



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 67-82

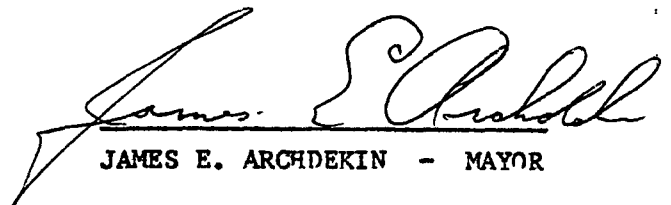
To adopt Amendment Number 97 to
the Consolidated Official Plan of the
City of Brampton Planning Area.

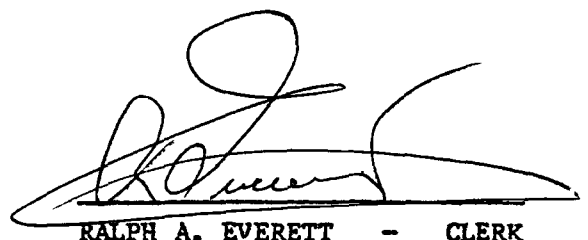
The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, hereby ENACTS as follows:

1. Amendment Number 97 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 97 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this 14th day of April, 1982


JAMES E. ARCHDEKIN - MAYOR


RALPH A. EVERETT - CLERK

1. Purpose:

The purpose of this amendment is to add the lands shown on the attached Schedule A to the City of Brampton urban area and to establish policy guidelines for the residential and light industrial development of the said lands.

2. Location:

The lands subject to this amendment comprise a total area of 77.3 hectares (191 acres) and are bounded by Second Line West to the west, the northerly limit of Lot 6, Concession 2, W.H.S. to the south, an existing residential subdivision to the east, and the Canadian National Railroad tracks to the north, are part of Lots 7 and 8, Concession 2, W.H.S. in the City of Brampton and are shown as "New Development Area 10" on Schedule A attached hereto.

3. Details of the Amendment and Policies relative thereto:

The Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by designating, on Plate Number 1, the lands shown as "New Development Area 10" on Schedule A attached hereto, as Chapter C 61;
- (2) by changing, on Plate Number 2, the land use designation of the lands subject to this amendment, as shown on Schedule A, to the land use designations shown on Schedule A.
- (3) by outlining, on Plate Number 2, the lands subject to this amendment and adding thereto the label, "See Plate Number 57";
- (4) by adding thereto, as Plate Number 57, Schedule A to this amendment;
- (5) by adding the following text to Part C, Section C of the Consolidated Official Plan as Chapter C61:

"Chapter 61

1. Purpose:

The purpose of this chapter is to add to the City of Brampton urban area the lands outlined on Plate Number 57, and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for residential and light industrial purposes. The area covered by Chapter C61 will henceforth be referred to as "New Development Area 10 Secondary Plan Area".

2. Location:

The New Development Area 10 Secondary Plan Area comprises a total area of 77.3 ha (191 acres) and is bounded by Second Line West, the Canadian National Railway tracks, an existing residential subdivision and the northerly limit of Lot 6, Concession 2, W.H.S. and is part of Lots 7 and 8 in Concession 2, W.H.S. in the City of Brampton, as outlined on Plate Number 57.

3. Definitions:

"Net Density" means the number of dwelling units per net residential area as defined below.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhousing types.

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Net Residential Area" means the area consisting of one or more surveyed and registered lots, blocks and parcels, the principal use of which is for dwellings.

"Gross Residential Area" means the area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended to the centre-line of the roads.

"Density Target" means that dwelling unit density ultimately to be achieved by way of implementation of this plan.

Development Principles

4.0 General Provisions:

4.1 Energy Conservation:

4.1.2 The City shall require that any buildings or structures in the residential and industrial areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and wind direction to minimize heat loss from wind and to maximize the heating effect of the sun.

4.1.3 The City shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and westerly winds and by providing shading from and exposure to the sun during the summer and winter respectively.

4.1.4 The City shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.2 Noise Abatement:

4.2.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings will not be permitted in locations where the outdoor noise levels are forecast to exceed limits acceptable to the City and/or the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.

- 4.2.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of noise from traffic, industrial operations and/or train movements will only be permitted if it includes noise insulating features which result in interior noise levels that comply with indoor standards acceptable to the City and/or the standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.
- 4.2.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.2.4 Where relevant, an evaluation of the impact of vibrations and fumes from transportation facilities will be included as a component of the study required under policy 4.2.3.
- 4.2.5 Proposed development that has the potential to be a source of noise shall be constructed to maintain the ambient noise level created by the local traffic in the area.

5.0 Residential Policies:

- 5.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 10 area:

Table 1

<u>Housing Type</u>	<u>% of Total Dwelling Units</u>
Single detached density types	45%
Semi-detached density types	35%
Townhousing density types	<u>20%</u>
	100%

- 5.2 The density target for the New Development Area 10 is 18.3 units per hectare (7.4 units per acre) of gross residential area.
- 5.3 In areas designated Low Density Residential on Plate Number 57, permitted uses include those residential uses within the Low

Density range defined in Section 3.0, subject to policies 5.1 and 5.2 above.

- 5.4 In areas designated Low to Medium Density Residential on Plate Number 57, permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Section 3.0, subject to policies 5.1 and 5.2.
- 5.5 The City shall give consideration to innovative housing design, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.
- 5.6 The City shall consider the advisability of including on-site recreational facilities in medium density residential development commensurate with the anticipated family composition and incomes of future residents.
- 5.7 Group homes will be permitted on appropriate sites in the residential designation according to the distance and other criteria in the City of Brampton Policy on Group Houses.
- 5.8 The City shall endeavour to ensure the orderly provision of community services in conjunction with new residential development.
- 5.9 Day Care Centres, be they public, commercial or private may be located in any part of the chapter area provided that the following conditions of safety, service and accessibility are met:
- (i) primary access to a Minor Collector road and accessible by public transit,
 - (ii) adequate ingress/egress and parking so as to minimize conflict with other traffic,
 - (iii) siting and landscaping to minimize adverse impact on adjacent residential uses, and
 - (iv) minimal air and noise pollution.
- 5.10 Phasing of residential development shall be established on the basis of economic efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this chapter.

6.0

Open Space:

6.1 Definition:

Lands designated Open Space on Plate 57 will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.

6.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.

6.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Open Space.

6.4 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirement or as part of the conveyance of land required under the Planning Act.

6.5 Notwithstanding policy 6.4 it is recognized that connecting walkways and pedestrian grade separations, and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City where appropriate, or to the relevant Conservation Authority in connection with all forms of development.

6.6 The City may accept cash in lieu of the land conveyance requirement, or the City may accept park lands other than those contained in the particular subdivision or development plan.

6.7 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.

6.8 It is the City's intent to satisfy part of the demand for neighbourhood and community recreation facilities by requesting that developers of medium density residential development provide on-site recreation facilities.

6.9 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, and neighbourhood service level policies and standards contained hereunder.

6.10 Parkettes: Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Space and Facilities

Parkettes should contain sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium density areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes. Active parkettes catering primarily to the play needs of the young should be approximately 0.5 acres in size.

(c) Service Radius and Population

Where possible, active parkettes will be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a neighbourhood park or elementary school playground.

6.11 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

(a) Activity Spaces and Facilities:

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;

- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks:

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population:

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

- 6.12 Lands required for park purposes in the New Development Area 10 shall be conveyed in the amount required for the specific category of park (as per policies 6.9 to 6.11) and in the general locations indicated on Plate 57, as a condition of development approval.
- 6.13 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.14 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and parkettes.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of parkland linkages.
- 6.16 The City may develop a system of pedestrian and bicycle trails for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities, both within and outside of New Development Area 10.
- 6.17 The neighbourhood park area shown on Plate 57 as abutting the southerly boundary of New Development Area 10 shall form part of a neighbourhood park to be located immediately to the south of said boundary.

6.18 The parkettes shown on Plate 57 are located to coincide with areas which are well treed and the preservation of trees shall be a major criteria in the design of these parkettes.

7.0 Industrial

7.1 Definition

The Light Industrial land use designation on Plate No. 57 shall include lands predominantly used for the light manufacturing, assembling, warehousing and storage of goods and products, repair and servicing operations, exhibition and conference halls.

Non-industrial uses may be permitted in a designated Industrial area provided they do not interfere with or are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include public and commercial recreation facilities, community services, retail and office uses ancillary to an industrial use.

7.2 The following criteria shall apply to Light Industrial development:

- (i) limited to industrial operations within wholly enclosed buildings,
- (ii) may be developed in conjunction with office and retail uses permitted under section 7.1,
- (iii) a high standard of building design, and signs, yards and landscaping, and in accordance with section 40 of the Planning Act, Council shall endeavour to ensure that due regard is being given to such elements as:
 - (a) the siting and design of buildings,
 - (b) exterior construction materials and colours,
 - (c) vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
 - (d) location, lighting and screening of parking areas,
 - (e) landscaping and fencing,
 - (f) location of garbage disposal facilities and areas for snow storage.

- (iv) not likely to generate air pollution, odour or excessive noise and vibration,
- (v) no outside storage of goods or materials,
- (vi) proposals of industrial development may be required to submit a landscape plan which must be approved by the City prior to the issuance of building permits.

7.3 Industrial Uses shall be buffered from residential areas and public highways by such means as berms and increased yard widths and depths. Fencing or screening will be required where deemed appropriate.

7.4 Where residential uses are at the date of adoption of this Amendment, located in an area designated Light Industrial on Plate No. 57, lands abutting or adjacent to these uses shall not be approved for industrial development until those lands can be developed in conjunction with the residential lands for industrial purposes.

8.0 Transportation Policies

8.1 Roads

8.1.1 Road facilities in the New Development Area 10 are intended to function in accordance with the following guidelines and classifications:

- (a) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.
- (b) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with

arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

- (c) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (d) Locals are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (e) Minor Locals are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

8.1.2 The minimum right-of-way requirement for Second Line West within the New Development Area 10 shall be 36 metres (120 feet). The minimum right-of-way width requirement for Collector Roads and Minor Collector Roads shall be 26 metres (86 feet) and 23 metres (76 feet) respectively. Right-of-way width requirements will typically be 20 metres (66 feet) and 17 metres (56 feet) for Local Roads and Minor Local Roads respectively. The minor road network is not shown on Plate No. 57 and will be subject to approval as part of the subdivision approval process.

8.1.3 The required right-of-way width specified in section 8.1.2 denotes only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

8.1.4 The traffic carrying function of the arterial road system will be protected and improved by:

(a) discouraging intersections of local streets with arterials in the design of the subdivisions; and

(b) controlling the number of collector road intersections with arterial roads through the regulation of subdivision design.

8.1.5 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincidental when the location of a major feature is adjusted slightly.

8.1.6 Minor adjustments to the alignment of the roads shown on Plate No. 57 will be permitted without an amendment to this Plan.

8.1.7 The City will endeavour to achieve a safe and quiet atmosphere in residential areas by:

(a) encouraging the use of minor crescent streets and the selective use of short culs-de-sac in subdivision design where feasible;

(b) using street designs which discourage excessive speeds;

(c) encouraging off-street private parking (i.e. private driveways, garages, etc.); and

(d) locating higher density development where access can be gained directly from a collector or minor collector street whenever practicable.

8.1.8 The design of facilities within road right-of-ways shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

8.1.9 The pattern and design of collector and local roads shall discourage through trips from penetrating residential neighbourhoods.

8.1.10 Holtby Avenue shall be extended westward to intersect with Second Line West in the approximate location shown on Plate 57.

8.1.11 Direct access from Holtby Avenue to abutting residential properties will not be permitted.

8.2 Pedestrians

8.2.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling

units to transit, school, shopping and park facilities and between residential neighbourhoods.

8.3 Public Transit

- 8.3.1 The City will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.
- 8.3.2 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.
- 8.3.3 A transit system in the New Development Area 10 will primarily use the Arterial and Collector road system.
- 8.3.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.

8.4 Railways

- 8.4.1 Prior to development of lands in the vicinity of the intersection of the Canadian National Railway and Second Line West, the City shall determine the need for a grade separation and if necessary provision shall be made in all site plans and plans of subdivision.

8.5 Transportation Facilities Impact

- 8.5.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

9.0 MAJOR PUBLIC UTILITIES POLICIES

9.1 Storm Water Management

- 9.1.1 Introduction: Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the

aquatic environment, increased stream management costs, and impairment of natural beauty.

9.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.

9.1.3 The City shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition.

9.1.4 The City shall ensure all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

9.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.

9.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 10 and will be subject to the approval of the responsible Conservation Authority prior to the draft approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

9.2 Sanitary Sewerage

9.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following design and development objectives:

(i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.

(ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

9.3 Cabled Services

9.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

9.3.2 The City shall endeavour to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

10.0 Implementation Policies

10.1 Interpretation

10.1.1 In order to provide for flexibility in the interpretation of the text and maps of this chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.

10.1.2 Although Plate Number 57 together with the text of this chapter establishes boundaries of land use designations, and road alignments as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary plan and the Official Plan is clearly respected.

