



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 81-92

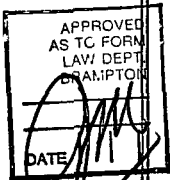
To adopt Amendment Number 214
to the Official Plan of the
City of Brampton Planning Area

The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 214 to the 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 for approval of Amendment Number 214 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this 27th day of April 1992




PETER ROBERTSON - MAYOR


LEONARD J. MIKULICH - CLERK

AMENDMENT NUMBER 214
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER 214
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1.0 PURPOSE

The City of Brampton has determined, through a number of detailed transportation studies, the need to improve the traffic network and road system capacity within the downtown area, also known as the "Brampton Central Secondary Planning Area." In particular, the extension of Nelson Street West, east of Main Street to connect with Chapel Street north of Queen Street, has been identified as an important improvement to:

- o provide a greater continuity of the road work;
- o provide an opportunity to relieve congestion at the Main Street/Queen Street Intersection;
- o enhance service to existing and future land uses within the downtown;
- o accommodate long term transportation demands; and,
- o minimize adverse traffic impacts on adjacent residential lands.

Accordingly, it is the purpose of this amendment to provide for a new collector road alignment to facilitate the extension of Nelson Street West, from Main Street to Queen Street. The new collector road alignment is to be incorporated within the relevant transportation schedules of the Brampton Official Plan, and the Brampton Central Area Secondary Plan.

2.0 LOCATION

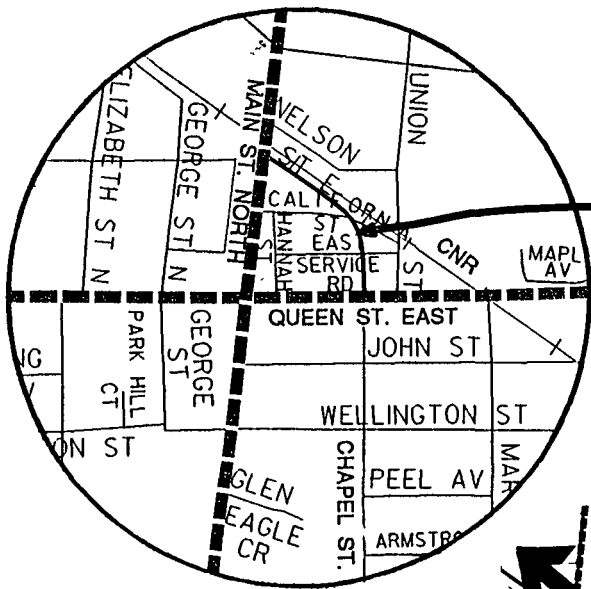
The lands subject to this amendment are located generally in the area east of Main Street North; south of the Canadian National Railway right-of-way; west of Union Street and north of Queen Street West. The subject lands are situated in part of Lot 6, Concession 1, E.H.S., in the former Town of Brampton, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

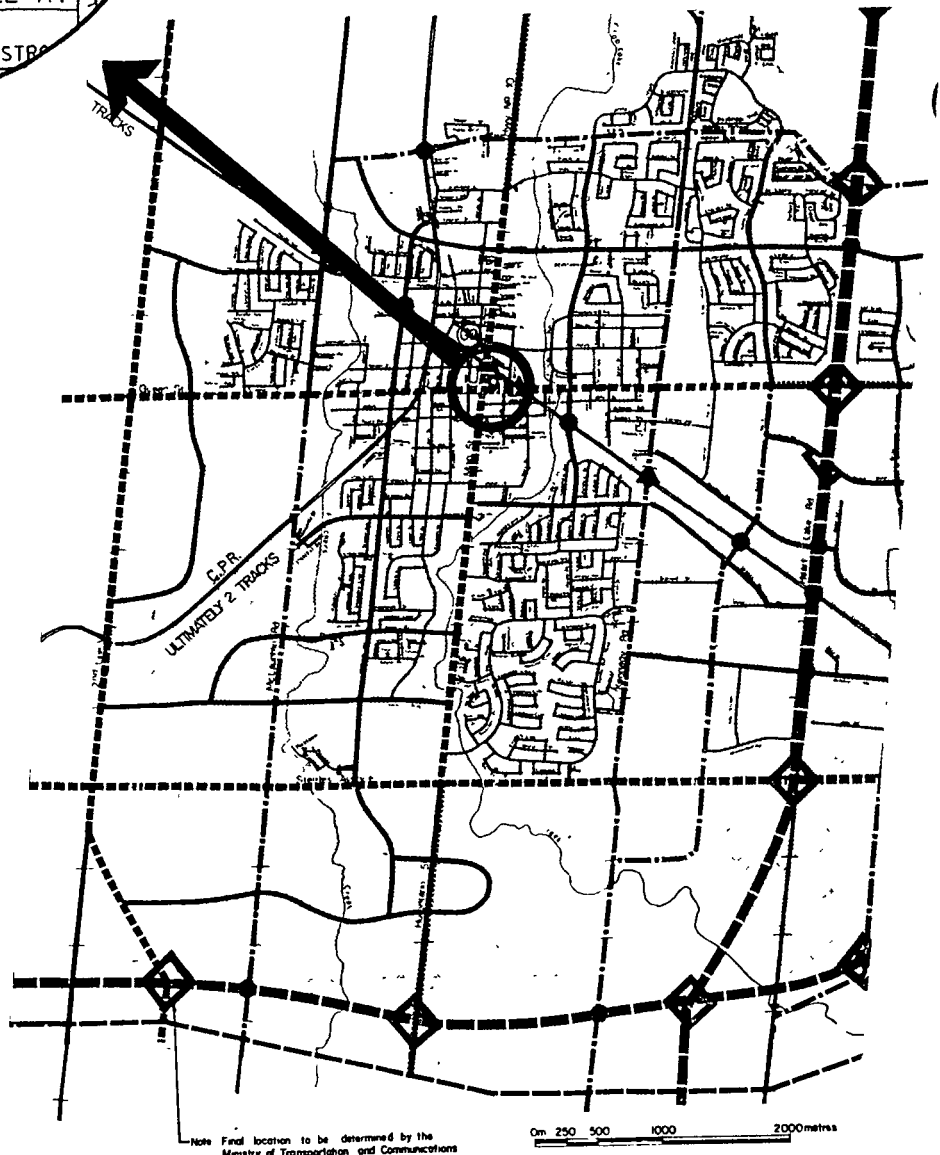
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 7, as set out in the first paragraph of Section 7.2.7.7 thereof, Amendment Number 214;
- (2) by adding to Schedule "H" (Major Transportation Elements and Major Road Network) thereto, the alignment of a collector road on the lands shown outlined on Schedule "A" to this amendment;
- (3) by adding to Schedule "I" (Major Road Right-of-Way Widths) the alignment and corresponding right-of-way width (20.0 metres or less) for the collector road shown outlined on Schedule "B" to this amendment; and,
- (4) by adding to Schedule SP7(a) (Brampton Central Planning Area) the Minor Collector Road alignment shown outlined on Schedule "C" to this amendment.

POL1/92/JC/cp/CaliforniaOPA



ADD COLLECTOR
ROAD



SCHEDULE "H" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR TRANSPORTATION AND MAJOR ROAD NETWORK"

- PROVINCIAL FREEWAY
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- COLLECTOR ROADS
- ▲ EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- ◊ COMPLETE INTERCHANGE
- ◊ PARTIAL INTERCHANGE
- URBAN AREA
- RURAL ESTATE AREA
- MAJOR RAILWAY LINE
- ⊙ GO RAIL TRANSIT STATION

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "A" 81-92



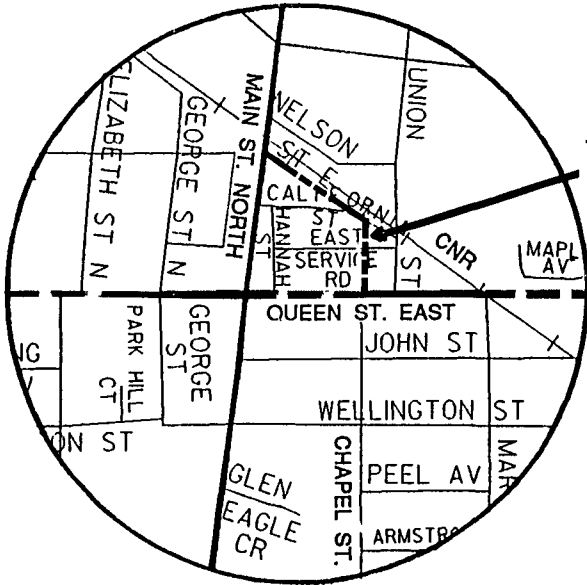
CITY OF BRAMPTON
Planning and Development

