network, and for this reason maintains the one-foot reserve on Block C2.

- (ix) As a further policy to reinforce the designated land use and roads policies, blocks for residential use (i.e. all blocks except the public lands and recreational area) must be developed comprehensively and as a unit. Piecemeal redevelopment cannot be permitted, as it will undermine the balance and effectiveness of the system and imperil other uses and functions. It will also benefit some individual or group at the expense of all the other land owners and the public as a whole.
- (x) Development on all blocks in the residential area must be subject therefore to site plan approval, as set out in 2.3.4 (vi) above and all Blocks will be subject to holding (H) zoning until a satisfactory site plan has been approved by the former Township regarding financial and related matters. Where there are a number of owners in one block the municipality will prevent piecemeal development or redevelopment and insist on comprehensive development in accordance with an approved site plan, if existing uses are to be changed. All Blocks will have (H) holding zoning.
- (xi) Save and except the units allocated to Bramalea Consolidated Developments holdings in Block C2, units allotted to the area designated for the private recreational facilities (four acres at 60 units per acre for a total of 240 units ) may be redistributed over the balance of the lands owned by the same developer (i.e. excluding C2 lands) to allow for the increased social advantage created by grouping such facilities in one location. This redistribution is to apply only within the remaining blocks designated for high-rise use (i.e. Blocks C1, C4, C5, C6) in accordance with the provisions of the registered plan required in (v) above and in accordance with the site plan zoning required by item (vi) above approved by the former Township. The total number of units will not exceed 2,400 and the densities on any individual block may not exceed 80 units per acre average, where such redistribution is carried out. Such redistribution can not be made from C1, C4, C5, C6 to C2; nor from C2 to C1, C4, C5 and

C6. Thus the units capable of being built on C2, C4, C5 and C6 include units transferred from C3 only.

- (xii) The site plan zoning noted in (vi) and in (x) above will establish for each block the number of units, development envelopes, amenity standards, building height, access and parking (and all cases shall establish for each block 75% underground parking and 25% surface parking), building envelope and heights, as well as the items set out in 2.3.4(vi) above. The former Township in reviewing site plans for approval will be particularly careful to protect the amenities of existing adjacent residential areas, and at the southern part of Blocks C5 and C6 will ensure that high buildings are set back at least their own height from the southerly limit of Clark Boulevard. No buildings of any kind may be built south of the defined setback area.
- (xiii) At the southerly end of blocks C5 and C6 adjacent to Clark Boulevard, no buildings shall be established south a defined setback line. (Note: this setback line was originally defined as 150', from the centre line of a proposed Clark Boulevard relocation as previously noted, but it remained in that location when the proposed relocation was abandoned. It is now an arbitrary line, but maintains a fixed distance from the southern limits of these blocks (i.e. parallel to the buffer strip and then to the Clark Boulevard line) and then extended eastward as a 50' strip. The purpose of this line is to ensure an adequate setback of buildings from the adjacent housing to the south, as a further aid to the relationship between the design for the new area and the existing one and to further enhance the amenities provided by the designated public lands.
- (xiv) The balance of Block C3 (otherwise comprising the school site, municipal lands, greenbelt and watercourse and parkland) is the four acre site from which allocated density is transferred to the remaining blocks as noted in (xi) above. This area is therefore specifically excluded from residential development and is specifically designated as a HIGH-RISE RESIDENTIAL PROJECT RECREATION CENTRE to serve the surrounding residents in the blocks C1, C4, C5 and C6.
- (xv) This recreation area is to be achieved by, in effect, grouping on one site the recreational amenities which a developer would normally provide over and above municipal requirements in each building site. The following outline illustrates as an example, the kind of facility which is envisaged: a building of approximately

50,000 square feet in size including such facilities as a fitness room, large sauna baths, an indoor enclosed swimming pool, hand-ball and squash courts, a large assembly room capable of being partitioned to provide smaller meeting rooms and activity rooms, workshop facilities for individual activities and hobbies, and a tuck shop giving combined variety store and snack bar facilities. In addition, there shall be a daycare nursery centre serving the entire development. This will be operated on a commercial basis and may have its own separate structure which may be either on the recreational school block or related to one of the apartment buildings, or may be incorporated within the project recreation centre provided that at least 35,000 square feet floor area of the said project recreation centre is devoted to non-commercial recreational facilities.