10.2 Restricted Area By-law

10.2.1 Restricted Area By-laws pursuant to section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this chapter.

10.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, The City may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

10.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this chapter.

10.3 Subdivison Control

10.3.1 The subdivison Plan Approval process and Subdivision Agreements pursuant to section 36 of the Planning Act will be used by the

City to ensure that the policies and land uses of this chapter are complied with and that a high standard of layout and design is maintained in new development areas.

10.3.2 The City will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

10.3.3 The storm water management studies referred to in policy 9.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 10.

10.4 Site Plan Control

The City may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to section 40 of the Planning Act.

10.5 Parkland

10.5.1 Lands may be acquired for parks and recreation purposes in connection with plans of subdivision and as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

10.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

10.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in the preceding policies and development of lands adjacent to such areas may be considered premature unless and until such areas have come into public ownership.

10.6 Financial and Phasing

10.6.1 Development on those lands adjacent to Holtby Avenue Extension which require a noise analysis will only be considered when preliminary designs for Holtby Avenue have been approved by the City.

10.6.2 The phasing of residential developments or portions thereof shall be based on the following criteria:

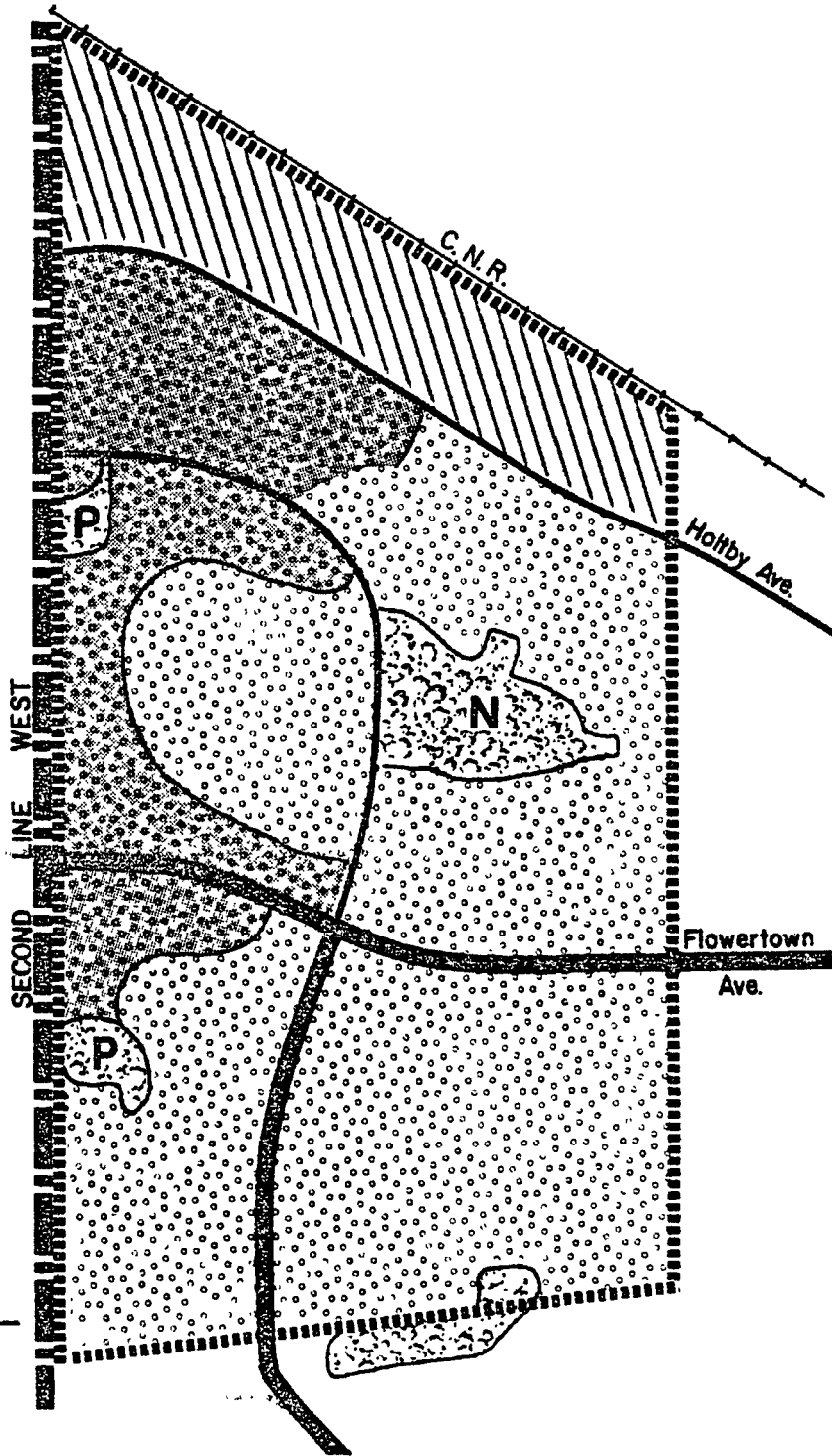
- (i) Financial: Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (ii) Support to Existing Infrastructure: Favours those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iii) Piped Services (Sewer and Water): Favours those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
- (iv) Transportation Services (Road and Transit): Favours those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (v) Parkland and Community Services: Favours those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs: Favours those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton.
- (vii) Environmental Concerns (Noise, etc): Favours those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns: Favours those developments and areas which are unlikely to create or aggravate social

problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.

- (ix) Consistency with other Official Plan Policies: Favours those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favours the earliest development in official circulation by the Region or the Province.



NEW DEVELOPMENT AREA 10



DISTANCE TO
QUEEN ST. W.

899.99 m













-  INDUSTRIAL
-  LIGHT INDUSTRIAL
-  RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  LOW TO MEDIUM DENSITY RESIDENTIAL
-  OPEN SPACE
-  NEIGHBOURHOOD PARK
-  PARKETTE
- ROADS**
-  MAJOR ARTERIAL
-  COLLECTOR
-  MINOR COLLECTOR
-  NEW DEVELOPMENT AREA 10 BOUNDARY

PLATE NO. 57

O.P. Amendment No. 97
Schedule 'A'



CITY OF BRAMPTON
Planning and Development

Date: 81. 03 25
File no. C2W7.1
C2W8.2

Drawn by: J.K.
Map no. 41-38

BACKGROUND MATERIAL TO AMENDMENT NUMBER: 97

Attached are copies of planning reports dated August 27, 1980 and December 4, 1980 as well as notes of two public meetings of Planning Committee held October 14, 1980 and February 4, 1981, subsequent to the publishment of notices in the local newspapers and mailing to assessed owners of properties within 400 feet of the subject site and/or within the established residential area east of the subject lands west of McLaughlin Road, known also as Northwood Park.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1980 10 16

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan
Lots 7 and 8, Concession 2, W.H.S.
TANANA INVESTMENTS AND GLEN HOPE DEVELOPMENT
Our Files: C2W7.1 and C2W8.2

Attached are the notes of the Public Meeting held on Tuesday, October 14, 1980, with respect to the above referenced application.

Approximately 100 members of the public were in attendance, several of whom expressed concerns regarding additional industrial uses to the north of Holtby Avenue extension; increased industrial traffic along Holtby Avenue; the proposed extension of Flowertown Avenue and its function as a major collector road; the proposed housing mix including townhouses; the apparent inadequacy of park facilities and the need for sufficient school facilities in the area.


RECOMMENDATION:

It is recommended to Planning Committee,


- 1) That the results of the Public Meeting of October 14, 1980, be recorded;
- 2) That staff be directed to review the proposal in light of comments received at the Public Meeting and with a view to preparing, for Planning Committee's consideration, a report evaluating alternative land use and transportation patterns for the subject lands, and

- cont'd. -

- 3) That Staff submit a further report for the consideration of Planning Committee.


L.W.H. Laine
Director, Planning and
Development Division

AGREED


F.R. Dalzell
Commissioner of Planning
and Development

LWHL/FY/ec
enclosure

PUBLIC MEETING

Special Meeting of Planning Committee was held on Tuesday, October 14th, 1980, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:40 p.m. with respect to an application by Tanana Investments Limited and Glen Hope Developments to amend the Consolidated Official Plan to develop the subject lands for residential and industrial purposes.

Members Present: Councillor D. Sutter - Chairman
Mayor Archdekin
Alderman F. Kee
Alderman F. Russell
Alderman K. Coutlee
Alderman R. Callahan
Alderman E. Coates

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Division
J. Marshall, Director of Planning Policy
and Research
M. Buchinger, Policy Planner
F. Yao, Development Planner
E. Gilson, Development Planner
E. Coulson, Secretary

The Chairman enquired if notices to the property owners within 400 feet of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

Approximately 100 members of the public were in attendance.

Ms. Yao outlined the proposal and explained the intent of the application.

After the close of the presentation, the Chairman invited questions and comments from the members of the public in

Mr. W. Ash, 31 Grange Drive, enquired as to the location of the townhouses within the subject proposal.

Ms Yao responded that specific locations for housing units had not been determined as yet. She explained that the meeting was being held relative to the amending of the Official Plan, to allow residential and industrial development of the subject lands.

Mr. Finlay, 56 Windermere Court, complained about the noise level caused by the industry presently located on Holtby Avenue, especially from truck traffic from one to six a.m.. Also, he wanted to know if Chestnut Street would be extended to Second Line West.

Ms. Yao noted that Flowertown Avenue and Holtby Avenue were the only streets to be extended to Second Line West, across the subject lands.

Mr. McDougall, 78 Northwood Drive, pointed out that Holtby Avenue was zoned Light Industrial years ago, but since that time Heavy Industry has located there, subjecting the area to vibrations and noise, particularly detrimental to his sleep. He voiced strong objection to any form of industry locating on the subject site.

Mr. McDougall also asked if the other streets on the eastern perimeter of the site were to be left as dead-end streets, and was informed that they would be incorporated into street patterns recognizing traffic and transit requirements.

Mr. W. Nicol, 10 Welbeck Drive, enquired if the 20% residential land allotment related to the number of townhouse units proposed for the subdivision. He objected to the proposed townhouses and expressed concern about potential traffic problems.

Mrs. Goodland, 39 Welbeck Drive, wanted to know if the townhouses would be located behind her residence.

Mr. R. Dimarco, 1 Windermere Court, asked if there was provision for schools in the proposal.

Ms. Yao responded that there were no schools included in the proposal as both school boards had advised that no school sites were required on the subject lands.

Mr. Dimarco enquired as to why Flowertown Avenue was to be extended. He expressed concern relating to increased traffic and felt that Flowertown Avenue should be a dead-end street and another street extended.

Mr. P. Ruttimann, 32 Flowertown Avenue, complained of heavy industry located on Holtby Avenue when light industry was promised. He expressed concern for the same situation occurring in the proposed industrial area, therefore, he objected to the proposal. Also, he compared the present traffic situation on Flowertown Avenue to a raceway and expressed the opinion that because of the railway tracks, the traffic flow would be directed along Holtby Avenue, adding to the present traffic congestion and high noise level. He suggested new wide roads to handle traffic.

Mr. H. Naimer, 53 Welbeck Drive, expressed concern for the safety of children crossing Flowertown Avenue to get to school. The overcrowding of schools in the area also concerned him.

Mr. McDougall, 78 Northwood Drive, commented on the problem of selling townhouses, (i.e. Kennedy Road and Fletchers Creek), and the possible devaluation of homes in Northwood Park by the industrial designation.

Mr. W. Nettle, 10 Welbeck Drive, expressed concern for a potential drainage problem and the amount of land allotted for park purposes. The Storm Water Management Study was noted, and improved drainage practices explained.

Mr. M. Beauchamp, 36 Welbeck Drive, commented that the location and type of housing should be shown at this meeting, to get an overall view of the situation.

It was explained that only the Official Plan designation was being considered at this time and that there would be a plan of subdivision processed, with another public meeting, if the residential designation of the land is approved.

Mrs. Teunissen, 45 Grange Drive, complained of a drainage problem at the corner of Grange Drive and Flowertown Avenue.

Mr. Naimer wanted to know the location of the proposed townhouses and specific locations of other uses of the site.

Mr. T. Sampson, 22 Grange Drive, asked about a park that was supposed to have been located behind his residence. He commented that a firm plan showing proposed uses and locations should be put forth so the developer could not change the plan after the public meeting.

Mr. R. Sait, 43 Grange Drive, complained about the map attached to the public meeting notice not giving enough information. He objected to Flowertown Avenue being extended to become a main road, and to the industrial designation proposed.

A large number of persons in attendance objected to the proposed industrial designation and the townhouse proposal.

Mr. R. McRae, 66 Flowertown Avenue, voiced objection to the proposal due to the potential increase in traffic on Flowertown Avenue, which he feels is already hazardous.

Mr. W. Nettle, voiced objection to the proposal, and asked for an overall plan with specifications and locations of proposed uses of the site.

Mr. H. Herget, 53 Grange Drive, expressed concern regarding the lack of school facilities.

Mr. B. Evans, 11 Chestnut Avenue, asked if a change of developer for the lands meant there could be a change in the proposal. He was informed there would be no change. The process of Official Plan designation and Plans of Subdivision were explained.