Date : 92 01 13

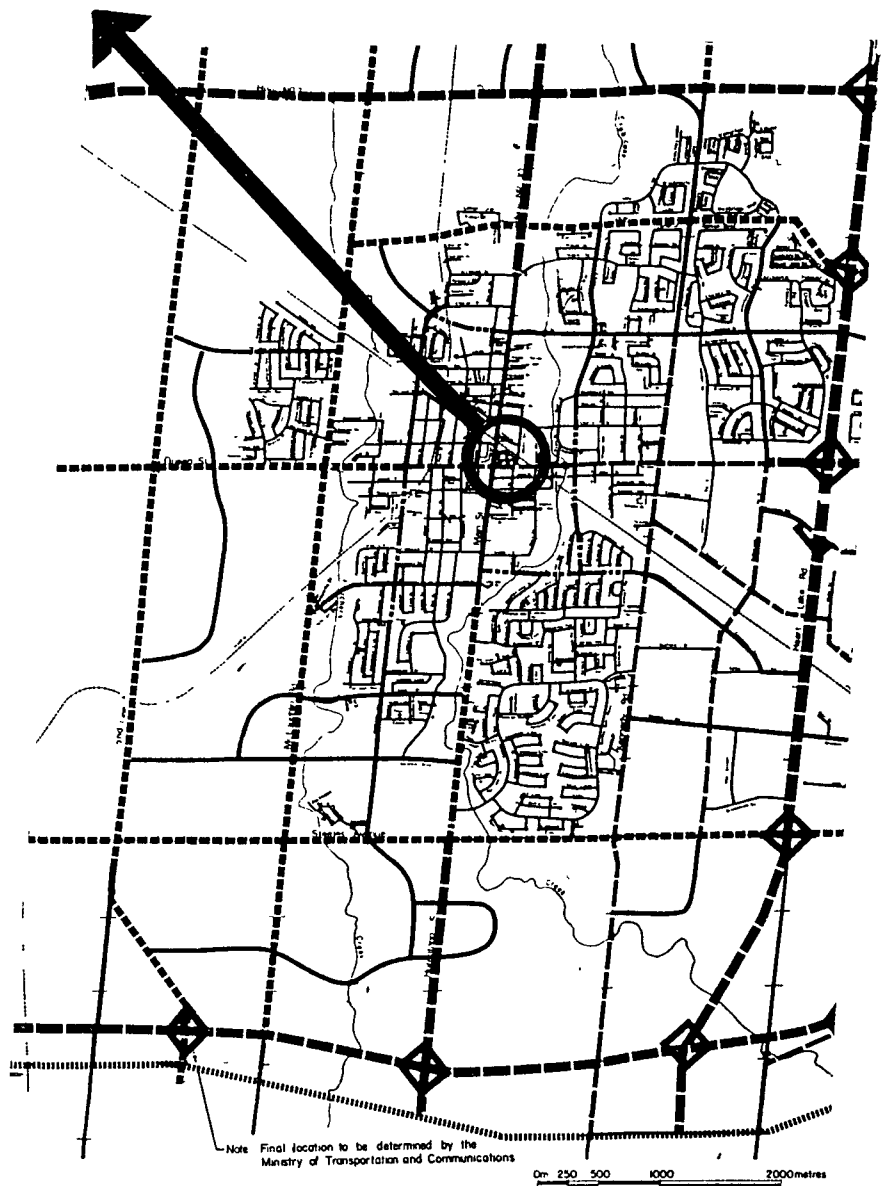
Drawn by: SEJ

File no. SP36B

Map no. 43-98A



TO BE DESIGNATED
"20 METRES OR LESS"



SCHEDULE "I" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR ROAD RIGHT-OF-WAY WIDTHS"

- TO BE DETERMINED BY THE MINISTRY OF
TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "B"

81-92



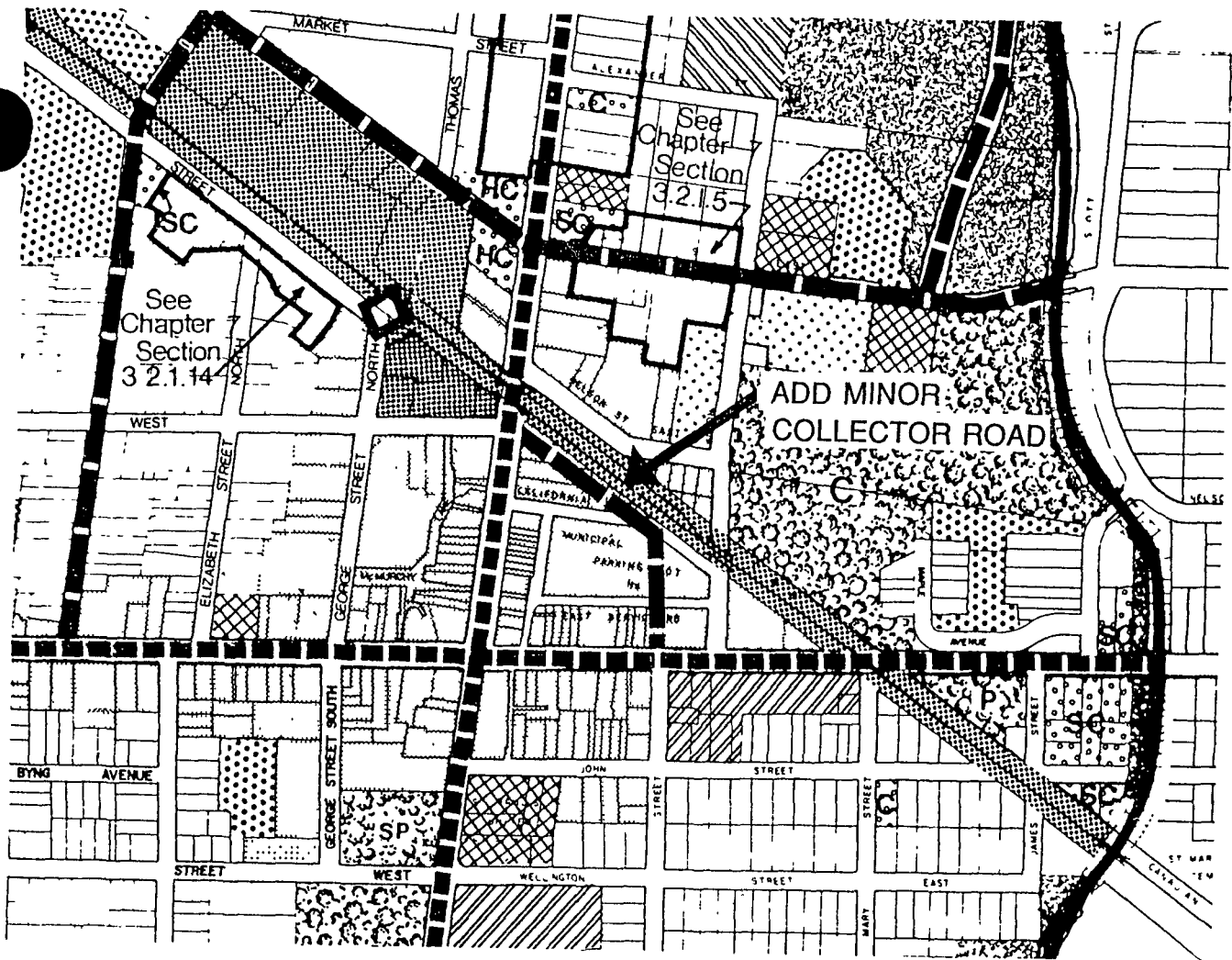
CITY OF BRAMPTON
Planning and Development

Date : 92 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98B



Brampton Central Planning Area

Land Use

— Brampton Central Secondary Plan Area

Schedule SP7(a)

RESIDENTIAL

- Low Density
- ▨ Medium Density
- ▩ Medium High Density
- ▧ High Density

COMMERCIAL

- Downtown Commercial
- ▨ Service Commercial
- ▩ Highway Commercial
- ▧ Convenience Commercial
- ▦ Private Commercial - Recreation

PUBLIC OPEN SPACE

- ▨ Community Park
- ▩ Specialized Park
- ▧ Parkette

HAZARD LANDS

- ▨ Hazard Lands

INSTITUTIONAL

- ▨ Institutional
- ▩ Church
- ▧ School

INDUSTRIAL

- ▨ Light Industrial

TRANSPORTATION

- ▨ Transportation Facilities

- ▨ Major Arterial Road
- ▩ Collector Road
- ▧ Minor Collector Road
- ▦ Local Road
- ▨ Proposed Grade Separation
- ▩ Special Study Area



Date: Nov. 1984

0 300

Metres

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "C"

81-92



CITY OF BRAMPTON
Planning and Development

Date : 92 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98C

ORIGINAL

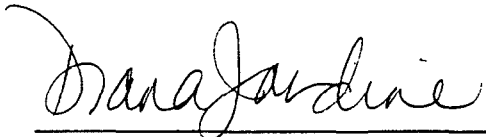
AMENDMENT NUMBER 214
to the Official Plan of the
City of Brampton Planning Area

21-OP-DD31-214

AMENDMENT NO. 214
TO THE
OFFICIAL PLAN FOR THE
CITY OF BRAMPTON PLANNING AREA

This Amendment No. 214 to the Official Plan for the City of Brampton Planning Area, which was adopted by the Council of the Corporation of the City of Brampton, is hereby approved under Sections 17 and 21 of the Planning Act.

Date: 93-08-10


Diana L. Jardine, M.C.I.P.
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 81-92

To adopt Amendment Number 214
to the 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 Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 214 to the 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 for approval of Amendment Number 214 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL,

this 27th day of April 1992



Peter Robertson

PETER ROBERTSON - MAYOR

Leonard J. Mikulich

LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY

[Signature]
Deputy Clerk
City of Brampton
May 14 1992

AMENDMENT NUMBER 214

to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER 214
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1.0 PURPOSE

The City of Brampton has determined, through a number of detailed transportation studies, the need to improve the traffic network and road system capacity within the downtown area, also known as the "Brampton Central Secondary Planning Area." In particular, the extension of Nelson Street West, east of Main Street to connect with Chapel Street north of Queen Street, has been identified as an important improvement to:

- o provide a greater continuity of the road work;
- o provide an opportunity to relieve congestion at the Main Street/Queen Street Intersection;
- o enhance service to existing and future land uses within the downtown;
- o accommodate long term transportation demands; and,
- o minimize adverse traffic impacts on adjacent residential lands.

