

OFFICE CONSOLIDATION

SECONDARY PLAN AREA 21

THE SOUTHGATE SECONDARY PLAN

February 2010

EXPLANATORY NOTES

Office Consolidation The Southgate Secondary Plan (Secondary Plan Area 21)

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any provision of an Official Plan or a secondary plan (whether directly in the text or included by reference) that is superseded by a more recently adopted equivalent provision shall be deemed to be a reference to the more recently adopted equivalent provision.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 When provisions in a secondary plan refer to an apparently repealed provision in a repealed Official Plan (e.g. the 1984 Official Plan or the 1978 Consolidated Official Plan), the referenced provisions shall be considered to be an active and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 - (b) the referenced provision is superseded by a more recently adopted equivalent provision; or,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 21, The Southgate Secondary Plan)

This office consolidation of the Southgate Secondary Plan consists of Chapters C10, C11, C13, C24, C36 and C40 of Section C of Part C and Plate Number 16 of the document known as the Consolidated Official Plan as they apply to Secondary Plan Area Number 21. The aforementioned chapters and plate have been included. The following Official Plan amendments as approved by the Province or the City of Brampton have also been incorporated:

44 (C10 + Plate 16)	15A (C13 + Plate 16)	163A (C10)
164A (Plate 16)	179A (C10 + Plate 16)	225A (Plate 16)
259A (C24 + Plate 16)		
OP93-292 (Plate 16)		

This office consolidation has been undertaken without a thorough review of 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 should be had to the original document noted above.

**Chapter C10 of Section C of
Part C and Plate 16
of the document known as the
Consolidated Official Plan**

CHAPTER C10

1.0 **PRINCIPLES OF THE OFFICIAL PLAN**

The policies and land use definitions in previous Chapters with regard to urbanized areas shall also apply to this chapter unless specified to the contrary in this Chapter.

2.0 **LOCATION AND PURPOSE**

This Chapter covers the balance of lands lying between Stage 9A as approved in Chapter C9 and Highway Number 7 on the north, Fifth Line East on the east, Bramalea Road on the west and the industrial area on the south. The purpose of this Chapter is to redesignate the area described above and shown as Stage 10A on Plate 15, 16 and 27 Chapter C10 from Rural to Residential and Public Open Space.

3.0 **BASIS**

Stage 10A is the next logical counterpart to the existing urban area and allows the rounding out of the neighbourhood patterns, the improvement of circulation, and economical use of community facilities.

Its limits and extent are to establish a proper pattern of community development to enable such matters as school and park facilities to be sensibly located, and to establish a basis for guided development over the next period of growth. The limits and extent are within municipal servicing capability, and are as required by the municipality to secure logical units of development rather than piecemeal growth.

The road system established in Stage 9A has been completed by extending the system over the whole area, giving smooth and efficient internal circulation; and establishing one access to Highway Number 7 between Bramalea Road to Fifth Line East; to access points on Fifth Line East. Junctions are indicated internally to reflect the new pattern of internal circulation and external relationship.

Stage 10A is characterized by an extension of the open space system diagonally across from the junction of Highway Number 7 and Bramalea Road to Fifth Line East at the industrial area.

OPA 179A

Plate Number 16 designates lands at the north-west corner of Balmoral Drive and Eastbourne Drive as "Neighbourhood Commercial". These lands are to be developed in accordance with the criteria set out in section 2.2.3.19 of the Brampton Official Plan.

At the junction of Bramalea Road and Highway Number 7, higher density uses are proposed since this is in effect, the eastern end of the ultimate central area of the new town.

A separate school is proposed at the midpoint on Highway Number 7 between Bramalea Road and Fifth Line East.

There are three new public schools related to the open space and parks systems.

There are three church sites, a community centre and a museum (an old farmhouse of historic and community interest).

OPA 163A

The designation of church located on the south side of Clark Boulevard near Torbram Road, may include a site for a community club, day nursery, school or public recreational facility.

The completion of this development is anticipated to raise the total population to approximately 20,000 people and to take approximately five years.

Plate 15, 16 and 27 are intended to serve as a guide for the layout of development as envisaged in this chapter and only minor alterations to the scheme may be undertaken without the necessity of a further official plan amendment.