Susan Dimarco, 1 Windermere Court, voiced concern regarding schools and recreational facilities.

Mr. R. Sait, 43 Grange Drive, questioned the lack of recreational facilities for Northwood Park and asked why the City could not take the recreational land it required at this time.

The Planning Act requirement for recreational land dedication was explained.

Mr. M. Beauchamp, 36 Welbeck Drive, complained of a lack of an overall plan showing specific locations and objected to the proposal of industrial designation and the townhouse proposal. He stated that he would support single dwelling units only.

Mr. Finlay, 56 Windermere Court, questioned why Northwood Park did not have parks the equivalent of Bramalea.

The public in attendance agreed to the suggestion that the area north of Holtby Avenue be used for recreational facilities.

Mr. H. Herget, 53 Grange Drive, expressed a concern relating to traffic congestion.

Mrs. Nichols, 19 Windermere Court, commented that the same allotment of land for recreational uses in effect in Bramalea should be a requirement for Northwood Park area.

Mr. Sait questioned the safety of children getting to the present park facilities from Northwood Park. Also, he enquired about purchasing part of the land in the Holtby Avenue area, and was told to ask the developer.

There were no further questions or comments.

The Chairman advised the public to forward any further questions or comments to the Planning and Development Department.

The meeting adjourned at 9:15 p.m.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1980 12 04

File

TO: Chairman and Members of Planning Committee

FROM: Planning and Development Department

RE: Application to Amend the Official Plan
Part Lots 7 and 8, Concession 2, W.H.S.
TANANA INVESTMENT LIMITED and GLEN HOPE DEVELOPMENT
Our File: C2W7.1 and C2W8.2

1.0 Background

On October 27, 1980 Planning Committee considered the notes of the Public Meeting of October 14, 1980 respecting the subject application, and directed staff to prepare a report addressing the following areas of concern:

- (a) Identification of the most appropriate land use for the area abutting the CNR immediately to the south.
- (b) Traffic circulation pattern for the area, and
- (c) The appropriate mix and location of dwelling and density types.

2.0 Evaluation of Alternative Land Uses for lands abutting the CNR

2.1 Public Open Space

Distance as such will act as a buffer between a pollution source and its recipient.

According to standards by CN and the Ministry of the Environment, a minimum open space distance of 300 metres (984 feet) must be provided between the CN tracks and any future residential development to the south in order to act as an effective buffer against the noise, vibration, dust and odours of the railway operations. In other words, a total of 19.44 hectares (48± acres) (300 metres x 650 metres in dimension) would have to be designated Public Open Space.

Factors speaking against such a proposition are as follows:

- The necessary open space buffer would comprise close to double the 11 hectares (27.5 acres) required for a District Park. Such extensive park land could be justified only if it were to serve the City as a whole, were easily accessible and had special environmental features in need of protection and preservation. None of these factors are apparent in this case, given the isolated location of the lands at the urban fringe, that the lands are backing onto a railway line and that there is a lack of unique environmental features in the area.
- In view of the above, it would be difficult to justify the financial costs incurred by the City in acquiring and maintaining such an extensive open space area.
- The opportunity costs would be significant in light of the alternative urban development potential of the land.
- Safety considerations speak against this location for a park (e.g. trespassing of the tracks by park visitors, train accidents, etc.).

The size of the open space area would remain within the range of a District park even if the distance separation were significantly reduced (e.g. a 150 metre distance would result in an approximate

8 hectares (20± acres) park). Hence, the aforementioned concerns remain. In addition, such a reduced open space area would be of an exaggerated linear shape, making it difficult to distribute recreation facilities in an easily accessible manner. More importantly, a distance separation of less than 300 metres would diminish its value as a buffer for other than psychological purposes. Housing within a 300 metre distance from the tracks would then require attenuation features similar to those for residential development immediately next to the railway (see Section 2.2 below).

2.2 Residential Uses

Residential uses are most sensitive to the noise, vibration, odour and dust generated by railway operations (for frequency of rail traffic in this location see Attachment 3). Their location next to such operations is undesirable for the following reasons:

- The noise level at the edge of the tracks would be about 30+ dBA beyond the 55 dBA outdoor noise level regarded acceptable by the City and the Ministry of the Environment. This, together with the vibration, dust and odour disturbances of rail traffic, would make mandatory that housing construction, design and siting incorporate appropriate attenuation features.

Such attenuation features may take such forms as orienting any openings away from the pollution source, linking housing to provide a continuous noise wall or barrier, locating private open space in the front yard, using special construction materials and incorporating vibration buffers into the foundation of housing.

These attenuation techniques add to the cost of housing, the marketability of which is already reduced due to the unconventional design of such dwellings and their undesirable location near the track.

- Despite various attenuation measures, the impact of the rail traffic movements may not fully be mitigated. It is noted that any noise slightly beyond the acceptable standards¹ will likely be perceived as particularly disruptive as they are not of a continuous nature (e.g. road traffic noise) but occur as "single events" or at relatively unpredictable intervals.

- The CN requires that a berm, 5.5 metres (18 feet) above the top of rail be erected as a noise barrier for abutting residences. To ensure slope stability, such berm must be of a 3:1 slope, thereby extending the base of such berm over 32.9 metres (108 feet).

Berms, generally, and particularly one of such significant height, are likely to result in drainage problems for adjacent property owners and are costly with respect to their maintenance (landscaping, grass cutting, etc.).

The total area covered by such berm would be an approximate 2.02 hectares (5 acre) strip of land which would strictly be used for purposes of noise mitigation. The associated real costs become apparent when considering that the proportional cost of land versus residential unit in urban areas is about 60% land cost and 40% housing cost. Beyond that, opportunity costs are incurred as these 2.02ha (5 acres) are effectively lost for additional development.

- The proximity of the tracks to residential units poses a very real safety hazard with respect to trespassing of the tracks and train accidents.

- Although difficult to quantify, there is a social cost incurred by those having to reside in a structure which, as a noise barrier, benefits and protects the neighbouring residential

¹ (see Attachment 3 for acceptable noise levels.)

development. In other words, those residing closest to the rail line will have to bear the burden of its presence to the benefit of others. Such inequity in the distribution of costs and benefits becomes significant considering that dwellings abutting the railway will likely be occupied by those whose choices are very limited. As such, those who can afford the least will have to carry the added "cost" or burden of the presence of the railway.

Industrial Uses

A separation between the CN operations and future residential development to the south may be achieved by introducing a "buffer use", i.e. a use which is relatively insensitive to train movements and, subject to appropriate controls, can be compatible with residential development.

"Light Industrial" or "Prestige Industrial" would be an example of such buffer use. Light industrial uses would include light warehousing, electronics, light assembly, an auto service garage, car wash, small industrial malls - in other words, industrial uses which are unlikely to generate any air pollution, odour, dust or excessive noise.

The merits of a light industrial buffer zone are as follows:

- the industrial use buffer can provide for a separation distance (i.e. 250 metres) beyond which vibration insulation is no longer required for nearby residences;
- industrial buildings will provide a horizontal, physical barrier to the noise and visual impact of the CN line;
- industrial uses would not incur financial costs to the City in terms of land acquisition or maintenance;

- demand for industrial lots in this location may be assumed due to its proximity to existing industrial uses to the east, and to planned industrial uses to the north; and
- light industrial would be compatible with nearby existing and planned industrial uses, and would not be sensitive to the railway operation.

By implication, however, light industrial uses in this location will be juxtaposed with residential uses to the south. Potential incompatibilities in this regard may be mitigated by implementation of the following:

- restriction of industrial uses to "light industrial" as defined above;
- prohibition of outside storage of goods and materials in any yards facing the residential development to the south;
- a minimum separation distance of 60 metres between industrial and residential buildings (as per Ministry of the Environment requirements);
- a high standard of building design and siting of industrial buildings;
- landscape plans for individual developments should be required in accordance with provisions of Section 35(a) of the Planning Act prior to issuance of building permits.
- buffering between industrial and residential uses by way of landscaped berming, tree planting, orientation of residences away from industrial use, the strategic location of any openings, windows and doors for both the industrial and

residential uses, the use of building materials for accoustical insulation or other measures that are to the satisfaction of the Ministry of the Environment and the City of Brampton.

2.4 Commercial Uses

Commercial uses are, like industrial uses, relatively insensitive to the proximity of rail operations and, subject to appropriate development controls, may be compatible with abutting residential uses.

The merits of a commercial buffer use are principally the same as those outlined above for industrial uses except that the economic viability of commercial uses in this particular location is highly questionable in light of the following:

- A strip of approximately 8.1 hectares (20 acres) along the rail tracks would have to be designated commercial.
- In terms of total acreage, therefore, the site would be more than adequate for District Commercial type facilities which require a site of between 4 - 12.1 hectares (10 - 30 acres), typically include 1 - 2 junior department stores and a supermarket; and require a support population of between 40 000 - 60 000 people.
- However, the isolated location and linear shape of the site are unsuitable for such commercial facilities which, for reasons of visibility and accessibility, prefer to locate in cluster form at major arterial roads and highway intersections.
- Presently, the area is served by an existing Convenience Commercial Centre at the north west corner of Holtby Avenue and McLaughlin, and a District Commercial Centre further south at

McLaughlin and Queen Street West. The continuing viability of these existing commercial uses will likely be jeopardized by the added competitive influences of a major new commercial facility in the area.

3.0 Traffic Circulation Pattern

The preferred traffic pattern is identified on Attachment 2 and proposes that Holtby and Flowertown Avenues be extended to intersect with Second Line West; that there be a north-south Minor Collector road with access points on Queen Street West and Second Line West; and that Avondale Drive and Burgby Avenue be linked to the proposed local road system.

It is noted that the proposed extension of Flowertown Avenue is in keeping with the Schedule "E" of the new Official Plan which identifies said Avenue as a Collector Road.

Presently, Flowertown Avenue functions as a Collector road for Northwood Park, and, as apparent from its east-west alignment, has been intended to eventually serve as a mid-block collector.

The Flowertown Avenue extension westward is desirable to ensure an efficient traffic circulation and distribution in the area and to facilitate efficient and adequate transit services for Northwood Park as well as the proposed new development to the west.

The proposed north-south collector is to accommodate the predominantly north-south traffic flow expected for the new development, and to provide an alternative to Second Line West and McLaughlin Road. As such, this north-south Collector would complement Flowertown Avenue.

The extension of Holtby Avenue is a function of the proposed industrial development of lands to the west, south of the rail tracks. Holtby is proposed to exclusively serve the abutting industrial uses, whereas residential uses to the south are to have a reversed frontage on and increased setback from Holtby in order to help mitigate any negative effects from industrial uses.

The extension of Avondale Drive and Burgby Avenue is to facilitate an efficient and safe traffic circulation throughout the local road system and is not expected to result in increased traffic on these local roads.

4.0 Housing Mix and Location

The subject proposed Secondary Plan reflects the housing mix targets set out in the New Official Plan, i.e.:

<u>Density Type</u>	<u>% of Dwelling Units</u>
Single Detached	45%
Semi-Detached	35%
Townhousing	20%

Characteristics of areas most suitable for the higher density types are as follows:

- (a) proximity to transit service corridors,
- (b) proximity to major roads to reduce dependency on local roads,
- (c) removed from sensitive land uses such as existing low density type housing west of the subject lands,

proximity to employment opportunities (e.g. industrial or commercial uses).

(e) proximity to services and community facilities, shops, parks, schools etc.

Accordingly, townhousing type densities should locate in close proximity of Second Line West, Flowertown Avenue and south of Holtby Avenue. Remaining areas would be developed for single and semi-detached density type housing, particularly those immediately abutting existing residential development to the east.

Conclusion

The discussions above lead to conclude as follows:

(a) That light industrial is the most appropriate use abutting the CN rail line to the south, provided that appropriate use, site and building design restrictions are imposed.

(b) That the proposed road pattern will facilitate efficient traffic circulation and transit services throughout the area bounded by CNR, Second Line West, Queen Street West and McLaughlin Avenue.

(c) That 'higher' density housing types should locate in close proximity of Second Line West, Holtby Avenue and Flowertown Avenue.

6.0 Recommendation

It is recommended that:

- (a) a Public Meeting be held as directed by the Planning Committee on October 27, 1980;
- (b) that subject to the results of the Public Meeting, the application by Tanana Investments Limited and Glen Home Development (Our Files: C2W7.1 and C2W8.2) for amendment to the Official Plan be approved in principle and staff be directed to prepare an Official Plan Amendment which contains development guidelines reflecting the recommendations outlined in staff's previous report on the subject application (dated 1980 08 27), and identifies the preferred location for townhousing type densities in accordance with Section 5.0(c) above; and
- (c) that the said Official Plan Amendment be forwarded to Council for consideration and adoption.