Accordingly, it is the purpose of this amendment to provide for a new collector road alignment to facilitate the extension of Nelson Street West, from Main Street to Queen Street. The new collector road alignment is to be incorporated within the relevant transportation schedules of the Brampton Official Plan, and the Brampton Central Area Secondary Plan.

2.0 LOCATION

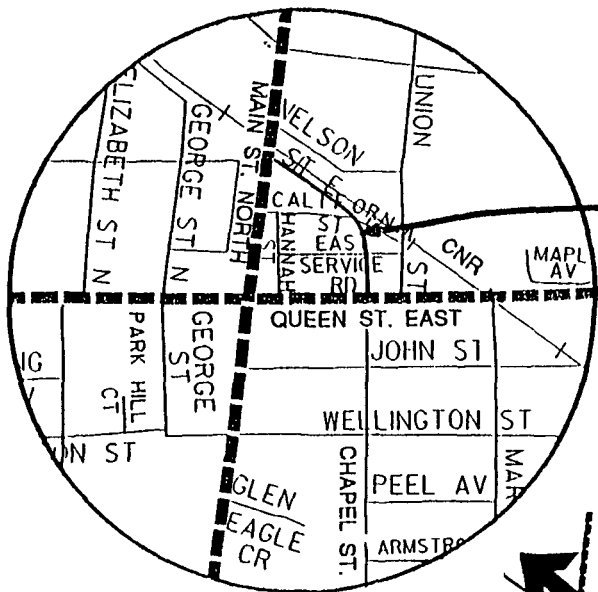
The lands subject to this amendment are located generally in the area east of Main Street North; south of the Canadian National Railway right-of-way; west of Union Street and north of Queen Street West. The subject lands are situated in part of Lot 6, Concession 1, E.H.S., in the former Town of Brampton, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

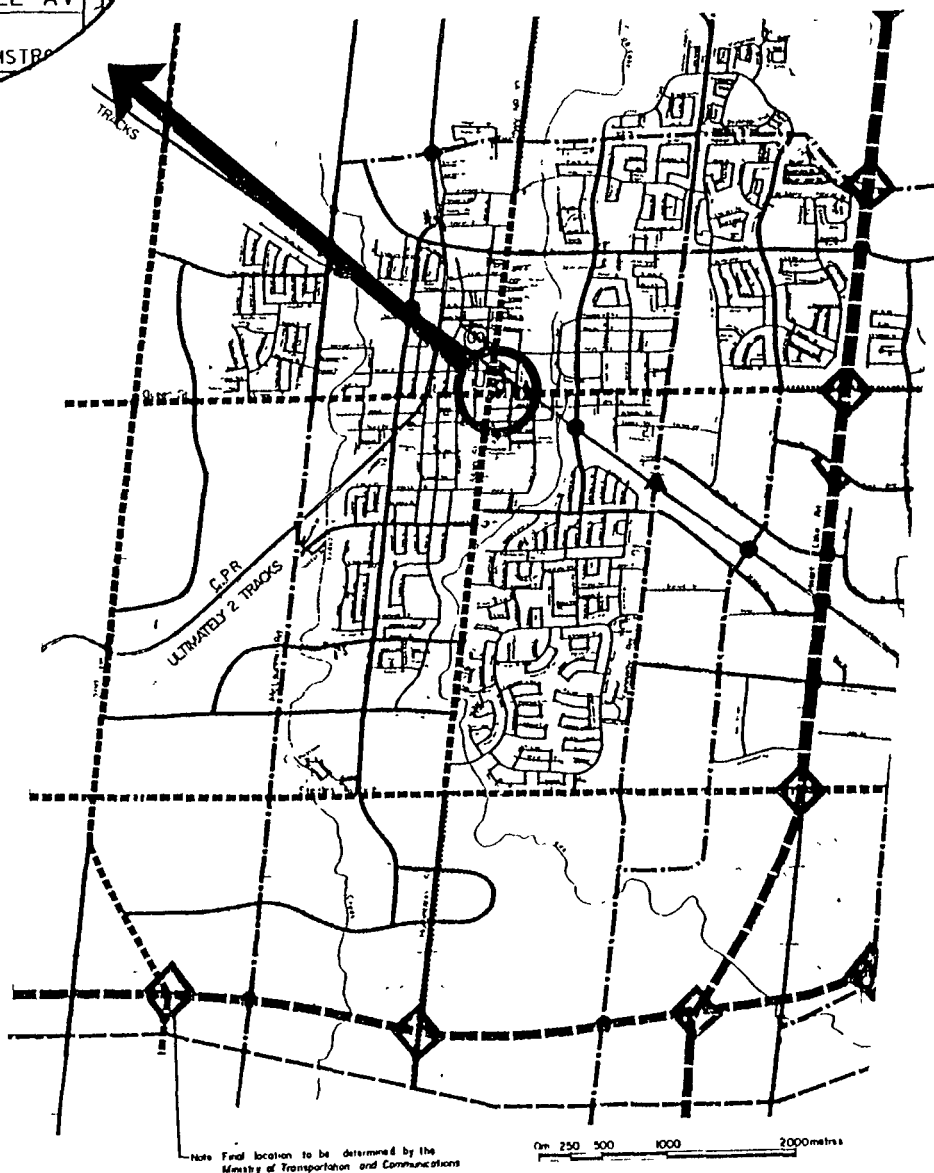
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 7, as set out in the first paragraph of Section 7.2.7.7 thereof, Amendment Number 214;
- (2) by adding to Schedule "H" (Major Transportation Elements and Major Road Network) thereto, the alignment of a collector road on the lands shown outlined on Schedule "A" to this amendment;
- (3) by adding to Schedule "I" (Major Road Right-of-Way Widths) the alignment and corresponding right-of-way width (20.0 metres or less) for the collector road shown outlined on Schedule "B" to this amendment; and,
- (4) by adding to Schedule SP7(a) (Brampton Central Planning Area) the Minor Collector Road alignment shown outlined on Schedule "C" to this amendment.

POL1/92/JC/cp/CaliforniaOPA



ADD COLLECTOR
ROAD



SCHEDULE "H" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR TRANSPORTATION AND MAJOR ROAD NETWORK"

- PROVICIAL FREEWAY
- PROVICIAL HIGHWAY
- MAJOR ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- COLLECTOR ROADS
- ▲ EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- ◇ COMPLETE INTERCHANGE
- ◇ PARTIAL INTERCHANGE
- URBAN AREA
- RURAL ESTATE AREA
- MAJOR RAILWAY LINE
- ⊙ GO RAIL TRANSIT STATION