3.1

OP93-292

The lands located at the northwest corner of Steeles Avenue East and Torbram Road shall only permit a car wash facility (excluding a car wash facility with bays) and an associated motor vehicle sales and leasing use only in conjunction with the car wash facility. The display area of motor vehicles that are for sale and/or leasing shall be limited to a maximum of 10 vehicles. The following design principles shall apply:

- a) High quality building materials, superior architecture and landscape treatment shall be used to create an attractive development;

OP93-292

- b) Landscape treatment shall include:
- Ornamental fencing;
 - An attractive streetscape;
 - Buffer abutting properties;
 - Screening parking areas from streets.

OP93-292

- c) The loading area shall not face Steeles Avenue East;
- d) The car display area shall be limited in size and be distinguished from required parking spaces and required landscaped areas,

4.0

FINANCIAL PRINCIPLES

The financial principles safeguarding the Municipality are those already established in the Official Plan, as amended.

5.0

POLICY FOR IMPLEMENTATION

The planning policy will be implemented by zoning for the balanced housing stock required. These principles are provided now so that there is a clear understanding of the planning policy. The Municipality shall control the implementation of the servicing and financial requirements through subdivision agreements related to successive plans of subdivision.

Stage 10A will also be controlled by municipal regulation as set out in detail in accordance with the principles of financial control set out in this Chapter and in accordance with the basic policy of the Official Plan. The Municipality will have staging control based on these principles and on progress in blocks of building permits issued.

New development will only be allowed to occur on the basis of adequate services being provided and to the satisfaction of the Ministry of the Environment. By services it is meant, sanitary sewers, sewage treatment facilities, and piped water. No new intensive residential development will be allowed to occur unless adequate community facilities such as, schools and parks are also made available.

OPA 44

The Single and Semi-detached designation immediately north of Clark Boulevard between Finchgate Boulevard and Folkstone Crescent was adopted after the release of the Ministry of Housing's policy regarding

land use near airports. That policy permits residential development on lands between the Noise Exposure Projection 30 and 35 contours, such as these, subject to municipal approval and compliance with acoustic design criteria identified in the Ontario Government publication Land Use policy near airports. The development of these lands will be subject to this policy.

6.0**INTERPRETATION**

See Chapter C4.

**Chapter C11 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C11

1.0 LOCATION

The Chapter deals with two adjacent parcels of land owned by Bramalea Consolidated Developments in Stage 10A, fronting on the Fifth Line East midway between Clark Boulevard and Balmoral Drive. These parcels are in effect isolated from the main part of Stage 10A by a watercourse which was defined as park area. Block D (R.P. 817) to the north has 7.2 acres, Block B (809) south of it and contiguous to it has an area of 3.376 acres. The open space area on the Registered Plan continues through to the Fifth Line (about 700 feet in width on the Fifth Line Frontage) on the north side of Block D. Block "B" abuts on to residential parcels in separate ownership. The park again cuts through to Fifth Line East south of these parcels, which antedate Bramalea. (See Plate 15 and 16).

2.0 PURPOSE

The purpose of Chapter C11 is to change the Official Plan policy. Presently these parcels are shown as "Open Space" on the Official Plan (the total block being about 34 acres). The purpose is to change these to an industrial designation to permit the flatter lands between the watercourse park area and the Fifth Line East, north of the existing residential lots, to be used for compatible and good-quality (environmentally) industrial purpose, subject to further controls of:

- (a) special zoning,
- (b) a holding category in the zoning, and
- (c) agreement.

The lands were originally designated as Open Space since there was, on the part of the former Township:

- (a) a declared policy of industrial development in the whole concession block east of Fifth Line east (Airport Road Industrial Area).
- (b) no desire to link this isolated site across the parkland to the residential development in the southern part of

Stage 10A, since it was felt to be undesirable to break the open space.

- (c) no desire to see the site used for residential purposes as the people involved would be cut off from the main neighbourhood.

The owners in further examination of the lands at Registered Plan stage, indicated the Blocks B and D indicated industry, and the Minister approved these registered plan designations. The former Township to exercise control, did not change its Official Plan. The owners of all lands (i.e. Blocks B and D and the adjacent residential parcels) have now requested the changes in the Official Plan and the owners of Blocks B and D have requested a zoning change which necessitates this prior amendment to the Official Plan.

3.0

POLICY

The lands involved in Block D (R.P. 817) and Block B (R.P. 809) are hereby designated as "Special Industrial" lands. This reduces the Open Space designation to approximately 24 acres.