AGREED:



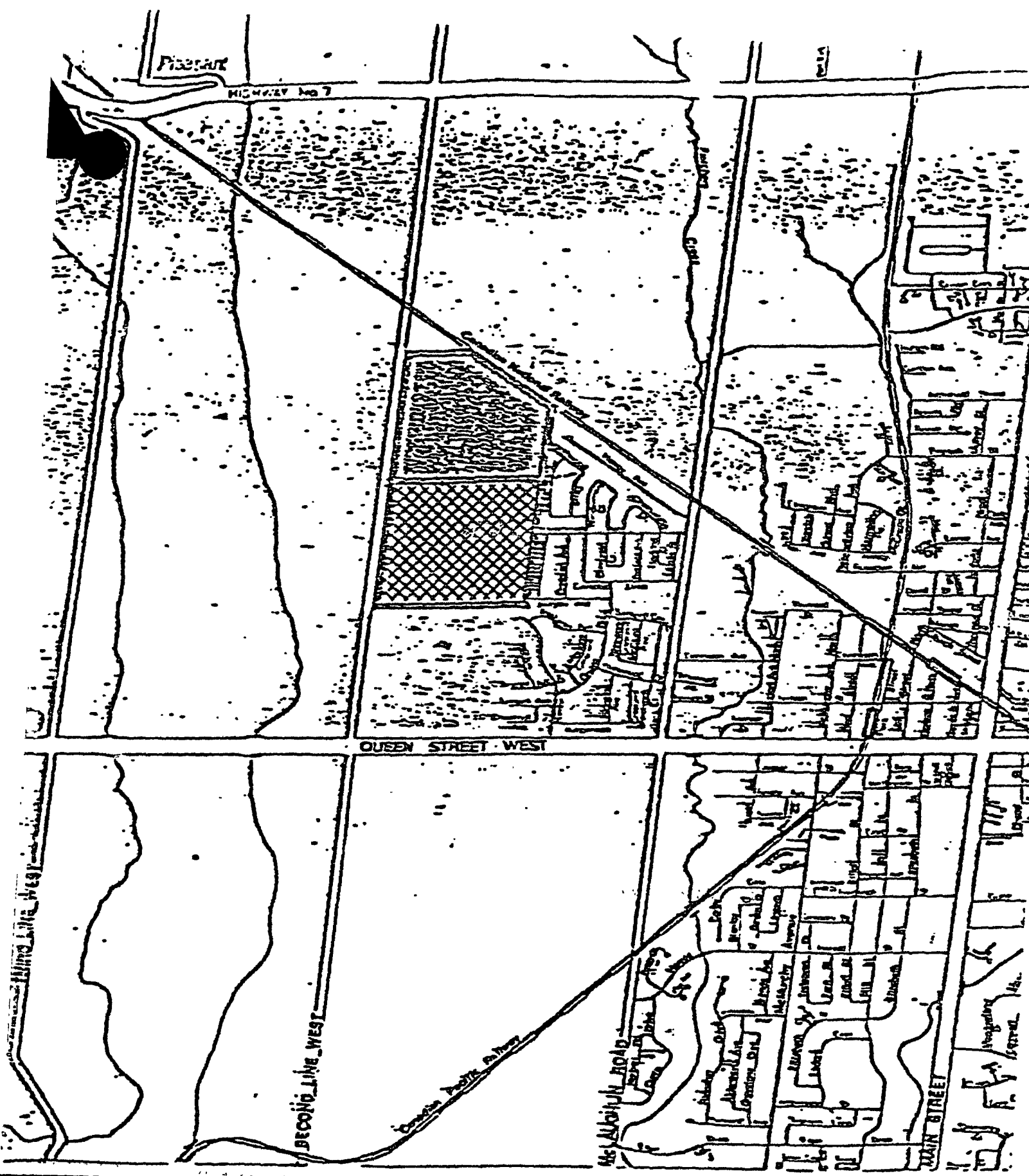
L.W.E. Laine
Director, Planning and
Development Services.



F.R. Dalzell
Commissioner of Planning
and Development

LWHL/FY/af

- Attachments:
- 1) Location Map
 - 2) Proposed Land Use Concept
 - 3) Rail Traffic Information 1979 and environmental sound criteria for residential uses.

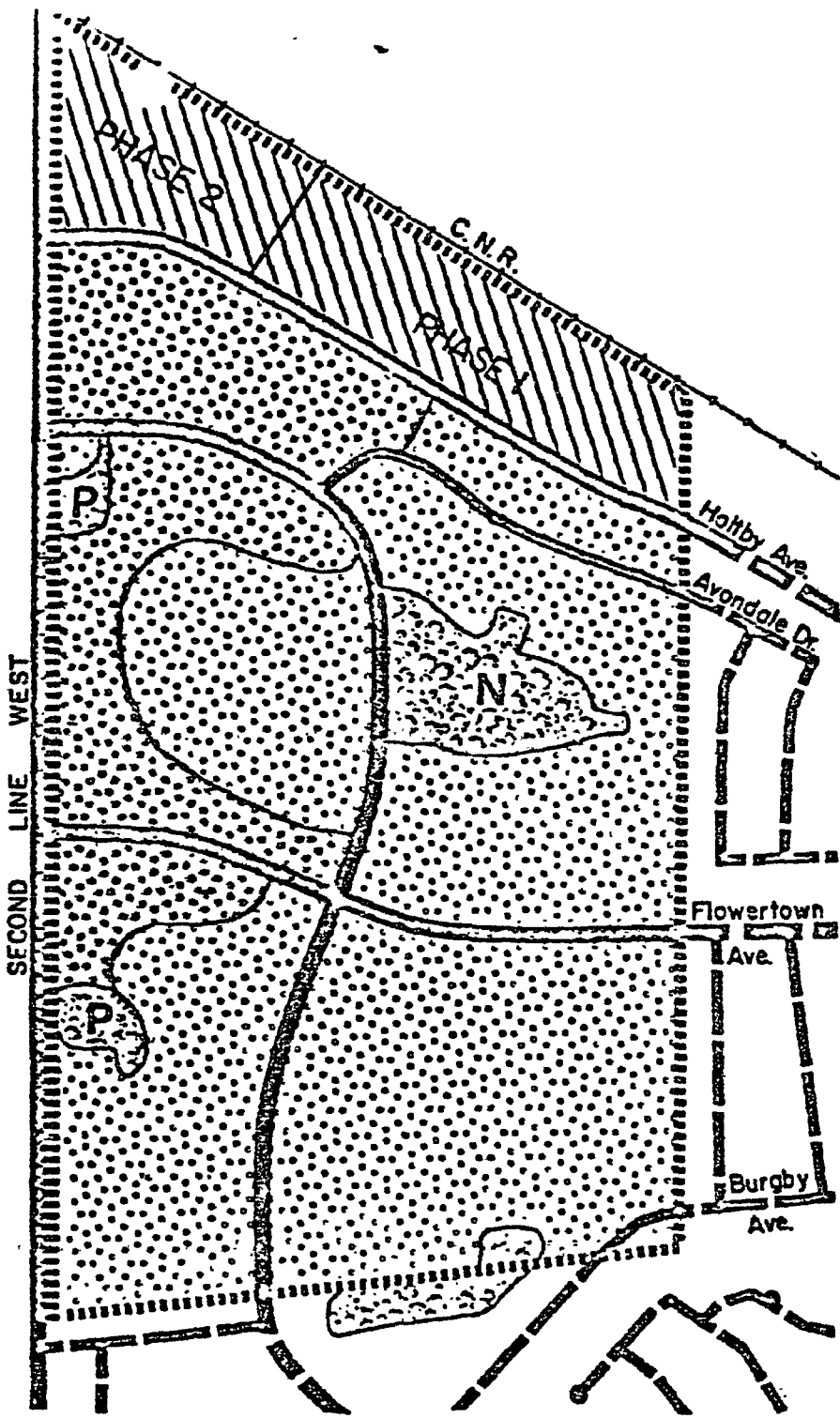



Glen Hope Investments Ltd.
 Tanna Investments Ltd.



CITY OF BRAMPTON
 Planning and Development


Date: 1980 08 25 Drawn by: JS
 CWR 2




 LIGHT INDUSTRIAL

 LOW DENSITY RESIDENTIAL
 SINGLE DETACHED DENSITY MAX: up to 25 u.p. net hectare
 SEMI-DETACHED DENSITY RANGE: 26-35 u.p. net hectare

 MEDIUM DENSITY RESIDENTIAL
 TOWNHOUSE DENSITY RANGE: 36-50 u.p. net hectare

 NEIGHBOURHOOD PARK

 PARKETTE

 PROPOSED AMENDMENT AREA

TANANA & GLEN HOPE
 Proposed Secondary Plan



CITY OF BRAMPTON
 Planning and Development

Date: 1980 08 27 Drawn by: C.R.E.
 C2W7-1
 File no. C2W8-2 Map no. 41-3B

ATTACHMENT 3

A. RAIL TRAFFIC, 1979

<u>Type of Train</u>	<u>Average No. of Trains</u>	<u>Average No. of Cars</u>	<u>Possible Operating Speed</u>	<u>Average No. of Locomotives</u>
a) 0700-2300 h				
Passenger (Conventional)	1	5	50-70 mph	2
Passenger (Railiner)	8	3	50-70 mph	Self-propelled
Passenger (GO Transit)	7	7	50-70 mph	1
Freight	12	100	50-55 mph	3
Switcher	2	10-15	50-55 mph	1
b) 2300-0700 h				
Passenger (Railiner)	1	3	50-70 mph	Self-propelled
Passenger (GO Transit)	1	7	50-70 mph	1
Freight	7	100	50-55 mph	3

B. ENVIRONMENTAL SOUND CRITERIA (MOE)

<u>Space</u>	<u>L_{eq} (dBA)</u>	<u>Time Period</u>
Bedrooms	40	2300-0700
Living Rooms, etc.	45	0700-2300
Outdoor Recreational Areas	55	0700-2300

(Note: An increase of 10 dBA denotes a doubling in sound level.)

INTER-OFFICE MEMORANDUM

*Sent
Sept*

Office of the Commissioner of Planning & Development

1980 08 27

TO: Chairman of the Development Team
FROM: Planning and Development
RE: Application to Amend the Official Plan
Part Lots 7 and 8, Con. 2 WHS
TANANA INVESTMENT LTD. and GLEN HOPE DEVELOPMENTS
Our Files: C2W7.1 and C2W8.2

1.0 Introduction

An application has been filed to amend the Official Plan to permit an approximate 71.6 hectares (177 acres) parcel to be developed for low density residential and industrial purposes.

2.0 Property Location and Description

The 71.6 hectares (177 acres) subject property is located on the east side of Second Line West, immediately south of the CNR tracks.

The property has a frontage of 1178 metres (3865 feet) on Second Line West, and a depth of 650.7 metres (2135 feet) measured at the southerly boundary.

The parcel is of a generally flat topography and vacant with the exception of two farm residential dwellings near Second Line West. These dwellings are surrounded by the only pockets of mature tree growth on the property.

North of the subject lands, in the south-east corner of the intersection of Second Line West and the CNR tracks, a triangular lot is located which is very densely treed and used for a rural residential dwelling.

To the west, across Second Line West, lands are vacant except for six (6) single family detached dwellings, each of which is oriented toward and has direct access onto Second Line West. Four (4) of the residences are clustered together about midway between the CN tracks and the southerly boundary of the subject property.

To the south, lands are vacant at present, but have been the subject of a draft approved Residential Plan of Subdivision (Trevail Holdings).

To the east are an existing residential subdivision and industrial uses backing onto the CN tracks and fronting on the north side of Holtby Ave.

3.0 Official Plan and Zoning Status

The Consolidated Official Plan designates the subject property as "Agricultural" which does not permit the proposed low density residential and industrial uses.

The Draft Official Plan designates the property as "Residential" and "Industrial", with the industrial designation pertaining to the strip of land immediately south of the CN tracks. The property is identified as "New Development Area 10" where south of the said industrial area, single family, semi-detached and townhouse type dwellings are to locate at a gross residential density of 18.3 units per hectares (7.4 units per acre).

By-law 861 as amended by By-law 37-61 zones the subject property "A1" Agricultural zone.

4.0 Proposal

The applicant has requested that the Consolidated Official Plan be amended to permit the development of the 71.6 hectares (177 acres) subject lands for residential and industrial purposes.

More particularly, it is proposed that Holtby Ave. be extended westward to intersect with Second Line West and that the 8.5 hectares (21 acre) strip of land between such extension and the CNR tracks to the north be designated for industrial purposes.

The remaining 63.13 hectares (156 acres) to the south are proposed for low density residential uses including single family detached, semi-detached and townhouse type dwellings at a density of 18.3 units per gross hectare (7.4 units per gross acre). As such a maximum total population of 4040 people is anticipated.

The internal road system for the residential area will be designed to connect with the existing residential collector roads to the east (Avondale Drive, Flowertown Ave., and Burgby Ave.) and to integrate with the road pattern of the draft approved residential plan of subdivision to the south (Trevail Holdings). A total of three access points onto Second Line West are being proposed and no private driveways are to be permitted onto Second Line West.

The two well treed areas near Second Line West are to be preserved and used as parkettes. North of the proposed extension of Flowertown Ave. in the easterly portion of the proposed residential area, a neighbourhood park of approximately 1.6 hectares (4 acres) is to be located.

Development of the subject lands is not to proceed until such time as sanitary sewers and municipal water are available.

5.0 Comments

The Region of Peel advises that sanitary sewer outlets are not presently available as the lands are within the Fletchers Creek drainage shed. The external trunk works are anticipated to be completed by 1983.

The Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board have advised that they will not require a school site on the subject lands.

The proposed conceptual road pattern (illustrated on Attachment 2) is generally satisfactory from a transit and traffic engineering standpoint. Minor future realignment may be required as a result of detailed plan of subdivision review.

The Ministry of the Environment has advised that the proposed industrial use may serve as an effective buffer between the CN tracks to the north and the proposed residential area to the south provided that appropriate measures are taken to mitigate any potential negative impacts of the industrial uses on the neighbouring residential area. To emphasize the validity of their concerns in this regard the Ministry notes that they are presently examining a number of complaints from residents south of the existing industrial uses immediately east of the subject lands.

The City Parks and Recreation Department has requested that the two existing pockets of mature tree growth along Second Line West be preserved and used for park purposes, and, further, that the public open space requirement for the residential area be calculated in accordance with the standards of the new Draft Official Plan (ie: 1.6 hectares or 4.0 acres per 1000 population or cash in lieu of the land conveyance requirement).

The City Solicitor has advised that there is no problem in providing for the proposed westerly extension of Holtby Ave., as lands required to extend Holtby Ave. to the easterly boundary of the subject property are presently owned by the City of Brampton.

6.0 Discussion

In principle, Staff has no objection to industrial and residential uses in this location as this is in keeping with the development pattern set out in the Draft Official Plan.

However, Staff has the following concerns:

(a) Compatibility of Uses

The proposed location of the industrial use south of the CN railway is appropriate, as such intensive use will least be affected by the visual, sound and vibration disturbances of railway operations.

However, south of the proposed industrial area, residential uses are to locate, resulting in the juxtaposition of potentially incompatible uses. In order to mitigate any negative effects of industrial on neighbouring residential uses, the following measures should be taken:

- (i) Permitted industrial uses should be limited to "Prestige Industrial" uses, ie: industrial operations within wholly enclosed buildings which are unlikely to generate air pollution, odour, dust or excessive noise.
- (ii) No outside storage of goods or materials should be permitted in any front or side yards within the industrial area.

- (iii) A high standard of siting and design of industrial buildings, site design and signage should be required.
- (iv) Landscape Plans should be required and approved by Council prior to the issuance of industrial building permits.
- (v) Along Holtby Ave., industrial and residential uses should be buffered from each other by such measures as landscaped berms, increased setbacks, the strategic location of windows, the use of special building construction materials for accoustical insulation, glazing, ventilation etc., and/or other appropriate measures as can be devised and are to the satisfaction of the Ministry of the Environment and the City of Brampton.

Residential development along Second Line West should have reversed frontage or front on service roads as protection from any adverse environmental effects of Second Line West. For the same reason, increased setbacks, landscaped buffer strips, fencing and/or screening may be required to protect residential development in this location.

(b) Mix of Housing Types:

The Draft Official Plan sets out the following housing mix targets for the subject area:

Single detached type	45%
Semi-detached type (includes small lot singles)	35%
Townhousing types	20%

These targets were adopted by Council to provide for a choice of housing in terms of cost, tenure and size and

to satisfy the needs of households of various sizes, stages of life cycle and levels of income. Therefore, these housing mix targets should be reflected in the proposed Official Plan amendment.

(c) Parkland Requirement:

In accordance with the Draft Official Plan, 4.0 acres per 1000 people or approximately 16 acres of parkland would be required. However, a neighbourhood size park (approximately 4 acres) in addition to the two proposed Parkettes would suffice in this area, as an approximate 14.5 acre community park is planned to locate in close proximity to the subject lands (ie: south of the CN railway, east of MacLaughlin). Thus, cash in-lieu of any remaining parkland conveyance requirements should be accepted.

(d) Solar Efficiency:

The conceptual internal road system as per Attachment 2 has been designed to provide for approximately 60% of the residential lots to be within 15° orientation of true north. As such, a satisfactory attempt has been made to facilitate the maximization of solar efficiency in any future subdivision design for the subject area.

(e) Amendment Area and Phasing:

An approximate 8.1 hectares (20 acres) parcel in the south/east quadrant of the intersection of the CNR and Second Line West is not owned by the applicants and is, thus not part of their application. However, the said parcel is included under the "Industrial" category in the Draft Official Plan.

In order to ensure the comprehensive industrial development of all of the area immediately south of the CNR, it is recommended that the said parcel be included under

the "Prestige Industrial" designation of the proposed Official Plan Amendment, and that a phasing program be adopted whereby industrial development progresses over time from east to west, leaving the aforementioned 8.1 hectares parcel and the immediately abutting area to be developed last as one industrial block (see Attachment 2).

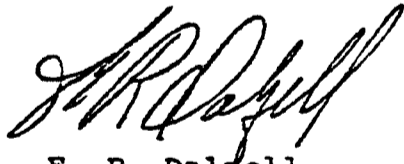
7.0 Recommendation

It is recommended that

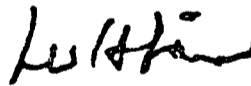
- (a) a Public Meeting be held respecting the joint application by Tanana Investments Limited and Glen Hope Investments (Files C2W7.1 and C2W8.2) for amendment to the Official Plan;
- (b) that subject to the results of the Public Meeting, the said applications be approved in principle and Staff be directed to prepare an Official Plan Amendment which contains development guidelines reflecting the concerns and recommendations identified under Section 6.0 of this report, and that
- (c) the said Official Plan Amendment be forwarded to Council for consideration and adoption.

AGREED

FY/bt



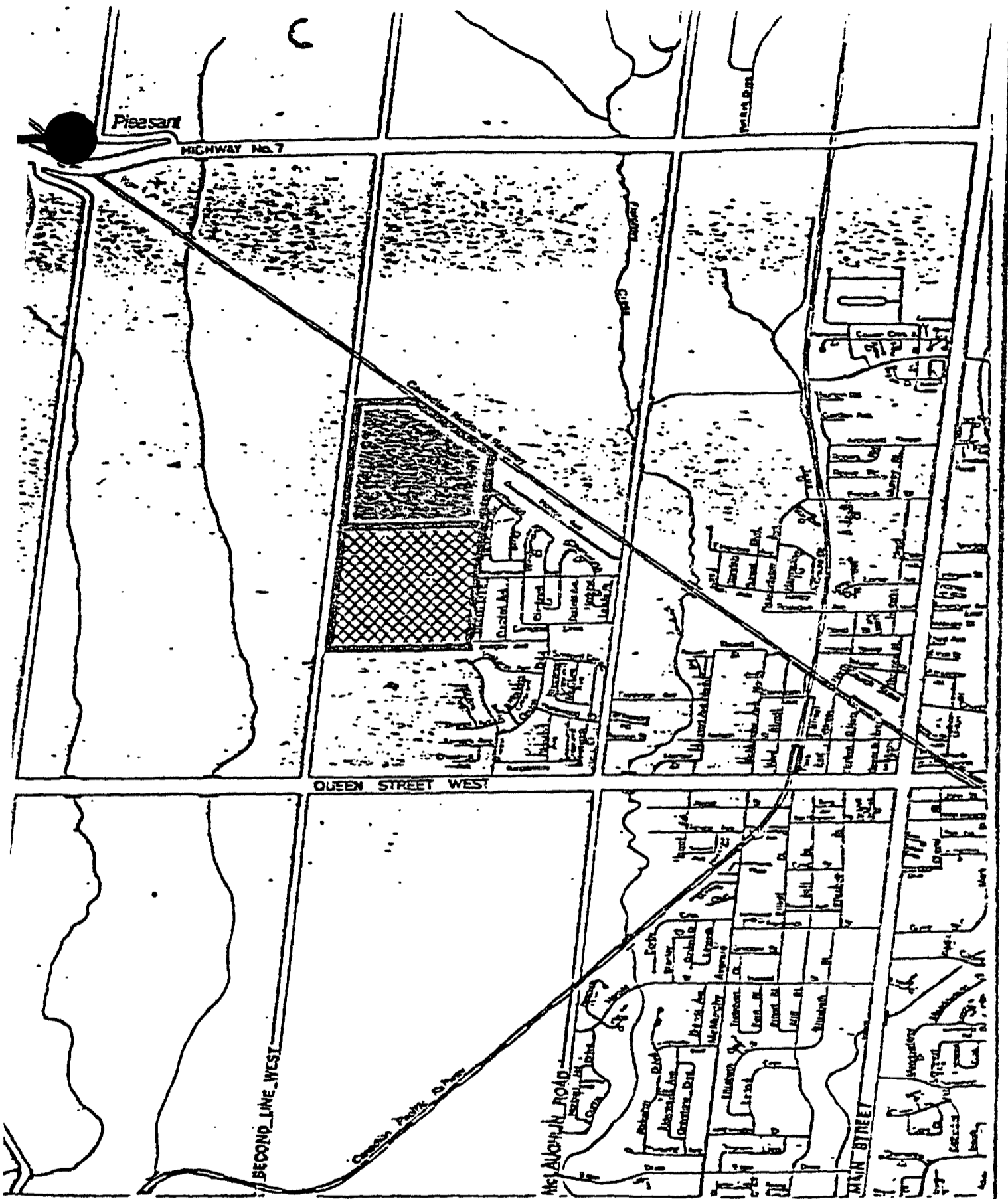
F. R. Dalzell,
Commissioner of Planning
and Development



L.W.H. Laine
Director, Planning and
Development Division

Attachments:

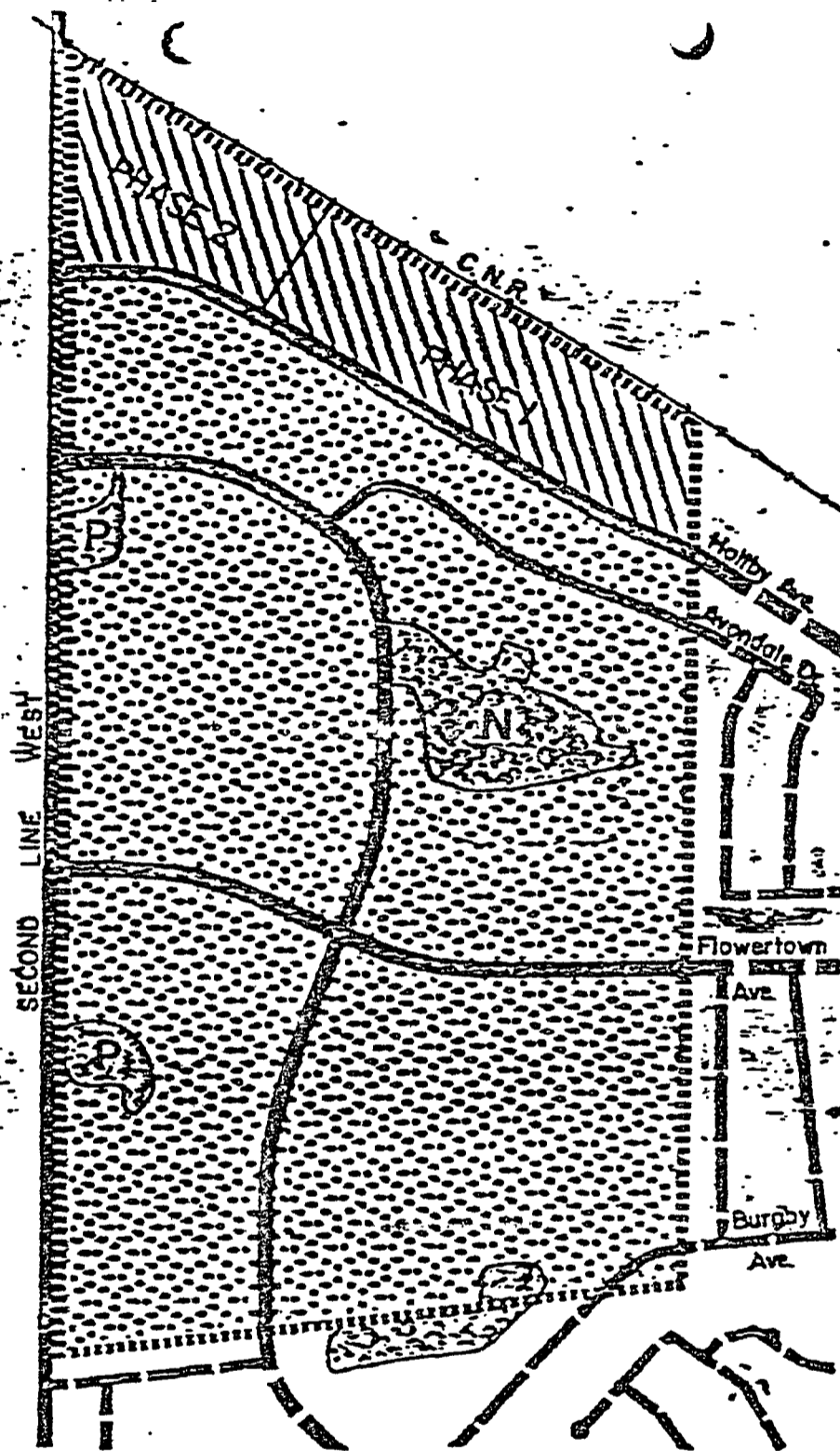
- (1) Location Map
- (2) Proposed Land Use Concept



Glen Hope Investments Ltd.
 1771
 1771



CITY OF BRAMPTON
 Planning and Development



PRESTIGE INDUSTRIAL



NEIGHBOURHOOD PARK



LOW DENSITY RESIDENTIAL (Singles, Semis) & Townhouses



PARKETT

----- PROPOSED AMENDMENT AREA

ANANA & GLEN HOPE
Proposed Secondary Plan Concept



CITY OF BRAMPTON
Planning and Development

Date: 1980 02 27 Drawn by: C.R.F.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1981 02 09

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Application to Amend the Official Plan
Lots 7 and 8, Concession 2, W.H.S.
TANANA INVESTMENT AND GLEN HOPE DEVELOPMENTS
Our Files: C2W7.1 and C2W8.2

Attached are the notes of the Public Meeting held on Wednesday, February 4, 1981, with respect to the above referenced application.