OFFICIAL PLAN AMENDMENT
NUMBER 214

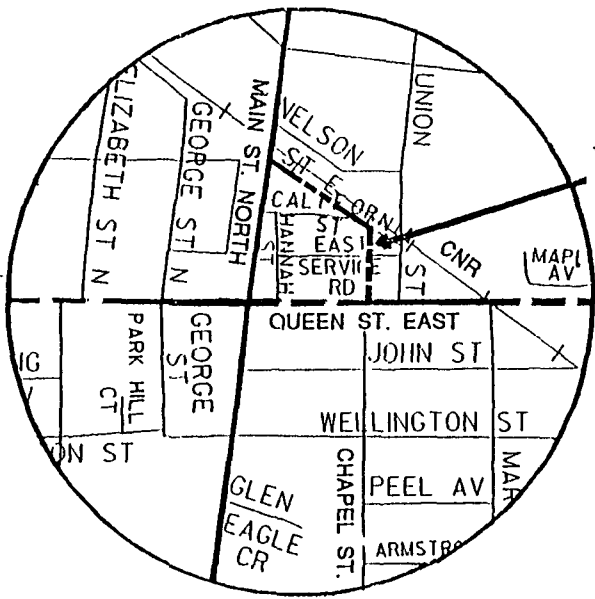
SCHEDULE "A" 81-92



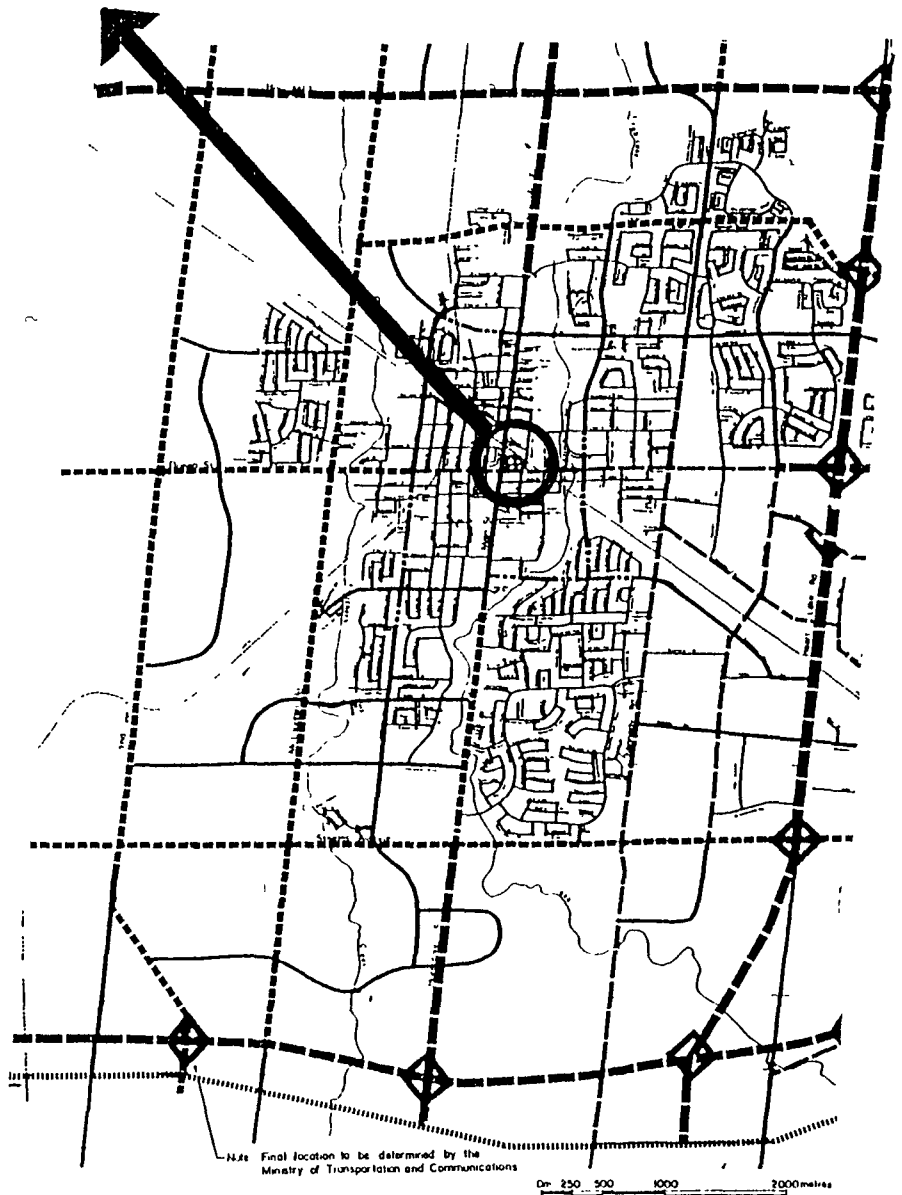
CITY OF BRAMPTON
Planning and Development

Date : 92 01 13 Drawn by: SEJ

File no. SP36B Map no. 43-98A



TO BE DESIGNATED
"20 METRES OR LESS"



SCHEDULE "I" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR ROAD RIGHT-OF-WAY WIDTHS"

- TO BE DETERMINED BY THE MINISTRY OF
TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "B"

81-92



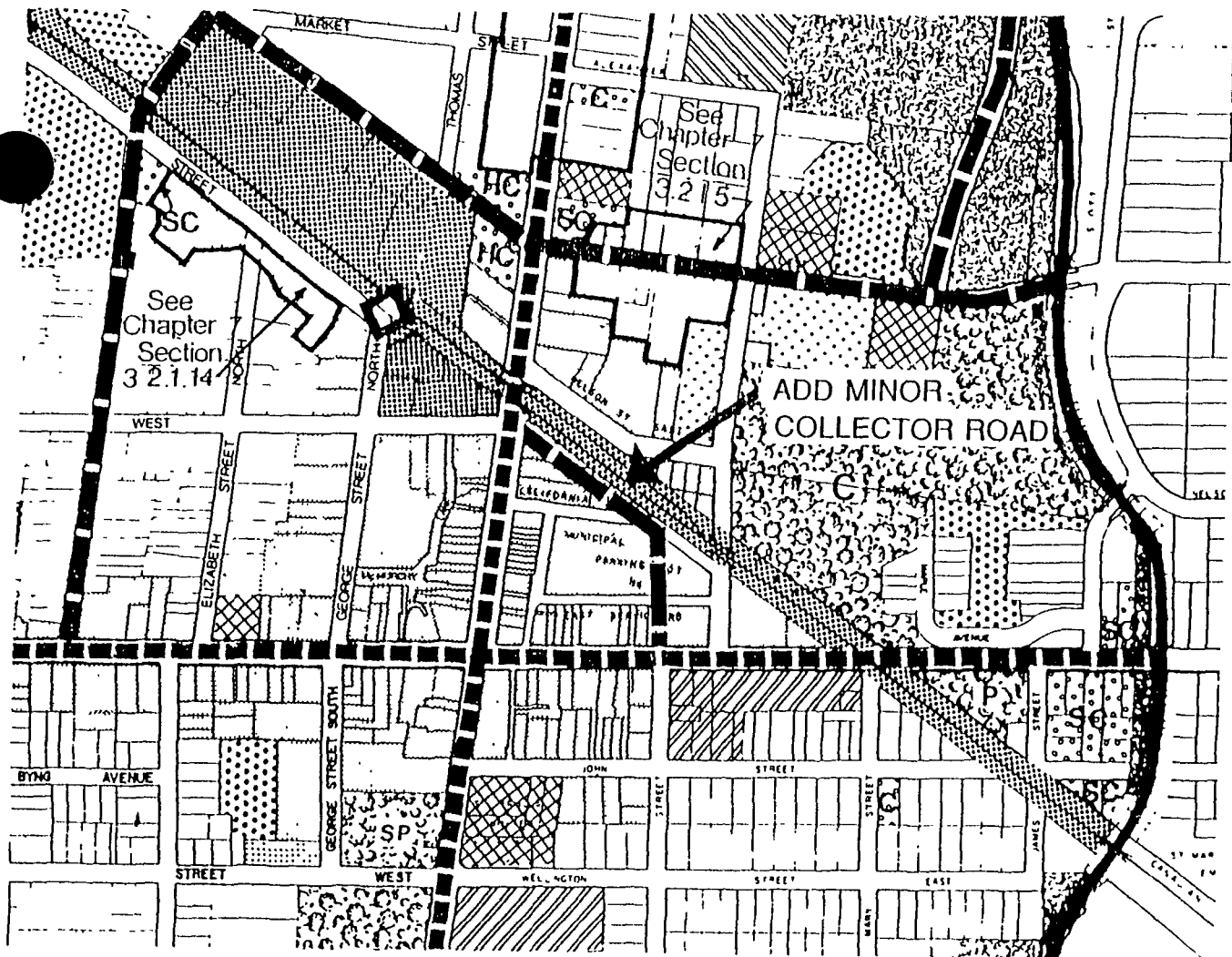
CITY OF BRAMPTON
Planning and Development

Date : 92 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98B



Brampton Central Planning Area

Land Use — Brampton Central Secondary Plan Area

Schedule SP7(a)

RESIDENTIAL

- Low Density
- ▤ Medium Density
- ▥ Medium High Density
- ▧ High Density

COMMERCIAL

- Downtown Commercial
- ▨ Service Commercial
- ▩ Highway Commercial
- Convenience Commercial
- Private Commercial - Recreation

PUBLIC OPEN SPACE

- ▧ Community Park
- ▨ Specialized Park
- ▩ Parkette

HAZARD LANDS

- ▧ Hazard Lands

INSTITUTIONAL

- ▧ Institutional
- ▨ Church
- ▩ School

INDUSTRIAL

- ▧ Light Industrial

TRANSPORTATION

- ▧ Transportation Facilities
- ▨ Major Arterial Road
- ▩ Collector Road
- Minor Collector Road
- Local Road
- ▧ Proposed Grade Separation
- ▨ Special Study Area



Date: Nov. 1984

0 300
Metres

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "C" 81-92



CITY OF BRAMPTON
Planning and Development

Date : 92 01 13 Drawn by: SEJ
File no. SP36B Map no. 43-98C

AMENDMENT NUMBER 214
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON
PLANNING AREA

1.0 PURPOSE

The City of Brampton has determined, through a number of detailed transportation studies, the need to improve the traffic network and road system capacity within the downtown area, also known as the "Brampton Central Secondary Planning Area." In particular, the extension of Nelson Street West, east of Main Street to connect with Chapel Street north of Queen Street, has been identified as an important improvement to:

- o provide a greater continuity of the road work;
- o provide an opportunity to relieve congestion at the Main Street/Queen Street Intersection;
- o enhance service to existing and future land uses within the downtown;
- o accommodate long term transportation demands; and,
- o minimize adverse traffic impacts on adjacent residential lands.

Accordingly, it is the purpose of this amendment to provide for a new collector road alignment to facilitate the extension of Nelson Street West, from Main Street to Queen Street. The new collector road alignment is to be incorporated within the relevant transportation schedules of the Brampton Official Plan, and the Brampton Central Area Secondary Plan.