- (xvi) In the area of apartments (C1, C4, C5 and C6) there is to be established by the developer to serve the residents, on one of the large sites east of Central Park Drive or on the lands of the project recreation centre, a major play area which will include the following kinds of activities; tennis courts, wading pools, outdoor shuffle boards, outdoor natural skating, bicycle and tricycle pathways, and play equipment for children.
- (xvii) In the area of apartments (C1, C4, C5 and C6) in addition to landscaped areas, walkways, sitting areas, patios and the like, each apartment site will provide a small enclosed tot-lot area located outdoor which will be well equipped with such facilities as imaginative play equipment, wading pool, and a curbed play area for games and ice-skating. The indoor facilities in each apartment building will include such facilities as a laundry lounge and a children's playroom located adjacent to the laundry lounge, and which will direct access to the outside tot-lot.
- (xviii) For the 1,000 units to be provided west of Central Park Drive, in view of the policy of encouraging single persons and childless couples to such units, the specific site amenities to be provided by the developer include the following: such recreational facilities as social rooms, swimming pools, sauna baths and fitness room facilities, tuck shops and outdoor facilities including passive recreational landscaped areas, and sunbathing decks to be provided in the apartments.
- (xix) The general provisions of the existing RM4 standards in concept are to apply with the following modifications reflecting the special character of the central location: maximum lot coverage by all

buildings is not to exceed 20%, minimum landscaped open space of 70% of the lot area is to be provided, meaning open, unobstructed space on a lot which is suitable for the growth and maintenance of grass, flowers, bushes, unoccupied by any building or structure by reason of the setback regulations and, notwithstanding the foregoing, including (a) any surfaced walk, patio or similar area; (b) any tennis or badminton court or similar sports or recreation area; and, (c) any swimming or decorative pool; but not to include any driveway or ramp, whether surfaced or not, nor any curb, retaining wall, motor vehicle parking area or any open space beneath or within any building or structure. Parking of 1.25 spaces per unit is to be provided with not less than 75% underground and/or in structures.

- (xx) The residential population east of Central Park Drive is planned at approximately 6,000 persons (i.e. 2,400 units at 2.5 persons per unit), and that west of Central Park Drive as 2,200 persons (i.e. 1,000 units at 2.2 persons per unit) approximately, for a total of about 8,200 people in all.
- (xxi) The residential areas shall be zoned for this purpose but shall be set out as a "holding" zone pending agreement with the former Township.
- (xxii) Since Block C2 is excluded, its subsequent redevelopment shall not be such as to create planning problems for the lands included in this Chapter.
- (xxiii) That all the high rise apartment buildings proposed for the Bramalea City Centre that touch upon, or lie east of a line that joins a point on the south boundary of the King's Highway No. 7 that is sited 500' west of the west boundary of the Bramalea Road right-of-way, to a point that is sited on the west boundary of Bramalea Road 1500' south of the south boundary of the King's Highway No. 7 will not exceed 18 storeys (plus ten feet allowance for an elevator penthouse) in elevation. The establishment of the two aforementioned points to be predicted upon measuring along the south and west boundaries of the King's Highway No. 7, and Bramalea Road respectively, with the measurements to start at the junction of the two subject boundaries.

For the remainder of Blocks C4, C5, C6 of Plate 13, 14 the buildings proposed for said areas are not to exceed 28 storeys (plus ten feet allowance for an elevator penthouse) in elevation.

### 2.3.6 Municipal and Public Area

The public lands on Central Park Drive are to be linked to the commercial core area. This area is to include federal, provincial and municipal buildings in a campus setting with the municipal buildings including civic buildings, administrative offices, library and cultural centre and those public functions appropriate to a central area, and related to the needs generated by the urban population.

- (i) For lands identified on Plate 14 as "Municipal and Public A3", general office and service commercial uses shall be permitted in addition to those activities described above.

OPA 269A

### 2.3.7 Linking Commercial Core and Civic Buildings

It is the intention of the municipality and of the developer to link the commercial core area and the civic buildings by designing at a mutually agreeable location a pedestrian walkway connecting the civic and public buildings with the commercial mall. In principle, the linking is to be achieved as follows: the developer upon fixing a general site arrangement for the shopping mall including provision for the walkway will locate the end of the mall and the most easterly department store: and the municipality will develop a general site arrangement for the public buildings including the capability for the aforementioned pedestrian walkway to connect the easterly end of the commercial mall or extension thereof to the public buildings. The former Township will develop a general master plan for its own area which extends this principle and which results in a civic square. The developer will provide this link. The link will be continuous at all times.