Approximately 50 members of the public were in attendance, several of whom expressed concerns respecting the following:

- 1) The potential for the proposed light industrial uses and associated traffic to have as much an undesirable effect on near-by existing and proposed housing as the existing heavy industry on Holtby Avenue;
- 2) The proposed function of Flowertown Avenue as a mid-block collector, and
- 3) The apparent inadequacy of commercial and recreational facilities in the Northwood Park Area.

Respecting Item 1 above, it is noted, that the existing industrial area north of Holtby Avenue has, since 1962, been zoned H1 - Heavy Industrial Zone by By-law 18-27, which permits amongst others, any manufacturing undertaking except explosives or fireworks, tannery, glue manufacturing or reduction of dead animals. The subject proposal is however, very specifically for light industrial uses to be controlled stringently by way of Official Plan designation, subdivision agreement, by-law

- cont'd. -

provisions and site development agreements, in order to mitigate undesirable effects on residences near-by.

Respecting Item 2 above, it is noted that the proposed extension of Flowertown Avenue to serve as a mid-block collector is in keeping with the New Official Plan in this regard and is desirable from a traffic engineering and transit service point of view.


Regarding Item 3 above, reference is made to a draft approved plan of subdivision for lands immediately south of the subject property (Trevail Holdings Ltd., File C2W6.1A) which provides for two parks of 3.32 hectares (8.2 acres) and 0.53 hectares (1.3 acres) in size, plus a convenience commercial block of 0.53 hectares (1.3 acres). This, together with existing commercial facilities and existing and proposed park land in the Northwood Park Area, may be regarded as adequate to serve the existing as well as future population.

RECOMMENDATION:

It is recommended to Planning Committee:

- 1) That the results of the Public Meeting of February 4, 1981 be recorded;
- 2) That the applications by Tanana Investments and Glen Hope Developments (Files C2W7.1 & C2W8.2) be endorsed in principle and staff be directed to prepare an Official Plan amendment which contains development guidelines reflecting the recommendations outlined in staff's reports on this matter, dated 1980 08 27 and 1980 12 04;
- 3) That the said Official Plan amendment be forwarded to Council for consideration and adoption.

AGREED


F. R. Dalzell,
Commissioner of Planning


L.W.H. Laine,
Director, Planning and
Development Services

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, February 4, 1981, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:52 p.m., with respect to a proposed Secondary Plan to amend the Official Plan, to permit the lands to be developed for residential and industrial purposes, (Tanana Investments Ltd., and Glen Hope Developments).

Members Present: Alderman H. Chadwick - Chairman
Councillor D. Sutter
Alderman F. Russell
Alderman F. Kee
Alderman R. Miller
Alderman C. Gibson
Alderman R. Callahan

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
F. Yao, Development Planner
W. Lee, Development Planner
E. Coulson, Secretary

The Chairman enquired if notices to the property owners within 400 feet of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

Approximately 50 members of the public were in attendance.

Ms. Yao outlined the proposal and addressed in particular the issues of alternative land uses on lands abutting the rail-line, location of housing types and the proposed traffic pattern.

- cont'd. -

Mr. G. McDougall, 78 Northwood Drive, enquired as to the reason for the motorized shovel, parked on the site. He expressed approval for the proposed light industry and street townhouses.

It was noted that the shovel did not belong to the City of Brampton nor the Developer, but that the matter was being investigated. Also, that the proposal being considered was for approval of the Secondary Plan, not a Plan of Subdivision.

Mrs. P. Sheridan, 5 Grange Drive, complained about the high noise level emitted from the existing factories on Holtby Avenue, and expressed concern relating to the factory which moved from Bramalea to Holtby Avenue, which may set a precedence for other factories.

She requested that no truck traffic be allowed between the hours of 12:00 p.m. and 7:00 a.m..

Mr. Dalzell noted that the Zoning By-law would control the uses of the proposed industrial area, but that nothing could be done about the existing industry.

Mr. W. Nicol, 10 Welbeck Drive, complained that the commercial and recreational facilities for the area had not been considered. He said that Flowertown Avenue should be rerouted because traffic to the plaza at the corner of McLaughlin Road and Queen Street West would use Flowertown Avenue. He expressed the opinion that the housing could be located close to the C.N.R. tracks and that ~~the housing density was too high.~~ Also, he complained about the parkland distribution within the subject lands. Further, he voiced objection to the proposal for industry, which he felt should be located north of the tracks. He said that the section set aside for industry should be designated commercial as there was a great need for neighbourhood commercial facilities in the area.

Mr. R. Goodland, 39 Welbeck Drive, voiced the opinion that the land proposed for industrial uses should be changed to commercial uses.

Mr. D. Wright, 7 Burgby Avenue, asked if the by-law covering this proposal would restrict the type of chemicals used by the industries locating on the subject site.

He was informed that there would be nothing in the by-law regulating chemicals, which was under the jurisdiction of the Ministry of the Environment.

Mr. R. Byrnes, 23 Cumbrian Court, commented that since there was no problem with the existing park near the tracks, there should be no difficulty in locating parkland near the tracks on the subject site. He wanted to know if special consideration had been given to vibration as well as noise levels. He questioned why the noise level quoted was greater than the accepted level.

Mr. Laine responded that 60 dBA was the ultimate estimation of sound level, and that in the summer months, the neighbourhood noise level could be greater than that.

Mr. Byrnes commented on the set back for the housing, noting that it was not fair to include back yards or Holtby Avenue in the 60 metre separation distance. Also, he wanted the industrial designation to be north of the C.N.R. tracks.

Mrs. J. Mistuna, 23 Chatsworth Drive, said that Flowertown Avenue should be widened.

Mr. C. Bryant, 19 Cambridge Crescent, was of the opinion that the Number 2 proposal was dismissed too quickly (tracks, sloped berm and housing). He said that the backyard should be from the berm to the house with a wall or fence along the backyards.

It was suggested that the housing could be oriented east to west.

Several persons expressed the opinion that Flowertown Avenue should be widened and dead-ended at the proposed new north-south road.

Mrs. Mistuna noted a lack of commercial and recreational facilities for Northwood Park, to which there was general agreement.

Mr. T. Elliot, 36 Parkway Avenue, complained that the noise level from the industry on Holtby Avenue was too high and could be heard on his street. He said that 55 to 60 dBA is extremely high.

Susan Dimarco, 1 Windermere Court asked that Item A (2) be deleted as a permitted use on the list of light industrial uses distributed at the public meeting (see attachments), and further, that Flowertown Avenue be diverted at the proposed north-south road to form a jog leading to the 2nd Line West at a point further to the south than currently proposed.

Mr. M. Beauchamp, 36 Welbeck Drive, asked when the development would take place north of the C.N.R. tracks and stated that industry was not needed south of the tracks, and that light industry may be interpreted in future to include heavy industry. He asked for the number of acres allotted for recreation and suggested that the proposed industry be changed to commercial.

A resident asked why the number of units quoted at the previous public meeting for Tanana/Glen Hope was 1200 to 1400 units, and in this presentation, 1000 units was quoted.

Ms. Yao explained how population figures were calculated.

Mr. Kadach, 27 Burgby Avenue, commented that condominium housing was not wanted. He suggested that Northwood Park density should continue as it is at present, and that singles and semi-detached units would be acceptable.

Mr. Dalzell explained the procedure of processing this proposal further.

There were no further questions or comments and the meeting adjourned at 9:40 p.m.

attachment: List of "Light Industrial" uses,
distributed at the Public Meeting.

LIGHT INDUSTRIAL

(A) PERMITTED USES

- (1) THE WAREHOUSING AND STORAGE OF GOODS AND PRODUCTS AND MATERIALS WITHIN AN ENCLOSED BUILDING;
- (2) THE MANUFACTURE AND ASSEMBLY OF THE FOLLOWING PRODUCTS:
 - (A) CLOTHING AND FINISHED TEXTILE OR FABRIC PRODUCTS;
 - (B) DIE CASTINGS INVOLVING THE USE OF PLASTICS AND LIGHT METALS INCLUDING ALUMINIUM AND ZINC;
 - (C) LIGHT MANUFACTURING ACTIVITIES INCLUDING THE MANUFACTURING OF ELECTRICAL COMPONENTS, BUILDING HARDWARE, TELEPHONE, TELEVISION, RADIO AND ELECTRONIC COMPONENTS, DRUGS AND PHARMACEUTICAL PRODUCTS, COSMETICS AND ASSOCIATED PRODUCTS;
- (3) SHOPS FOR THE REPAIR OR MANUFACTURING OF SMALL GOODS AND WARES;
- (4) BUSINESS, PROFESSIONAL AND ADMINISTRATIVE OFFICES CONNECTED WITH ANOTHER PERMITTED USE OF THE LAND;
- (5) EXHIBITION AND CONFERENCE HALLS;
- (6) RADIO, TELEVISION BROADCASTING AND TRANSMISSION FACILITIES;
- (7) GRAPHIC ARTS TRADE;
- (8) ONE DWELLING UNIT AS PART OF AN INDUSTRIAL BUILDING FOR THE USE ONLY OF A CARETAKER OR NIGHT WATCHMAN EMPLOYED IN CONNECTION THEREWITH;
- (9) ANY PUBLIC USE OF THE SAME GENERAL CHARACTER AS THE OTHER PERMITTED USES; AND
- (10) ANY USE ACCESSORY TO ANY OF THE FOREGOING USES.

(B) REGULATION

- (1) THE MINIMUM FRONT YARD DEPTH SHALL BE 18 METRES (59.06 FEET);
- (2) THE MINIMUM LOT AREA SHALL BE 2,000 SQUARE METRES (21,528 SQUARE FEET);
- (3) THE MINIMUM SIDE YARD WIDTH ON EACH SIDE OF THE BUILDING CONSTRUCTED THEREON SHALL BE 8 METRES (26 FEET). FOR ANY LOT HAVING A FRONTAGE IN EXCESS OF 50 METRES (164 FEET), THE MINIMUM SIDE YARD WIDTH ON EACH SIDE OF THE BUILDING CONSTRUCTED THEREON SHALL BE 15 PERCENT OF THE SAID FRONTAGE UP TO A MAXIMUM SIDE YARD WIDTH REQUIREMENT OF 30 METRES (98 FEET);
- (4) THE MAXIMUM LAND COVERAGE OF BUILDINGS AND STRUCTURES SHALL NOT EXCEED FIFTY (50) PERCENT OF THE LOT AREA;
- (5) THE MINIMUM REAR YARD DEPTH SHALL BE 20 METRES (65.6 FEET);
- (6) ALL REQUIRED FRONT YARD AND ALL REQUIRED SIDE YARDS FROM THE FRONT LINE TO THE DEPTH OF THE REAR BUILDING LINE FROM THE FRONT LOT LINE SHALL BE LANDSCAPED, SUCH LANDSCAPING BEING PAVING OF DRIVEWAYS AND PARKING AREAS, LAWNS AND PLANTING STRIPS, PROVIDED HOWEVER THAT PAVED AREAS SHALL NOT EXCEED FIFTY PERCENT (50%) OF THE AREA OF THE REQUIRED FRONT YARD;
- (7) (A) NO OUTDOOR TRUCK LOADING FACILITIES ARE PERMITTED IN THE FRONT YARD;
(B) IF THE BUILDING DEPTH IS LESS THAN 60 METRES (197 FEET), NO OUTDOOR TRUCK LOADING FACILITIES ARE PERMITTED WITHIN THE FRONT HALF OF THE BUILDING DEPTH;
(C) IF THE BUILDING DEPTH IS GREATER THAN 60 METRES (197 FEET), NO OUTDOOR TRUCK LOADING FACILITIES ARE PERMITTED WITHIN THE FIRST 30 METRES (98.4 FEET) OF THE BUILDING DEPTH;

- (8) AT LEAST ONE PARKING SPACE FOR EACH 55 SQUARE METRES (592 SQUARE FEET) OF GROSS FLOOR AREA SHALL BE PROVIDED ON THE SAME LOT, AND SUCH PARKING SPACE SHALL BE USED ONLY FOR VEHICLES OF EMPLOYEES, VEHICLES OF CUSTOMERS, AND VEHICLES REQUIRED INCIDENTAL TO THE MAIN USE OF THE LOT;
- (9) ALL OPERATIONS ARE TO BE CARRIED OUT WITHIN BUILDINGS AND NO BUILDING SHALL EXCEED TWO STOREYS IN HEIGHT;
- (10) NO STORAGE SHALL BE PERMITTED OUTSIDE A BUILDING EXCEPT WHERE SUCH STORAGE IS CONFINED TO THE REAR YARD AND NOT CLOSER THAN 1.22 METRES (4 FEET) TO ANY LOT LINE AND IS TOTALLY ENCLOSED WITH A SOLID FENCE SCREENING HAVING A MINIMUM HEIGHT OF 1.83 METRES (6 FEET) AND A MAXIMUM HEIGHT OF 3 METRES (10 FEET), PROVIDED NO FENCE SHALL BE REQUIRED ON THE REAR LOT LINE WHERE A REAR YARD ABUTS A RAILWAY RIGHT-OF-WAY. PROVIDED THAT NO SAND, GRAVEL, AGGREGATE STONE, COKE AND WITHOUT LIMITING THE GENERALITY OF THE FOREGOING, NO MATERIAL THAT WOULD BE MOVED BY ACTION OF THE ELEMENTS SHALL BE STORED EXCEPT IN AN ENCLOSED BUILDING. IN CASES WHERE SOLID FENCE SCREENING IS REQUIRED BECAUSE OF OUTSIDE STORAGE, THE HEIGHT OF OUTSIDE STORAGE SHALL NOT EXCEED THE HEIGHT OF THE SOLID FENCE SCREENING.