2.0 LOCATION

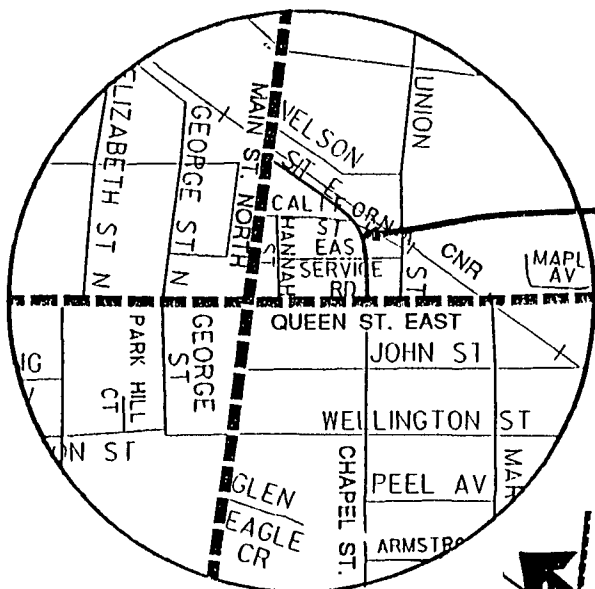
The lands subject to this amendment are located generally in the area east of Main Street North; south of the Canadian National Railway right-of-way; west of Union Street and north of Queen Street West. The subject lands are situated in part of Lot 6, Concession 1, E.H.S., in the former Town of Brampton, now in the City of Brampton.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO

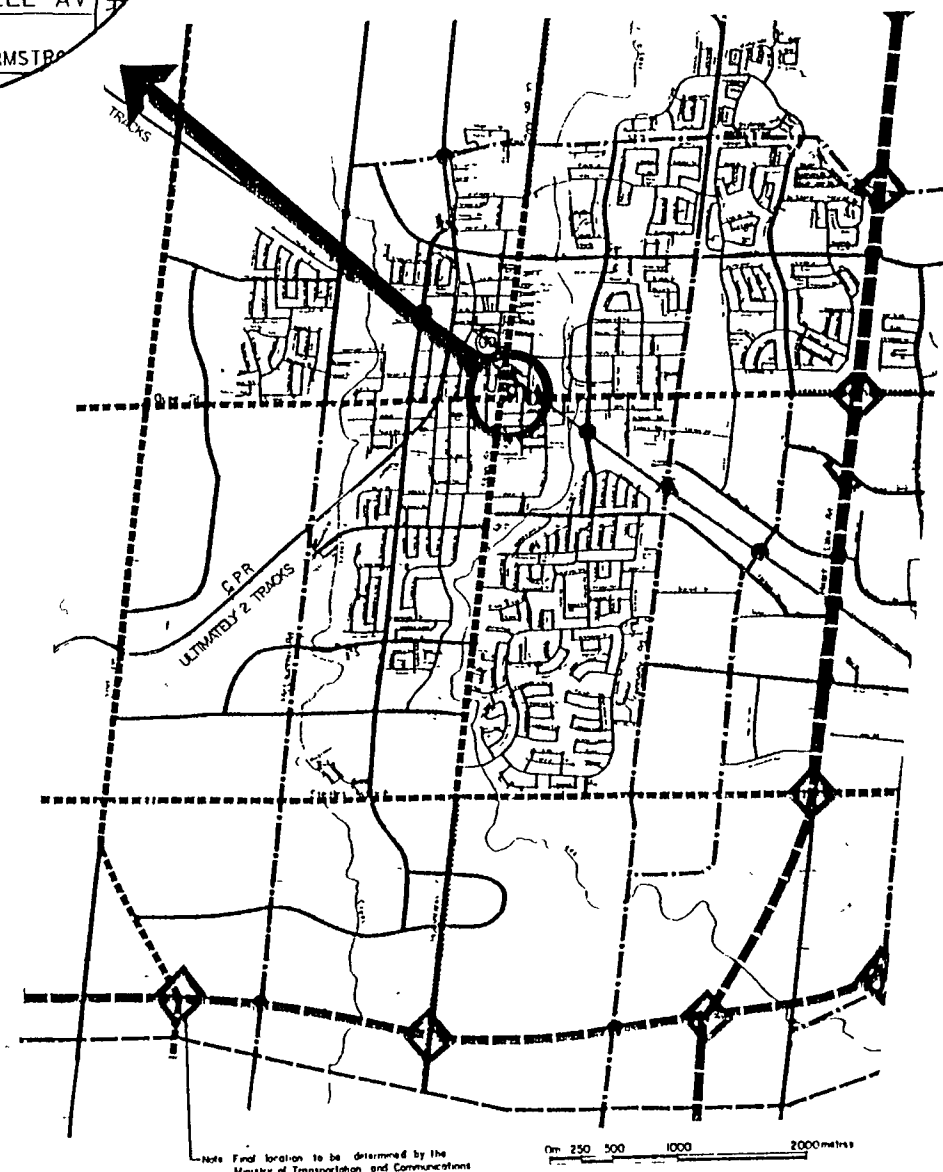
The document known as the Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 7, as set out in the first paragraph of Section 7.2.7.7 thereof, Amendment Number 214;
- (2) by adding to Schedule "H" (Major Transportation Elements and Major Road Network) thereto, the alignment of a collector road on the lands shown outlined on Schedule "A" to this amendment;
- (3) by adding to Schedule "I" (Major Road Right-of-Way Widths) the alignment and corresponding right-of-way width (20.0 metres or less) for the collector road shown outlined on Schedule "B" to this amendment; and,
- (4) by adding to Schedule SP7(a) (Brampton Central Planning Area) the Minor Collector Road alignment shown outlined on Schedule "C" to this amendment.

POL1/92/JC/cp/CaliforniaOPA



ADD COLLECTOR
ROAD



SCHEDULE "H" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR TRANSPORTATION AND MAJOR ROAD NETWORK"

- PROVINCIAL FREEWAY
- PROVINCIAL HIGHWAY
- MAJOR ARTERIAL ROADS
- MINOR ARTERIAL ROADS
- COLLECTOR ROADS
- EXISTING GRADE SEPARATION
- PROPOSED GRADE SEPARATION
- COMPLETE INTERCHANGE
- PARTIAL INTERCHANGE
- URBAN AREA
- RURAL ESTATE AREA
- MAJOR RAILWAY LINE
- GO RAIL TRANSIT STATION

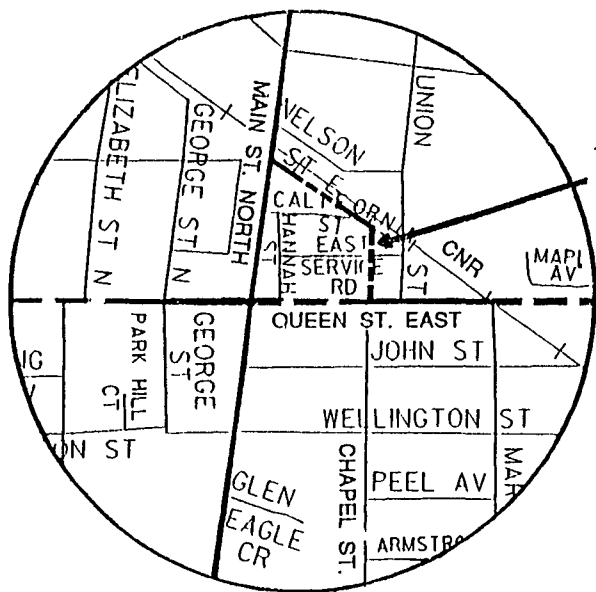
**OFFICIAL PLAN AMENDMENT
NUMBER 214**

SCHEDULE "A" 81-92

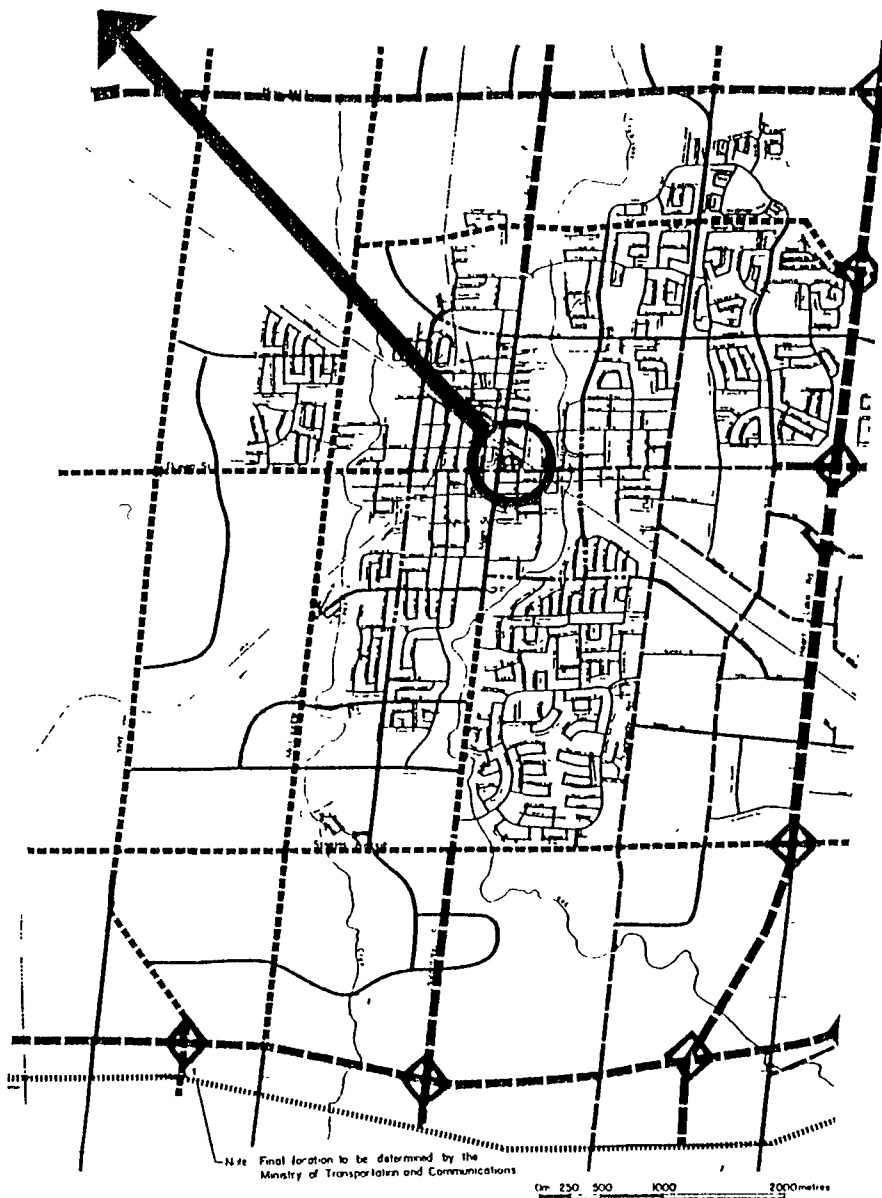


CITY OF BRAMPTON
Planning and Development

Date : 92 01 13 Drawn by: SEJ
File no. SP36B Map no. 43-98A



TO BE DESIGNATED
"20 METRES OR LESS"