The following policy is to apply:

- (i) the sites are to be developed for "special", "prestige" or "showcase" industry.
- (ii) development is intended to be environmentally compatible with the residential areas to the West and fully landscaped in total site development so as to be "all-round" architecture of a superior quality, which will have site planning, which respects the park area, the adjacent housing to the south and the frontage on Fifth Line East.
- (iii) there is to be provision of proper "buffer" treatment (e.g. a 20 to 30 foot area to be thickly planted in trees) adjacent to the existing residential areas on Fifth Line East.
- (iv) there is to be strict control of access points to the Fifth Line East by the former Township, and the provision of necessary setbacks and widenings as may be

determined in the discussion of the site plans.

- (v) there is to be no outside storage and no noxious activity on these sites.

4.0 **IMPLEMENTATION**

The implementation will be as follows:

- (a) by designation of these sites to M1 Special (Holding) zoning category: M1S(H)
- (b) by negotiation of an agreed site plan before the Holding category is removed by the municipality.
- (c) A public meeting was held prior to the enactment of this Chapter by the former Planning Board, the owners directly concerned were given time to consider the implications of the proposal, and subsequently requested the changes no objections were lodged.

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

CHAPTER C13

1.0 PURPOSE

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

2.0 BACKGROUND

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

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

The exceptions to this rule were:

- (a-a) 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.
- (a-b) 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:

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

During 1966 and 1967 tentative and then formal applications were made by the owners in category (a) either to the former Committee of Adjustment, the former Planning Board or to the former Council, to change the status of these parcels. No change was made in the 1966 to 1968 period for the following reasons:

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

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

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

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

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

3.0 POLICY

3.1 OPA 15A Parcels (HC 1, 3, 4, 9 and 11) shown on Plates 14, 16, 26, which forms part of this Chapter shall be designed as "Special Policy Areas" subject to the provisions indicated below:

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

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

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

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

3.1.5 HC 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 OPA 15A All 5 parcels described above and shown on Plates 14, 16 and 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.

3.4 OPA 15 A The lands designated Highway and Service Commercial on Plate Number 16 shall be subject to the following development principles:

3.4.1 The designation of the lands as Highway and Service Commercial shall not preclude the continuation of the existing use of a motel and a detached residence as an accessory use, provided that neither of the existing uses are enlarged nor the number of dwelling units increased.

3.4.2 The number of loading/unloading facilities to be provided shall reflect the

type and size of commercial uses to be permitted.

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 C24 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C24

OPA 259A

1.0 PURPOSE AND LOCATION

The purpose of this Chapter is to outline the policies for development of the lands designated "Highway and Service Commercial" located on the south side of Highway 7, approximately 14 metres (45.9 feet) east of the south-east corner of Highway 7 and Bramalea Road.

2.0 POLICIES

The lands designated "Highway & Service Commercial" on the south side of Highway 7, approximately 14 metres (45.9 feet) east of the south-east corner of Highway 7 and Bramalea Road for the subject property shall be used for a variety of retail, service and office purposes including a motor vehicle repair shop.

Development of the subject lands will be such that the amenity of the existing residential properties to the north, south and east is protected, the traffic function of Highway 7 is not undermined, and due regard is given to the integrity of the existing open space system to the west and south.

**Chapter C36 of Section C of
Part C
of the document known as the
Consolidated Official Plan**

CHAPTER C36

1.0 PURPOSE AND LOCATION

The purpose of this Chapter is to amend the existing Official Plan policies for a 2.9 acre parcel of land (located on part of the West half of Lot 5, concession 5, E.H.S., at the south-east corner of Highway #7 and Finchgate Boulevard and fronting on Finchgate Boulevard), to recognize the existing medical centre and to allow the specific commercial uses of a pharmaceutical dispensary and office building on the parcel of land more particularly described on Plate 15, 16.

2.0 POLICY

The parcel of land shown on Plate 16 shall be used only for the purposes of a three-storey combined pharmaceutical dispensary, medical centre, bank and three-storey office building.

This parcel shall be covered by a special zoning category related to the respective uses and site planning controls will be required for any extensions to, or redevelopment of, these uses.

3.0 IMPLEMENTATION

This Chapter is to be implemented as follows;

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

**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**

Parcel #1 shown on Plate 14 shall be designated Industrial for Warehousing, Manufacturing, Business and Professional Offices.

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 **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.