## 3.0 **IMPLEMENTATION**

This Chapter will be implemented by any or all of the following:

- (a) By Agreements between the former Township and Bramalea Consolidated Developments Limited.
- (b) By Agreements with other landowner or landowners within the defined area.
- (c) By rezoning of lands in accordance with these policies.
- (d) By any Agreement subsequent to (a) regarding the disposition of Block A and Block A2.

- (e) By the dedication of roads and the conveyance of lands as required.
- (f) By relocation of the Etobicoke Creek to an approved plan.
- (g) By the development of any or all zoned lands in accordance with these policies.
- (h) By the approval of a plan of subdivision for the area east of the public lands on Central Park Drive.
- (i) By subsequent Official Plan Amendments where required.
- (j) By municipal and public buildings on the public lands.

**4.0 INTERPRETATION**

This Chapter recognizes that notwithstanding specific designations included in this Chapter the implementation of this Chapter shall permit minor variance, alteration or enlargement consistent with the general intent and purpose thereof.

**Chapter C40 of Section C of  
Part C  
of the document known as the  
Consolidated Official Plan**

## CHAPTER C40

### 1.0 PURPOSE

The purpose of this Chapter is to designate the uses for three parcels of land having frontage on Bramalea Road in an area located between Steeles Avenue and Avondale Boulevard/Dearbourne Boulevard.

### 2.0 BACKGROUND

Under the currently approved Official Plan, the properties which are the subject of this Chapter are designated as Industrial by Chapters C2, C4 it was deemed desirable by the former Planning Board and the former council of the Corporation of the Township of Chinguacousy to amend the Official Plan to recognize the existing uses of Warehousing, Manufacturing, a Medical Centre, Dispensing Pharmacy and a Fire Hall and to permit the additional uses of Business and Professional Offices on the parcels of land more particularly described on Plate 14, 16.

### 3.0 POLICY

OPA 207A

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

#### 3.1 Location

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

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

#### 3.2 Development Principles

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

- (i) high density residential apartment dwellings; and,

- (ii) only in conjunction with the high density residential apartment dwellings, ancillary commercial purposes.

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

3.3 Residential Development Principles

3.3.1 A maximum of 360 apartment dwelling units shall be permitted, at a maximum density of 198.7 dwelling units per hectare (80.0 units per acre); and,

3.3.2 The maximum building height for the high density residential apartment component shall be 20 stories, subject to the provisions of section 3.5.2 of this chapter.

3.4 Commercial Development Principles

3.4.1 The maximum gross commercial floor area of the ancillary commercial uses permitted by this chapter shall be 2,787 square metres (30,000 square feet);

3.4.2 The maximum building height for the commercial component shall be 1 storey;

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

- (i) a convenience store in excess of 185.0 square metres (2,000 square feet);
- (ii) a supermarket;
- (iii) adult entertainment parlours;
- (iv) amusement arcades;
- (v) a place of assembly, community club, dance hall or a banquet hall;
- (vi) a billiard parlour or pool hall;
- (vii) a bowling alley;

- (viii) a building supplies sales establishment;
- (ix) an animal hospital;
- (x) any retail establishment having outside storage, or engaged in the selling of groceries, meat, fruit or vegetables to the general public;
- (xi) a butcher shop; and
- (xii) a bakery.

### 3.5 General Development Principles

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

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

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

3.5.3 On site recreational amenities shall be provided commensurate with the family composition of the residential apartment dwellings.

In addition, the subject property shall be connected to the Victoria Park Recreation Centre through the development of a continuous pedestrian walkway along the hydro corridor abutting the northerly limits of the subject property.

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

4.0 Implementation

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

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

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

Parcel #2 shown on Plate 16 shall be designated Commercial for a Medical Centre, Dispensing Pharmacy and Business and Professional Offices.

Parcel #3 shown on Plate 14 shall be designated Institutional for a Fire Hall.

These parcels of land shall be covered by Industrial, Commercial and Institutional zoning categories related to the respective uses and site planning controls will be required for any extensions to, or redevelopment of, these uses.