PASSED April 14th 19 82



BY-LAW

No. 67-82

To adopt Amendment Number 97 to the
Consolidated Official Plan of the City
of Brampton Planning Area.
(TANANA INVESTMENTS & GLEN HOPE DEV. LTD.)





THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 67-82

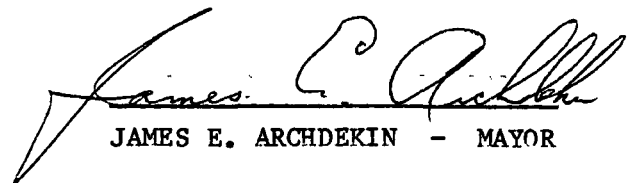
To adopt Amendment Number 97 to
the Consolidated Official Plan of the
City of Brampton Planning Area.

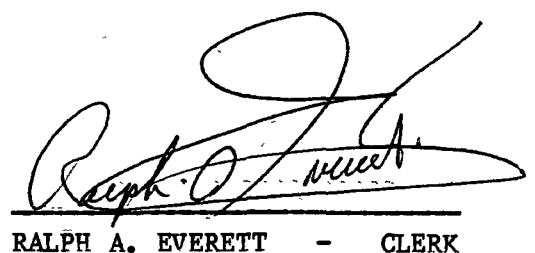
The Council of The Corporation of the City of Brampton, in accordance with the provisions of the Regional Municipality of Peel Act, and the Planning Act, hereby ENACTS as follows:

1. Amendment Number 97 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs and Housing for approval of Amendment Number 97 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this 14th day of April, 1982


JAMES E. ARCHDEKIN - MAYOR


RALPH A. EVERETT - CLERK

67-82



O 850064

Ontario Municipal Board

IN THE MATTER OF Section 51 of The Planning Act (R.S.O. 1980, c. 379)

- and -

IN THE MATTER OF a referral to this Board by the Honourable Dennis R. Timbrell, Minister of Municipal Affairs and Housing, on a request by Tanana Investments Ltd. and the Association of Peel People Evaluating Agricultural Land (APPEAL) for consideration of proposed Amendment No. 97 to the Consolidated Official Plan for the City of Brampton Planning Area
Minister's File No. 21-OP-0006-97

B E F O R E :

M. D. HENDERSON
Member

- and -

D. W. MIDDLETON
Member

)
)
)
)
)
)
)

Monday, the 20th day of

January, 1986

THE BOARD ORDERS that the Board order made herein on Monday, the 20th day of January, 1986 and entered in Order Book No. 085-1 at Folio No. 46 on the 24th day of March, 1986 is hereby amended by changing the 3rd paragraph to read as follows:-

"THE BOARD ORDERS that Amendment No. 97, attached as Schedule "A" to this order, is hereby modified by changes to the text concerning Section 5.11 and 9.1.6 and a revision to Plate No. 57 map; and as so modified is approved as it applies to the residential development only."

J.P. W. Felchman
SECRETARY

RECEIVED
CLERK'S DEPT.

APR 23 1986

REG. No. 2269
FILE No. C12217.1

ENTERED
O. B. No. 085-1
Folio No. 48
APR 17 1986
J.P. W. Felchman
SECRETARY, ONT. MUNICIPAL BOARD

ORIGINAL

By law 67-82

AMENDMENT NUMBER 97
to the Consolidated Official Plan
of the City of Brampton Planning Area



O 850064

Ontario Municipal Board

**IN THE MATTER OF Section 51 of
the Planning Act, (R.S.O. 1980,
c. 379)**

RECEIVED
CLERK'S DEPT.

MAR 27 1986
1718
C2277.1
O.P. 97 ✓

**AND IN THE MATTER OF a referral
to this Board by the Honourable
Dennis R. Timbrell, Minister of
Municipal Affairs and Housing,
on a request by Tanana Invest-
ments Ltd. and the Association
of Peel People Evaluating
Agricultural Land (APPEAL) for
consideration of proposed Amend-
ment No. 97 to the Consolidated
Official Plan for the City of
Brampton Planning Area**

REG. No.:
FILE No.:

Minister's File No. 21-OP-0006-97

B E F O R E :

M.D. HENDERSON
Member

- and -

D.W. MIDDLETON
Member

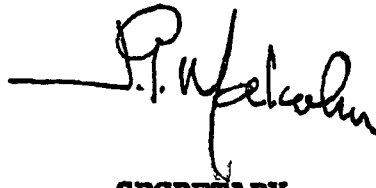
]
]
] Monday, the 20th day
] of January, 1986
]

**THIS APPLICATION having come on for public hearing and
after the hearing of the application, the Board having
reserved its decision until this day;**

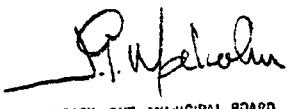
**THE BOARD ORDERS that approval of Amendment No. 97 to
the Consolidated Official Plan for the City of Brampton
Planning Area with respect to the industrial lands is
reserved.**

**THE BOARD ORDERS that Amendment No. 97, attached as
Schedule "A" to this order, is hereby modified by changes
to the text concerning Sections 5.11 and 9.16 and a
revision to Plate No.57 map; and as so modified is
approved as it applies to the residential development only.**

AND THE BOARD ORDERS that in all other respects,
Amendment No. 97 is hereby approved, and the objections
by the referrors, Tanana Investments Ltd. and the
Association of Peel People Evaluating Agricultural Land
(APPEAL) are hereby dismissed.



SECRETARY

ENTERED
O. B. No. 085-1
Folio No. 46
MAR 24 1986

SECRETARY, CNT. MUNICIPAL BOARD

1. Purpose:

The purpose of this amendment is to add the lands shown on the attached Schedule A to the City of Brampton urban area and to establish policy guidelines for the residential and light industrial development of the said lands.

2. Location:

The lands subject to this amendment comprise a total area of 77.3 # hectares (191 acres) and are bounded by Second Line West to the west, the northerly limit of Lot 6, Concession 2, W.H.S. to the south, an existing residential subdivision to the east, and the Canadian National Railroad tracks to the north, are part of Lots 7 and 8, Concession 2, W.H.S. in the City of Brampton and are shown as "New Development Area 10" on Schedule A attached hereto.

3. Details of the Amendment and Policies relative thereto:

The Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by designating, on Plate Number 1, the lands shown as "New Development Area 10" on Schedule A attached hereto, as Chapter C 61;
- (2) by changing, on Plate Number 2, the land use designation of the lands subject to this amendment, as shown on Schedule A, to the land use designations shown on Schedule A.
- (3) by outlining, on Plate Number 2, the lands subject to this amendment and adding thereto the label, "See Plate Number 57";
- (4) by adding thereto, as Plate Number 57, Schedule A to this amendment;
- (5) by adding the following text to Part C, Section C of the Consolidated Official Plan as Chapter C61:

SCHEDULE "A"

O 850064

To the order of the Ontario Municipal
Board made on the 20th day of
January, 1986.



SECRETARY

"Chapter 61

1. Purpose:

The purpose of this chapter is to add to the City of Brampton urban area the lands outlined on Plate Number 57, and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development for residential and light industrial purposes. The area covered by Chapter C61 will henceforth be referred to as "New Development Area 10 Secondary Plan Area".

2. Location:

The New Development Area 10 Secondary Plan Area comprises a total area of 77.3 ha (191 acres) and is bounded by Second Line West, the Canadian National Railway tracks, an existing residential subdivision and the northerly limit of Lot 6, Concession 2, W.H.S. and is part of Lots 7 and 8 in Concession 2, W.H.S. in the City of Brampton, as outlined on Plate Number 57.

3. Definitions:

"Net Density" means the number of dwelling units per net residential area as defined below.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.

"Semi-Detached Density" means a density of 26 to 35 dwelling units per net residential hectare (11-14 units per net acre) which is typically associated with the semi-detached, link townhouses or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhousing types.

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Net Residential Area" means the area consisting of one or more surveyed and registered lots, blocks and parcels, the principal use of which is for dwellings.

"Gross Residential Area" means the area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended to the centre-line of the roads.

"Density Target" means that dwelling unit density ultimately to be achieved by way of implementation of this plan.

Development Principles

4.0 General Provisions:

4.1 Energy Conservation:

4.1.2 The City shall require that any buildings or structures in the residential and industrial areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and wind direction to minimize heat loss from wind and to maximize the heating effect of the sun.

4.1.3 The City shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and westerly winds and by providing shading from and exposure to the sun during the summer and winter respectively.

4.1.4 The City shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.2 Noise Abatement:

4.2.1 Development which includes outdoor, passive recreation areas such as private and shared outdoor areas accessory to residential buildings will not be permitted in locations where the outdoor noise levels are forecast to exceed limits acceptable to the City and/or the limits specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.

- 4.2.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of noise from traffic, industrial operations and/or train movements will only be permitted if it includes noise insulating features which result in interior noise levels that comply with indoor standards acceptable to the City and/or the standards specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment, as amended or replaced to the date development takes place.
- 4.2.3 The proponents of development within any area which is likely to be adversely affected by excessive noise levels shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.2.4 Where relevant, an evaluation of the impact of vibrations and fumes from transportation facilities will be included as a component of the study required under policy 4.2.3.
- 4.2.5 Proposed development that has the potential to be a source of noise shall be constructed to maintain the ambient noise level created by the local traffic in the area.

5.0 Residential Policies:

- 5.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 10 area:

Table 1

<u>Housing Type</u>	<u>% of Total Dwelling Units</u>
Single detached density types	45%
Semi-detached density types	35%
Townhousing density types	<u>20%</u>
	100%

- 5.2 The density target for the New Development Area 10 is 18.3 units per hectare (7.4 units per acre) of gross residential area.
- 5.3 In areas designated Low Density Residential on Plate Number 57, permitted uses include those residential uses within the Low

Density range defined in Section 3.0, subject to policies 5.1 and 5.2 above.

- 5.4 In areas designated Low to Medium Density Residential on Plate Number 57, permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Section 3.0, subject to policies 5.1 and 5.2.
- 5.5 The City shall give consideration to innovative housing design, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.
- 5.6 The City shall consider the advisability of including on-site recreational facilities in medium density residential development commensurate with the anticipated family composition and incomes of future residents.
- 5.7 Group homes will be permitted on appropriate sites in the residential designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.
- 5.8 The City shall endeavour to ensure the orderly provision of community services in conjunction with new residential development.
- 5.9 Day Care Centres, be they public, commercial or private may be located in any part of the chapter area provided that the following conditions of safety, service and accessibility are met:
- (i) primary access to a Minor Collector road and accessible by public transit,
 - (ii) adequate ingress/egress and parking so as to minimize conflict with other traffic,
 - (iii) siting and landscaping to minimize adverse impact on adjacent residential uses, and
 - (iv) minimal air and noise pollution.
- 5.10 Phasing of residential development shall be established on the basis of economic efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this chapter.
- 5.11 It is estimated that one separate school will be required in New Development Area 10 in the location indicated on Plate Number 57. This school site shall be included in the relevant plan of subdivision to the satisfaction of the Dufferin-Peel Roman Catholic Separate School Board. In the event that the school site may not be required, then the site may be used for Low Density Residential purposes without further amendment to this plan.

6.0 Open Space:

6.1 Definition:

Lands designated Open Space on Plate 57 will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.

6.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be purchased by the municipality or any other public agency.

6.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Open Space.

6.4 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valley lands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirement or as part of the conveyance of land required under the Planning Act.

6.5 Notwithstanding policy 6.4 it is recognized that connecting walkways and pedestrian grade separations, and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City where appropriate, or to the relevant Conservation Authority in connection with all forms of development.