SCHEDULE "I" TO THE BRAMPTON OFFICIAL PLAN - "MAJOR ROAD RIGHT-OF-WAY WIDTHS"

- TO BE DETERMINED BY THE MINISTRY OF
TRANSPORTATION AND COMMUNICATION
- 45 METRES (150 FEET)
- 40 METRES (130 FEET)
- 36 METRES (120 FEET)
- 30 METRES (100 FEET)
- 23 TO 26 METRES (76 TO 86 FEET)
- 20 METRES (66 FEET OR LESS)

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "B"

81-92



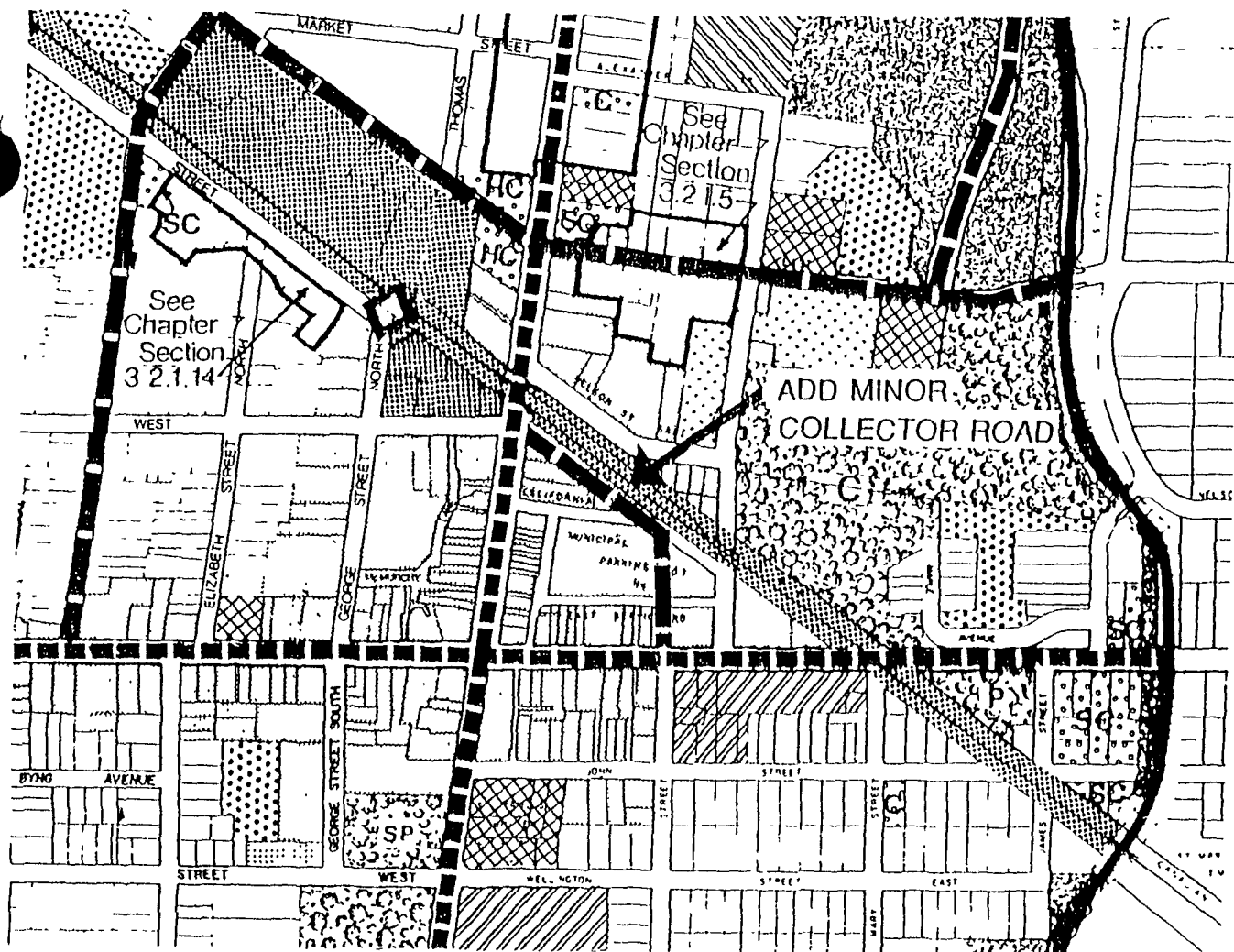
CITY OF BRAMPTON
Planning and Development

Date : 92 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98B



Brampton Central Planning Area

Land Use

— Brampton Central Secondary Plan Area

Schedule SP7(a)

RESIDENTIAL

- Low Density
- Medium Density
- Medium High Density
- High Density

COMMERCIAL

- Downtown Commercial
- Service Commercial
- Highway Commercial
- Convenience Commercial
- Private Commercial - Recreation

PUBLIC OPEN SPACE

- Community Park
- Specialized Park
- Parkette

HAZARD LANDS

- Hazard Lands

INSTITUTIONAL

- Institutional
- Church
- School

INDUSTRIAL

- Light Industrial

TRANSPORTATION

- Transportation Facilities
- Major Arterial Road
- Collector Road
- Minor Collector Road
- Local Road
- Proposed Grade Separation
- Special Study Area



Date: Nov 1984

0 300
Metres

OFFICIAL PLAN AMENDMENT
NUMBER 214

SCHEDULE "C" 81-92



CITY OF BRAMPTON
Planning and Development

Date: 92 01 13 Drawn by: SEJ
File no. SP36B Map no. 43-98C

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 214

Attached is a copy of a planning report dated January 13, 1992, and the notes of the public meeting held on February 5, 1992 of the notification in the local newspaper and the mailing of notices to assessed owners of property within 120 metres of the subject lands.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

TO: The Chairman and Members of Planning Committee
FROM: Planning and Development Department
DATE: February 12, 1992
RE: Notes of the Public Meeting
Extension of Nelson Street West from
Main Street North to Queen Street East
Our File: SP-36 and P25QU

The notes of the public meeting held on Wednesday February 5, 1992 with respect to the above noted matter are attached to this report as information for Planning Committee.

The subject of the public meeting was a proposed official plan amendment to establish the recommended alignment for the extension of Nelson Street within the appropriate transportation schedules of the Brampton Official Plan. This amendment reflects the findings of a detailed Environmental Study Report which assessed the potential impact of the project, and identified an appropriate road alignment, including design and construction requirements.

In addition to a number of representations made at the public meeting, one item of correspondence has been received (from Tony Ghinis on behalf of 584572 Ontario Limited) and is attached to this report.

The issues discussed at the public meeting included:

- the need for the proposed road extension;
- the impact on existing service roads adjacent to the Queen's Square parking lot; and,
- the relationship of the proposed road extension to the redevelopment of the Queen's Square parking lot.

NEED:

Several members of the public questioned the need for the proposed extension of Nelson Street as depicted within the proposed official plan amendment. In this regard, it was noted at the public meeting, that the need for extensive improvements to the road network in the downtown has been substantiated through a number of detailed transportation studies. These road improvements are necessary to provide the additional

transportation capacity necessary for the continued redevelopment/intensification of the downtown. In particular, the extension of Nelson Street is required to:

- provide for greater continuity in the established and planned road system;
- relieve traffic congestion at the Queen/Main Street intersection; and,
- serve existing and planned land uses within the downtown.

IMPACT ON SERVICE ROADS:

The Environmental Study Report prepared for the project identified the need to maintain the existing service roads as a one-way system. New intersections are proposed with the Nelson Street extension, north of Queen Street, and east of Main Street North. Subsequent to the construction of the road, vehicular access to the existing California Street would be closed. From a traffic operations perspective, this would result in an appropriate vehicular circulation system. It should be noted that the proposed official plan amendment would establish only a conceptual collector road alignment, reflecting the general configuration of the Nelson Street extension. Local traffic circulation issues relative to the service roads would not be affected by the official plan amendment.

REDEVELOPMENT OF QUEEN'S SQUARE:

Several questions were raised at the public meeting concerning the relationship of the proposed Nelson Street extension, and the eventual redevelopment of Queen's Square. In this regard, it was noted that the extension is not directly tied to the Queen's Square project, but is required to serve the road capacity needs for the entire downtown. The City is continuing negotiations with the development proponent for the Queen's Square project, and separate public meetings will be scheduled to address the details of this proposal. The proposed official plan amendment will not address the nature or scope of development proposed for the Queen's Square lot.