**4.0**

4.1 

OPA 137A
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**SPECIAL POLICY AREAS**

The area shown as Special Policy Area Number 1 on Plate 14(A), has been identified by the Metropolitan Toronto and Region Conservation Authority as being below the regulatory floodline. The inherent environmental conditions of these lands with respect to flood susceptibility necessitates certain restrictions on development/redevelopment in accordance with provincial floodplain management policies. Accordingly, the Ministry of Natural Resources and The Metropolitan Toronto and Region Conservation Authority and the City of Brampton recognize that special policy provisions are appropriate to recognize existing development, and provide for continued maintenance and development/redevelopment, subject to the implementation of satisfactory flood protection measures. In this regard, the erection of new buildings or structures including new additions as permitted within each land use designation shown on Plate 14, shall only be permitted subject to the following:

- (a) the placing or dumping of fill of any kind or the alteration of any watercourse shall not be permitted without the approval of the Metropolitan Toronto and Region Conservation Authority;
- (b) any new buildings or structures, including new additions, shall not be susceptible to flooding under regional storm conditions, as defined by the Metropolitan Toronto and Region Conservation Authority. In this regard, the City shall co-operate with the Metropolitan Toronto and Region Conservation Authority to determine, prior to the issuance of a building permit, proposed flood damage reduction measures, including setbacks, basement elevations, the strength of foundation walls, the placement of fill, the elimination of building openings, the installation of back-water valves and sump pumps, and the installation of waterproof seals and structural joints;
- (c) where it is technically impractical to floodproof a building or structure in accordance with 4.1(b), new buildings or structures, including new additions, shall only be permitted, if they do not have a risk of flooding in excess of 25 percent over an assumed life for 100 years (approximately the 1:350 year flood);

- (d) notwithstanding sections 4.1(b) and (c), no new buildings or structures including additions shall be permitted within Special Policy Area Number 1 shown on Schedule 14(A), if they would be subject to flows which, due to their velocity and/or depth would be a hazard to life, or where the buildings would be susceptible to major structural damage as a result of a flood less than equal to the Regulatory Flood, as defined by the Metropolitan Toronto and Region Conservation Authority;
- (e) where development or redevelopment requires a zoning by-law amendment and/or an Official Plan Amendment, the City, in consultation with the Metropolitan Toronto and Region Conservation Authority, may determine that an engineering study is required, detailing such matters as flood frequency, the velocity and depth of storm flows, proposed flood damage, reduction measures and storm water management;
- (f) any new zoning by-laws shall contain provisions where appropriate, relating to minimum building setbacks, maximum lot coverage, minimum height of any opening and such other matters as may be determined by the City in consultation with the Metropolitan Toronto and Region Conservation Authority; and
- (g) the Metropolitan Toronto and Region Conservation Authority, in conjunction with the City, shall explore means of alleviating flood risk through remedial works such as culvert and minor channel improvements.

## **5.0 IMPLEMENTATION**

This Chapter is to be implemented as follows:

- (a) By Industrial, Commercial and Institutional zoning for the designated uses, and
- (b) by agreement(s) between the former township and the Developer(s) where deemed necessary.

**Chapter C48 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

**1.0**                    **PURPOSE**

OPA 21

The purpose of this Chapter is to permit the development of Senior Citizens Housing on a 2 acre parcel of land at the southwest corner of Knightsbridge Road and Central Park Drive as shown on the attached Schedule "A".

**2.0**                    **DEVELOPMENT PRINCIPLES**

2.1                    The maximum number of dwelling units for the site shall not exceed 90 senior units including about one-third for light residential care and approximately two-thirds for independent care units.

2.2                    The recreation centre shall not exceed 6,500 square feet serving not only the residents of this project but also senior citizens of the surrounding areas.

2.3                    The development of the site shall be subject to a Site Plan Zoning by-law and Architectural control.

2.4                    Adequate parking facilities shall be provided for the project to be located on the site or on the adjacent properties by agreement approved by City Council.

**3.0**                    **IMPLEMENTATION**

Amendment Number 21 shall be implemented by appropriate amendment to the restricted area by-law and agreement as deemed necessary by City Council.

**4.0**                    **INTERPRETATION**

4.1                    This Amendment shall apply to the lands outlined in Schedule "A" attached hereto.

4.2                    Numerical figures and boundary of this amendment shall not be interpreted as absolute or rigid. Minor variation from these figures will be tolerated without the necessity of making formal amendment to the Official Plan insofar as the spirit and intent of the Amendment is maintained.