6.6 The City may accept cash in lieu of the land conveyance requirement, or the City may accept park lands other than those contained in the particular subdivision or development plan.

6.7 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.

6.8 It is the City's intent to satisfy part of the demand for neighbourhood and community recreation facilities by requesting that developers of medium density residential development provide on-site recreation facilities.

6.9 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, and neighbourhood service level policies and standards contained hereunder.

6.10 Parkettes: Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Space and Facilities

Parkettes should contain sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium density areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes. Active parkettes catering primarily to the play needs of the young should be approximately 0.5 acres in size.

(c) Service Radius and Population

Where possible, active parkettes will be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a neighbourhood park or elementary school playground.

6.11 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

(a) Activity Spaces and Facilities:

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;

- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks:

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population:

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

- 6.12 Lands required for park purposes in the New Development Area 10 shall be conveyed in the amount required for the specific category of park (as per policies 6.9 to 6.11) and in the general locations indicated on Plate 57, as a condition of development approval.
- 6.13 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.
- 6.14 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and parkettes.
- 6.15 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of parkland linkages.
- 6.16 The City may develop a system of pedestrian and bicycle trails for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities, both within and outside of New Development Area 10.
- 6.17 The neighbourhood park area shown on Plate 57 as abutting the southerly boundary of New Development Area 10 shall form part of a neighbourhood park to be located immediately to the south of said boundary.

6.18 The parkettes shown on Plate 57 are located to coincide with areas which are well treed and the preservation of trees shall be a major criteria in the design of these parkettes.

7.0 Industrial

7.1 Definition

The Light Industrial land use designation on Plate No. 57 shall include lands predominantly used for the light manufacturing, assembling, warehousing and storage of goods and products, repair and servicing operations, exhibition and conference halls.

Non-industrial uses may be permitted in a designated Industrial area provided they do not interfere with or are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include public and commercial recreation facilities, community services, retail and office uses ancillary to an industrial use.

7.2 The following criteria shall apply to Light Industrial development:

- (i) limited to industrial operations within wholly enclosed buildings,
- (ii) may be developed in conjunction with office and retail uses permitted under section 7.1,
- (iii) a high standard of building design, and signs, yards and landscaping, and in accordance with section 40 of the Planning Act, Council shall endeavour to ensure that due regard is being given to such elements as:
 - (a) the siting and design of buildings,
 - (b) exterior construction materials and colours,
 - (c) vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
 - (d) location, lighting and screening of parking areas,
 - (e) landscaping and fencing,
 - (f) location of garbage disposal facilities and areas for snow storage.

(iv) not likely to generate air pollution, odour or excessive noise and vibration,

(v) no outside storage of goods or materials,

(vi) proposals of industrial development may be required to submit a landscape plan which must be approved by the City prior to the issuance of building permits.

7.3 Industrial Uses shall be buffered from residential areas and public highways by such means as berms and increased yard widths and depths. Fencing or screening will be required where deemed appropriate.

7.4 Where residential uses are at the date of adoption of this Amendment, located in an area designated Light Industrial on Plate No. 57, lands abutting or adjacent to these uses shall not be approved for industrial development until those lands can be developed in conjunction with the residential lands for industrial purposes.

8.0 Transportation Policies

8.1 Roads

8.1.1 Road facilities in the New Development Area 10 are intended to function in accordance with the following guidelines and classifications:

(a) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.

(b) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with

arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

- (c) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (d) Locals are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (e) Minor Locals are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

8.1.2 The minimum right-of-way requirement for Second Line West within the New Development Area 10 shall be 36 metres (120 feet). The minimum right-of-way width requirement for Collector Roads and Minor Collector Roads shall be 26 metres (86 feet) and 23 metres (76 feet) respectively. Right-of-way width requirements will typically be 20 metres (66 feet) and 17 metres (56 feet) for Local Roads and Minor Local Roads respectively. The minor road network is not shown on Plate No. 57 and will be subject to approval as part of the subdivision approval process.

8.1.3 The required right-of-way width specified in section 8.1.2 denotes only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

8.1.4 The traffic carrying function of the arterial road system will be protected and improved by:

- (a) discouraging intersections of local streets with arterials in the design of the subdivisions; and
 - (b) controlling the number of collector road intersections with arterial roads through the regulation of subdivision design.
- 8.1.5 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincidental when the location of a major feature is adjusted slightly.
- 8.1.6 Minor adjustments to the alignment of the roads shown on Plate No. 57 will be permitted without an amendment to this Plan.
- 8.1.7 The City will endeavour to achieve a safe and quiet atmosphere in residential areas by:
- (a) encouraging the use of minor crescent streets and the selective use of short culs-de-sac in subdivision design where feasible;
 - (b) using street designs which discourage excessive speeds;
 - (c) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
 - (d) locating higher density development where access can be gained directly from a collector or minor collector street whenever practicable.
- 8.1.8 The design of facilities within road right-of-ways shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.
- 8.1.9 The pattern and design of collector and local roads shall discourage through trips from penetrating residential neighbourhoods.
- 8.1.10 Holtby Avenue shall be extended westward to intersect with Second Line West in the approximate location shown on Plate 57.
- 8.1.11 Direct access from Holtby Avenue to abutting residential properties will not be permitted.
- 8.2 Pedestrians
- 8.2.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling

units to transit, school, shopping and park facilities and between residential neighbourhoods.

8.3 Public Transit

- 8.3.1 The City will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.
- 8.3.2 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.
- 8.3.3 A transit system in the New Development Area 10 will primarily use the Arterial and Collector road system.
- 8.3.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.

8.4 Railways

- 8.4.1 Prior to development of lands in the vicinity of the intersection of the Canadian National Railway and Second Line West, the City shall determine the need for a grade separation and if necessary provision shall be made in all site plans and plans of subdivision.

8.5 Transportation Facilities Impact

- 8.5.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.

9.0 MAJOR PUBLIC UTILITIES POLICIES

9.1 Storm Water Management

- 9.1.1 Introduction: Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the

aquatic environment, increased stream management costs, and impairment of natural beauty.

- 9.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, Council shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.
- 9.1.3 The City shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition.
- 9.1.4 The City shall ensure all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.
- 9.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.
- 9.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 10 and will be subject to the approval of the Ministry of Natural Resources and the responsible Conservation Authority prior to the draft approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

9.2 Sanitary Sewerage

- 9.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following design and development objectives:

- (i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.
- (ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

9.3 Cabled Services

- 9.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

9.3.2 The City shall endeavour to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

10.0 Implementation Policies

10.1 Interpretation

10.1.1 In order to provide for flexibility in the interpretation of the text and maps of this chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.

10.1.2 Although Plate Number 57 together with the text of this chapter establishes boundaries of land use designations, and road alignments as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary plan and the Official Plan is clearly respected.

10.2 Restricted Area By-law

10.2.1 Restricted Area By-laws pursuant to section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this chapter.

10.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, The City may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

10.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this chapter.

10.3 Subdivision Control

10.3.1 The subdivision Plan Approval process and Subdivision Agreements pursuant to section 36 of the Planning Act will be used by the

City to ensure that the policies and land uses of this chapter are complied with and that a high standard of layout and design is maintained in new development areas.

10.3.2 The City will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

10.3.3 The storm water management studies referred to in policy 9.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 10.

10.4 Site Plan Control

The City may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to section 40 of the Planning Act.

10.5 Parkland

10.5.1 Lands may be acquired for parks and recreation purposes in connection with plans of subdivision and as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

10.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

10.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in the preceding policies and development of lands adjacent to such areas may be considered premature unless and until such areas have come into public ownership.

10.6 Financial and Phasing

10.6.1 Development on those lands adjacent to Holtby Avenue Extension which require a noise analysis will only be considered when preliminary designs for Holtby Avenue have been approved by the City.

10.6.2 The phasing of residential developments or portions thereof shall be based on the following criteria:

- (i) Financial: Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
- (ii) Support to Existing Infrastructure: Favours those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
- (iii) Piped Services (Sewer and Water): Favours those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
- (iv) Transportation Services (Road and Transit): Favours those developments and areas which are most readily and economically provided with roadway facilities and with transit service.
- (v) Parkland and Community Services: Favours those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs: Favours those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton.
- (vii) Environmental Concerns (Noise, etc): Favours those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns: Favours those developments and areas which are unlikely to create or aggravate social

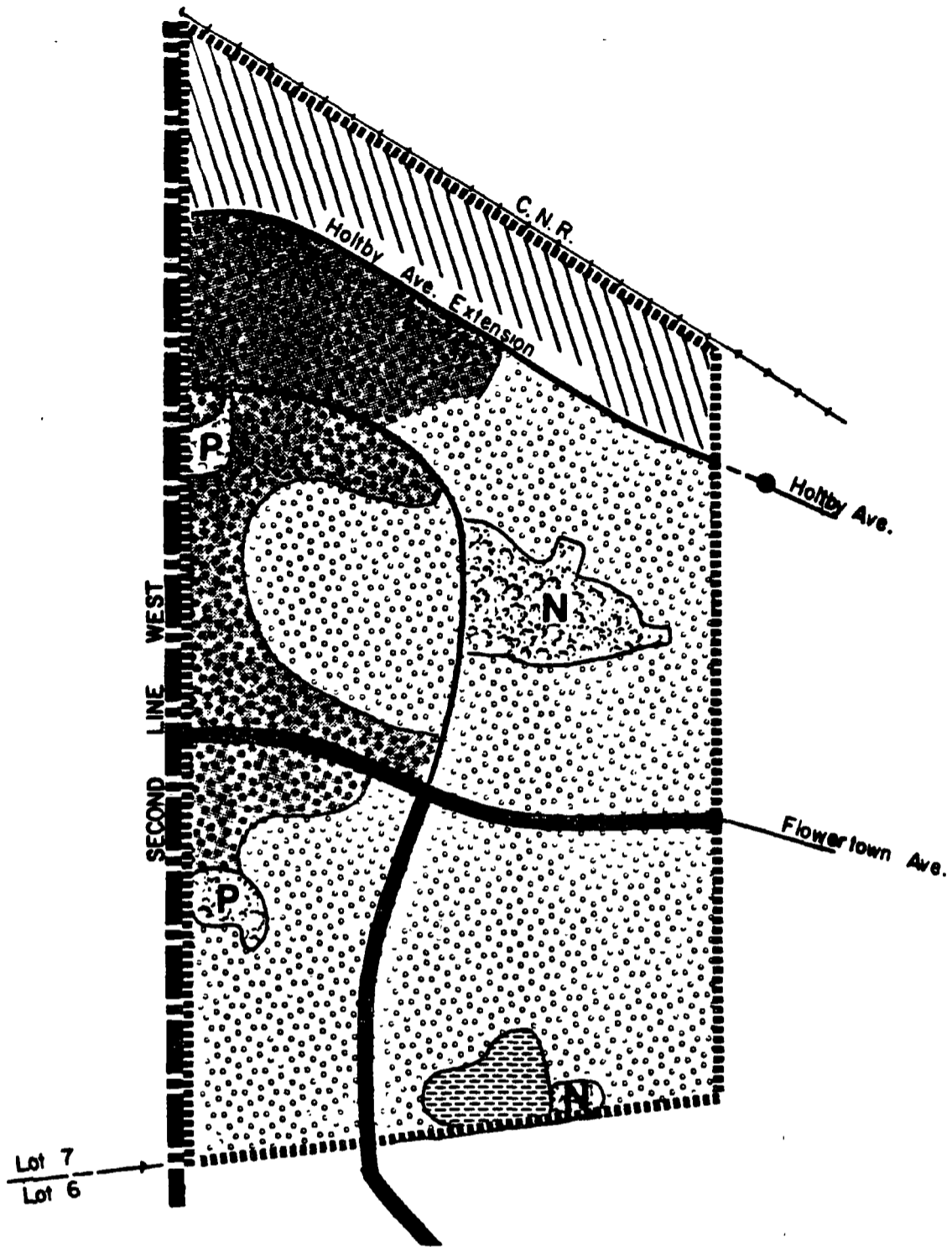
problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.

- (ix) Consistency with other Official Plan Policies: Favours those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.

- (x) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favours the earliest development in official circulation by the Region or the Province.

JP
12/3/30

NEW DEVELOPMENT AREA 10


















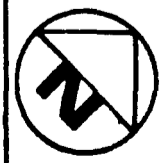
-  INDUSTRIAL
-  LIGHT INDUSTRIAL
-  RESIDENTIAL
-  LOW DENSITY RESIDENTIAL
-  LOW TO MEDIUM DENSITY RESIDENTIAL
-  OPEN SPACE
-  NEIGHBOURHOOD PARK
-  PARKETTE
-  ROADS
-  MAJOR ARTERIAL
-  COLLECTOR
-  MINOR COLLECTOR
-  NEW DEVELOPMENT AREA 10 BOUNDARY
-  INSTITUTIONAL
-  SEPARATE SCHOOL

PLATE NO. 57

O.P. Amendment No.
Schedule 'A'



CITY OF BRAMPTON
Planning and Development

Date: 81. 03 25 Drawn by: J.K.
File no. C2W7.1 Map no. 41-3B
 C2W8.2