CONCLUSIONS AND RECOMMENDATIONS:

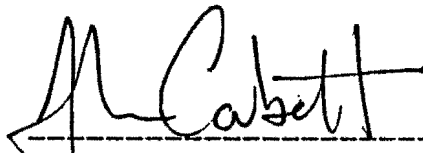
The proposed official plan amendment implements previous directions from City Council to initiate the actions necessary to secure the extension of Nelson Street West, from Main Street to Queen Street East. Previous transportation studies for the downtown, and the recently completed Environmental Study Report for this project provides firm technical justification for the proposed official plan amendment. In addition, Section 24(1)

of the Planning Act requires that every public work and municipal by-law must conform with the city's official plan. Since the Nelson Street extension is not currently envisaged within the Brampton Official Plan, the proposed amendment is required prior to proceeding with the project. Accordingly, it is recommended:

1. That the notes of the public meeting dated Wednesday February 5, 1992 be received; and,
2. That staff be directed to submit the proposed official plan amendment to City Council for adoption.

Respectfully submitted,

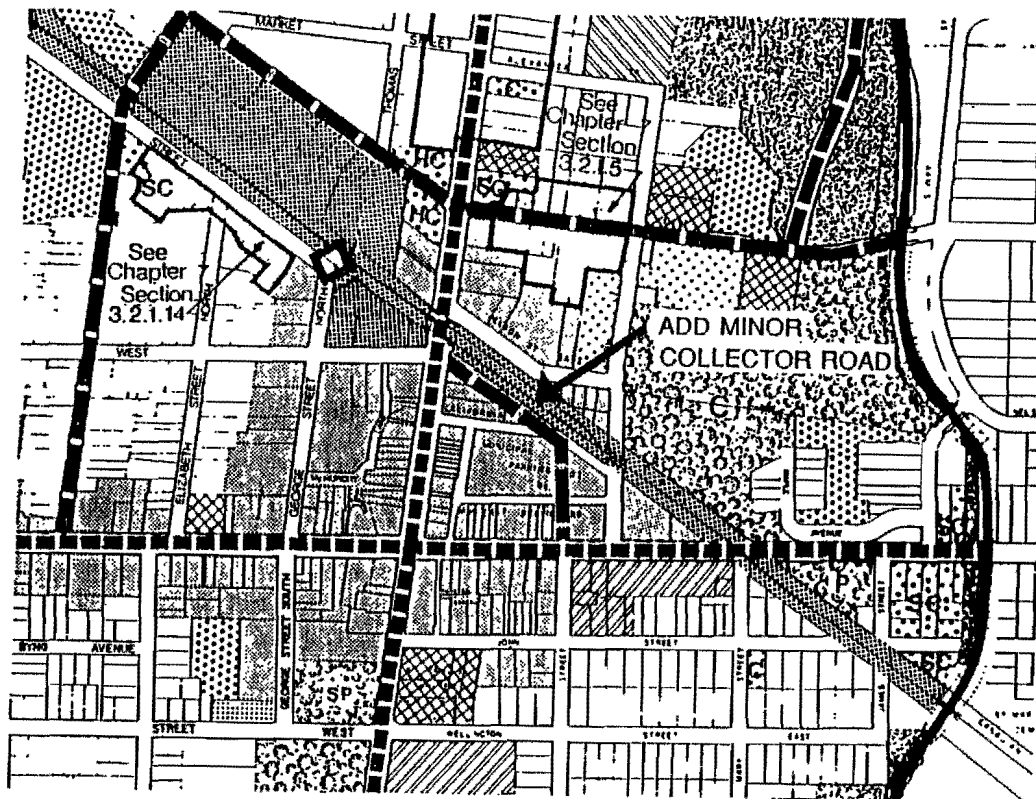
Agreed:



JOHN CORBETT, MCIP
MANAGER, LAND USE POLICY



JOHN A. MARSHALL, MCIP
COMMISSIONER OF PLANNING
AND DEVELOPMENT.



Brampton Central Planning Area

Land Use — Brampton Central Secondary Plan Area

Schedule SP7(a)

RESIDENTIAL

- Low Density
- Medium Density
- Medium High Density
- High Density

COMMERCIAL

- Downtown Commercial
- Service Commercial
- Highway Commercial
- Convenience Commercial
- Private Commercial - Recreation

PUBLIC OPEN SPACE

- Community Park
- Specialized Park
- Parkette

HAZARD LANDS

- Hazard Lands

INSTITUTIONAL

- Institutional
- Church
- School

INDUSTRIAL

- Light Industrial

TRANSPORTATION

- Transportation Facilities

- Major Arterial Road
- Collector Road
- Minor Collector Road
- Local Road
- Proposed Grade Separation
- Special Study Area



Date: Nov. 1984

0 300
Metres

OFFICIAL PLAN AMENDMENT
NUMBER _____

SCHEDULE "C"



CITY OF BRAMPTON
Planning and Development

Date : 92 01 13 Drawn by: SEJ
File no. SP36B Map no. 43-90C

FS-5

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Monday, February 5, 1992, in the Municipal Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:40 p.m., with respect to extension of Nelson Street West from Main Street North to Queen Street East (Files: SP-36(b) and P25QU - Ward 5).

Members Present: Councillor Susan Fennell - Chairman
Councillor Lorna Bissell
Alderman Grant Gibson
Alderman Bob Hunter
Alderman Valerie Orr

Staff Present: J.A. Marshall - Commissioner of Planning and Development
L.W.H. Laine - Director, Planning and Development Services Division
D. Ross - Manager, Planning and Development Services Division
C. Logan - Development Planner
J. Corbett - Manager, Land Use Policy
R. Tupholme - Public Works Department
A. Miller - Secretary

3 members of the public were present.

The Chairman inquired if notices to property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspaper.

Mr. Marshall replied in the affirmative.

Mr. Corbett outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mr. Diplock asked if there would be a join up with Chapel Street as 1st Phase to Union Street. He said this had been the original intention, is it still the intention?

He asked what the cost would be?

John Corbett said the cost is not known.

Mr. Lowcock (his wife has a knitting booth on Main Street) asked if this would have any impact on the Queen Street parking lot.

John Corbett answered, redevelopment of the Queen Street parking lot is a separate issue. He said the extension would alleviate traffic on Main Street. He also said there would be other Public meetings on this subject.

Mr. Lowcock asked if they would close Queen Street parking lot while doing the road construction.

John Corbett said it would depend on phasing.

Another member of the public stated there would be more traffic congestion at the top of the hill at the Post office.

John Corbett said the end impact is to relieve traffic congestion in that area. He said the basis for the road extension was established as far back as 1987 by detailed traffic studies and was found to be the best solution for Downtown.

Mr. Jim White asked how wide the road would be?

Richard Tupholme answered 2 lanes, he said there would be a left hand turn lane on Main Street. 9 metres past the theatre widening to 3 lanes at Main and 4 lanes at Queen.

Mr. Lowcock said his wife owned a small business and it was difficult to know whether to stay or not because of the lack of information. He asked if there was any time frame on this?

Councillor Susan Fennell asked John Marshall to answer this.

John Marshall said it was a deal between a private developer and the City and there was no strict time frame.

Mr. Lowcock asked if a condominium was going to be built on the Queen Square parking lot or not? He felt that information was being held back.

John Marshall said there was no information being held back.

Councillor Susan Fennell said that the BIA has up-to-date information on the Downtown area.

A member of the public said there was a traffic plan for 600 parking spots on Queen Square parking lot, but it is hard enough at present getting out of a parking lot with only 115 parking spots.

John Corbett said that the Nelson Street extension is required to provide the necessary road capacity to serve the new parking lot.

Mr. Lowcock asked when the City would open Transit underground parking lots, he said tenants were the only persons using it. He said the public would not use underground parking, after all City Hall parking is less than 50% used.

John Corbett said they were waiting for development and economy to turn around before Nelson Square - Transit parking lot would be used.

There were no further comments and meeting was adjourned at 8:10 p.m.

EXTENSION OF NELSON STREET WEST FROM MAIN ST. NORTH TO QUEEN ST. EAST

(Files: SP-36(b) and P2500 - WARD 5)

Please find enclosed the following letter regarding this matter. We might not be able to attend the public planning committee meeting on Wed, Feb 5, 1992 at 7:30 Pm regarding this matter due to other appointments. That is why we would like to go on record in writing stating our opposition to these proposed ammendments that have been recommended by the planning committee.

TONY GHINIS
584572 Ontario Limited
12-14-16 Queen St East
January 29, 1992
Brampton, Ont



584572 ONT LMT is writing this letter in regards to the proposed amendments of the extension of Nelson Street West from Main Street North To Queen Street East. (File: SP-36(b) and P2500 in Ward 5.) We own a property and a business that will be directly affected as outlined in these proposed amendments. Our property is located at 12-14-16 Queen Street East. We also operate a business of this building.

We have read the proposed amendments and have gone over the official plan drawing and we find them to be incomplete and unacceptable to us.

We find the planners stating "south of the Canadian National Railway right-of-way". The only thing we know south of the railway that exists are roads like California St., Hanna St, East Service Road. All one way roads that have been there for numerous of years servicing the downtown landlords and merchants. It is inaccurate for the planning department to call these roads rights-of-way, since they have always been local roads. These are NOT lanes, if the planning department is trying to suggest this. These are Local Roads that have been operating for years as shown in the official plan!

In the details of the amendments it states the extension of the New Nelson Street West re-alignment and gives some details but does not go far enough in giving any specifics of the effects of the new road re-alignment will have on California St., Hanna St., and East Service Road. This is our major concern. These roads are vital to gain access to our building and business. Without California St or Hanna St and East Service Road we would not be able to enter or exit our building at all. Thus suffering great property & business losses.