**Chapter C49 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

## **CHAPTER C49**

### **1.0 PURPOSE AND PROPERTY LOCATION**

- 1.1 The purpose of this chapter is to redesignate certain lands from HC-2 (permitting an animal hospital) to HC Highway Commercial, and to establish principles for the redevelopment of such lands for a restaurant.
- 1.2 This Amendment is concerned with land situated in part of Lot 5, Concession 4, East of Hurontario Street, and more particularly, fronting on the south side of Queen Street East, between Kings Cross Road and Bramalea Road, in the City of Brampton, Regional Municipality of Peel. The lands are more particularly described on Schedule "A" and "B" hereto attached.

### **2.0 LAND USE**

- 2.1 The land use classification of lands outlined on Schedule "A" attached hereto, shall be designated as Highway Commercial, H.C. The Highway Commercial designation shall apply to the said lands shown on a larger scale on Schedule "B" hereto attached.
- 2.2 Plate Number 14, Land Use, of the Consolidated Official Plan of the City of Brampton Planning Area shall be amended to the extent and in accordance with Schedule "A" hereto attached.
- 2.3 Plate Number 13, Chapter Areas, of the Consolidated Official Plan Area, shall be amended in accordance with the Amendment.

### **3.0 DEVELOPMENT PRINCIPLES**

- 3.1 Within the area designated Highway Commercial by the Amendment, the use of the lands shown on Schedules "A" and "B", hereto attached, shall be limited to a restaurant as the principal use. A take-out facility may be included as a secondary use when included within the principal restaurant use.
- 3.2 Off-street parking spaces in accordance with acceptable traffic engineering standards shall be provided on the lands shown on Schedules "A" and "B" hereto attached, to satisfy the requirements of both employees and customers of the restaurant. Such parking spaces and internal traffic aisles shall be arranged with regard to the convenience of the employees and customers of the proposed use.

3.3 The location of signs and advertising devices shall be subject to control with regard to location, size and illumination in order to ensure a high quality of development of the site.

3.4 Provision shall be made on the site for adequate landscaping and fencing in order that this development not inhibit future development of the abutting lands and so that the appearance of the subject lands be enhanced.

**4.0 IMPLEMENTATION**

4.1 Amendment Number 24 shall be implemented by an appropriate amendment to the Restricted Area By-law in such a form which will impose the appropriate zoning classification and regulations in conformity with the above development principles.

4.2 The Corporation of the City of Brampton may enter into one or more agreements incorporating various aspects of site and building design not implemented by the zoning by-law, including financial and other such matters, as deemed necessary by Council.

**5.0 INTERPRETATION**

5.1 The boundaries between classes of land use designation on Schedule "A", hereto attached, are general only and are not intended to define the exact limits of each such class. It is intended therefore that minor adjustment may be made to those boundaries for the purposes of any by-law to implement Schedule "A" without the necessity of making formal amendment to the Official Plan. Other than such minor changes as these, it is intended that no area or district shall be created that does not conform with Schedule "A".

5.2 All numerical figures on Schedules "A" and "B" should not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated insofar as the spirit and intent of the Amendment is maintained.

5.3 The provisions of the Official Plan as amended from time to time with respect to the interpretation of the policies of this Amendment, shall apply to this Amendment.

**Chapter C75 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

**CHAPTER C75**

**1.0**                    **PURPOSE**

The purpose of this chapter is to designate the use of a parcel of land having frontage on Kings Cross Road, located about 58 metres north of Knightsbridge Road.

**2.0**                    **POLICY**

2.1                    The 0.4 hectare parcel of land to the south of the recreation centre, and designated for residential use on Plate Number 14, shall be used for the operation of a child care facility.

2.2                    The child care facility shall provide adequate off-street parking facilities.

**3.0**                    **IMPLEMENTATION**

This chapter is to be implemented as follows:

- (a)                    appropriate zoning by-law,
- (b)                    development and site plan agreements, and
- (c)                    site plan approval process.

**Chapter C77 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

## **CHAPTER C77**

### **1.0 PURPOSE**

The purpose of this chapter is to permit the lands identified in this chapter to be used for residential apartment purposes in accordance with the development principles set out in this chapter.

### **2.0 LOCATION**

The lands subject to this chapter are located on the north side of Knightsbridge Road approximately 30 metres east of Central Park Drive and is described as Part of Lot 5, Concession 4, East of Hurontario Street, in the geographic Township of Chinguacousy.

The property has an area of approximately 1.6 hectares with a frontage of 176.9 metres along Knightsbridge Road.

### **3.0 DEVELOPMENT PRINCIPLES**

The lands designated Residential - High Density by this chapter shall only be used for high rise apartments owned and operated by a non-profit housing corporation and shall be subject to the following development principles:

- 3.1 A maximum of 250 apartment units shall be permitted.
- 3.2 Provision shall be made for adequate landscaping, yard widths, and depths to ensure an attractive and functional development.
- 3.3 Off-street parking shall be provided in accordance with a standard determined to be adequate for the amount and type of development taking place.
- 3.4 The location and design of access ramps shall be to the satisfaction of the City.

### **4.0 IMPLEMENTATION**

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

- 4.2 The City will require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of the Planning Act, 1983.

**Chapter C78 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

## **CHAPTER C78**

### **1.0 PURPOSE**

The purpose of this chapter is to permit the lands identified in this chapter to be used for convenience commercial purposes in accordance with the development principles set out in this chapter.

### **2.0 LOCATION**

The lands subject to this chapter are located on the north-westerly corner of Knightsbridge Road and Kings Cross Road, and are described as Part of Lot 5, Concession 4, East of Hurontario Street, in the geographic Township of Chinguacousy.

### **3.0 DEVELOPMENT PRINCIPLES**

The lands designated Convenience Commercial by this Chapter shall only be used for convenience commercial purposes and shall be subject to the following development principles:

3.1 Purposes permitted on the property shall be limited in order to maintain the convenience function of the development.

3.2 Provision shall be made for landscaping, yard widths and depths, and roof treatment to ensure an attractive and functional development, which is compatible with surrounding developments, and

3.3 The location and design of access ramps shall be to the satisfaction of the City.

### **4.0 IMPLEMENTATION**

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

4.2 The City will require the owners of the lands to enter into one or more agreements incorporating various aspects of site plan control pursuant to section 40 of the Planning Act, 1983.

**Chapter C38 of Section C of  
Part C and Plate 18  
of the document known as  
the Consolidated Official Plan**

## **CHAPTER C38**

### **1.0 PURPOSE**

The purpose of this Chapter is to permit the development of Senior Citizens Housing on a 1.1 acre parcel of land in the Bramalea City Centre as shown on Plate 14 (Parcel A6).

### **2.0 BACKGROUND**

Under Chapter C21 approved by the Minister on August 2nd, 1971, the subject lands were designated for use as a Municipal and Public area set aside for such uses as "Federal, Provincial and Municipal Buildings in a campus setting with the Municipal Building including Civic Buildings, Administrative Offices, Library and Cultural Centre and those public functions appropriate to a Central Area and related to the needs generated by the Urban population".

The establishment of a provincially owned Senior Citizen Housing project on these lands is deemed to be compatible with adjacent institutional uses on the West side of Central Park Drive including a Municipal Complex, Cultural Centre and Day Care Centre. It is also considered to be consistent with the general intent of Chapter C21 with regarded to the Municipal and Public area.

### **3.0 POLICY**

The land shown on Plate 14 shall be used only for the purpose of Senior Citizens Housing to be covered by a special Zoning Category.

### **4.0 IMPLEMENTATION**

This chapter is to be implemented by specific zoning for the designated uses.

**Chapter C27 of Section C of  
Part C  
of the document known as  
the Consolidated Official Plan**

**CHAPTER C27**

**1.0            PURPOSE**

The purpose of this Chapter is to amend existing Official Plan policies for a parcel of land located on Highway Number 7, in the East half of Lot 5, Concession 4, E.H.S. (Plate 13, 14).

**2.0            BACKGROUND**

The subject lands are presently designated for the specific use of a welding shop under the former Chapter C13 (HC 1).

It is now the intent of the former Planning Board to amend this use designation under Chapter C13 to allow the uses of a service station and car wash.

**3.0            POLICY**

The parcel shown on Plate 13, 14 shall be used only for the purposes of a service station and car wash.

This parcel shall be governed by a special zoning category related to the respective uses and site planning controls will be required upon redevelopment of the designated uses to ensure compatibility with adjacent lands.

**4.0            IMPLEMENTATION**

This chapter is to be implemented as follows:

- (a)            By specific site plan zoning for the designated uses.
- (b)            by agreement(s) between the former Township and the developer.