It does not state that we will be able to access California Street off the New Nelson Street West as we are doing now off Union Street. Or possibly Hanna Street off the New Nelson Street West if the city decides to close California street and extend Hanna St along the Heritage theatre too the New Nelson Street West and make a new entrance for the Queen Square lot as stated by one of your city staffers. It does not state that we will be able to exit from East Service Road onto the New Nelson Street West as we are now exiting onto Union Street. These proposed amendments state nothing whatsoever of what type of impact they will have on these roads behind the queen square lot.

The way the amendments are written up are unacceptable to us. They are vague and lead to a much greater interpretation of what CAN happen to the roads NOT what will happen. We understand the complexity of such a road re-alignment and also the incorporation of the private Queen Square development but we cannot accept these amendments that are being proposed by the planning department if it involves closing the roads. Thus cutting access off to our building.

We would like a letter from the city of brampton stating that they will provide new road entrances and exits off the New Nelson Street West and that they will not close Hanna St, East Service Road and part of California St. to vehicular traffic anytime before or after the new road re-alignment and the new private Queen Square development. If the city decides to close California St completely as suggested before we would not have any complaints as long as Hanna st gets extended norhterly along the the Heritage theatre and to meet and intersect with the New Nelson Street West as told to us previously by one of your staffers. The city must leave part of Caloifornia st open (the one beside the KEG of Main St.N.) to service Hanna St and East Service Road and Union St while the road re-alignment and the private developments take place, and the norhterly extension of Hanna St. too the New Nelson Street West. Then they can close Union St & California St. to re-align the rest of the New Nelson Road with Chapel St. This would not interfere with the re-alignment or the private Queens Square development. You may reach us through our lawyer.

Thank you.

Your's truly

TONY GHINIS

584572 ONT LMT

MR. LESLIE VASILAROS B.A.,LL.B.

15th Floor Colonia Tower

2 St. Clair Ave. East

Toronto, Ont

PHONE (416) 927-0300

FAX (416) 927-0305

INTER-OFFICE MEMORANDUM

G3

Office of the Commissioner of Planning & Development

TO: The Chairman and Members of Planning Committee

FROM: Planning and Development Department

DATE: January 13, 1992

RE: Proposed Official Plan Amendment
Extension of Nelson Street West from
Main Street North to Queen Street East
Our File: SP-36(b) and P25 QU

EXECUTIVE SUMMARY:

City Council has previously directed staff to initiate the necessary actions to secure the extension of Nelson Street West, from Main Street North to Queen Street East. This direction has been implemented through:

- the completion of an Environmental Study Report to assess the potential impact of the project, and recommend an appropriate road alignment and design and construction requirements; and,
- the initiation of expropriation proceedings to acquire the properties required for the recommended alignment.

The next step in the process entails the adoption of an official plan amendment to reflect the recommended alignment in the City's primary official plan and the applicable secondary plan. In this regard the Planning Act specifies (section 24(1)) that no public work shall be undertaken, and no by-law shall be passed for any purpose that does not conform to the city's official plan. Accordingly, to facilitate the by-law to authorize the expropriation process, and the actual construction of the Nelson Street extension, an official plan amendment should be adopted.

Accordingly, this report:

- summarizes the background and rationale for the extension of Nelson Street West;
- provides a general description of the Nelson Street West extension project, as recommended by the recently completed Environmental Study Report prepared by McCormick Rankin;

- recommends the adoption of an appropriate official plan amendment (see Attachment 1); and,
- recommends the scheduling of a public meeting in accordance with City Council's procedures.

BACKGROUND AND RATIONALE FOR THE PROJECT:

The City of Brampton has determined, through a number of detailed transportation studies, the need to improve the traffic network and road system capacity within the downtown area. Specifically, in 1987, the firm of Marshall Macklin Monaghan was retained by the City to undertake the "Downtown Transportation and Parking Study." This report identified the need to carry out intersection improvements at Union Street and the Canadian National Railway overpass to accommodate the level of anticipated development in the downtown. Any future development in the area of Queen's Square must accommodate the physical constraints and lack of property to provide for future road links, such as a two-way road link from the Main Street/Nelson Street West intersection, continuing adjacent to the Canadian National Railway right-of-way.

In June of 1991, City Council adopted the "Central Commercial Corridor Land Use and Secondary Planning Study." This document provides for the redevelopment of the downtown through the implementation of strategic land use policies and the development of a supportive road network. An overall road network plan is contained in the study to provide for several new alignments (refer to Map 1). One new street link described in the study, is the extension of Chapel Street northerly from Queen Street, and then westerly to Main Street opposite Nelson Street. This road link is important to:








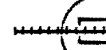




- provide greater continuity in the established and planned road system;
- relieve traffic congestion at the Queen/Main Street intersection; and,
- serve existing and planned land uses in the downtown.

Also in 1991, the City of Brampton retained McCormick Rankin to carry out a pre-design study to identify the preferred alignment and pavement layout for the extension of Nelson Street West. This study has been carried out in accordance with the Class Environmental Assessment legislation for municipal road projects.

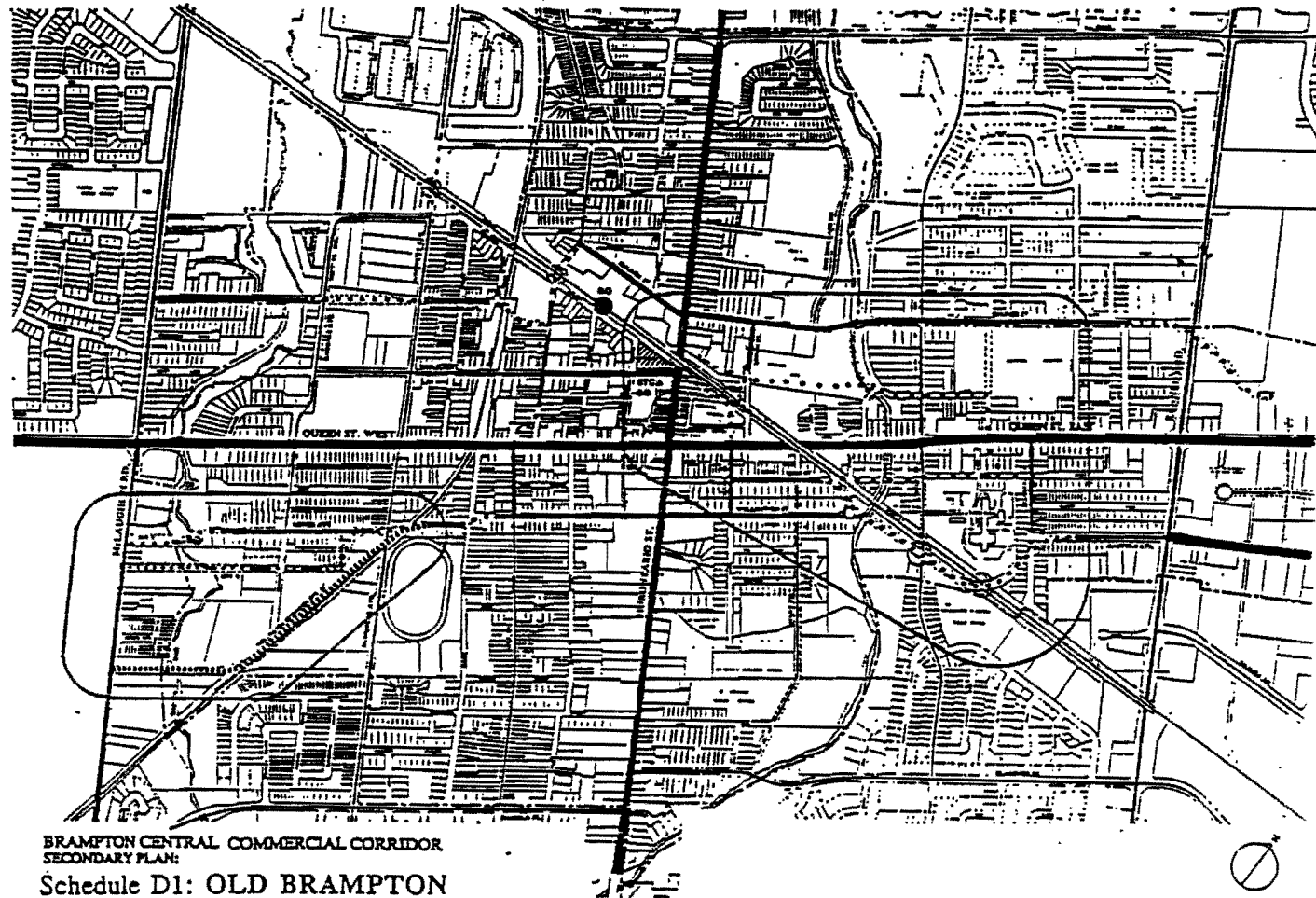
MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK

KEY:

Existing Proposed

-   Major Arterial/Regional
-   Minor Arterial
-   Collector
-  New Development Service Road
-  Proposed Grade Separation
-  Intermediate Capacity Transit Line, Mississauga-Brampton (Alternative Alignments)
-  Special Study Area
-  Secondary Plan Boundary
-  Special Study Area (optional alignments shown)

Note: This map forms part of the Central Commercial Corridor Secondary Plan and must be read in conjunction with this text and other schedules.



MAP 1

MAJOR TRANSPORTATION ELEMENTS
AND MAJOR ROAD NETWORK



CITY OF BRAMPTON
Planning and Development

Date: 91 01 13

Drawn by: SEJ













File no. SP36B

Map no. 43-98D

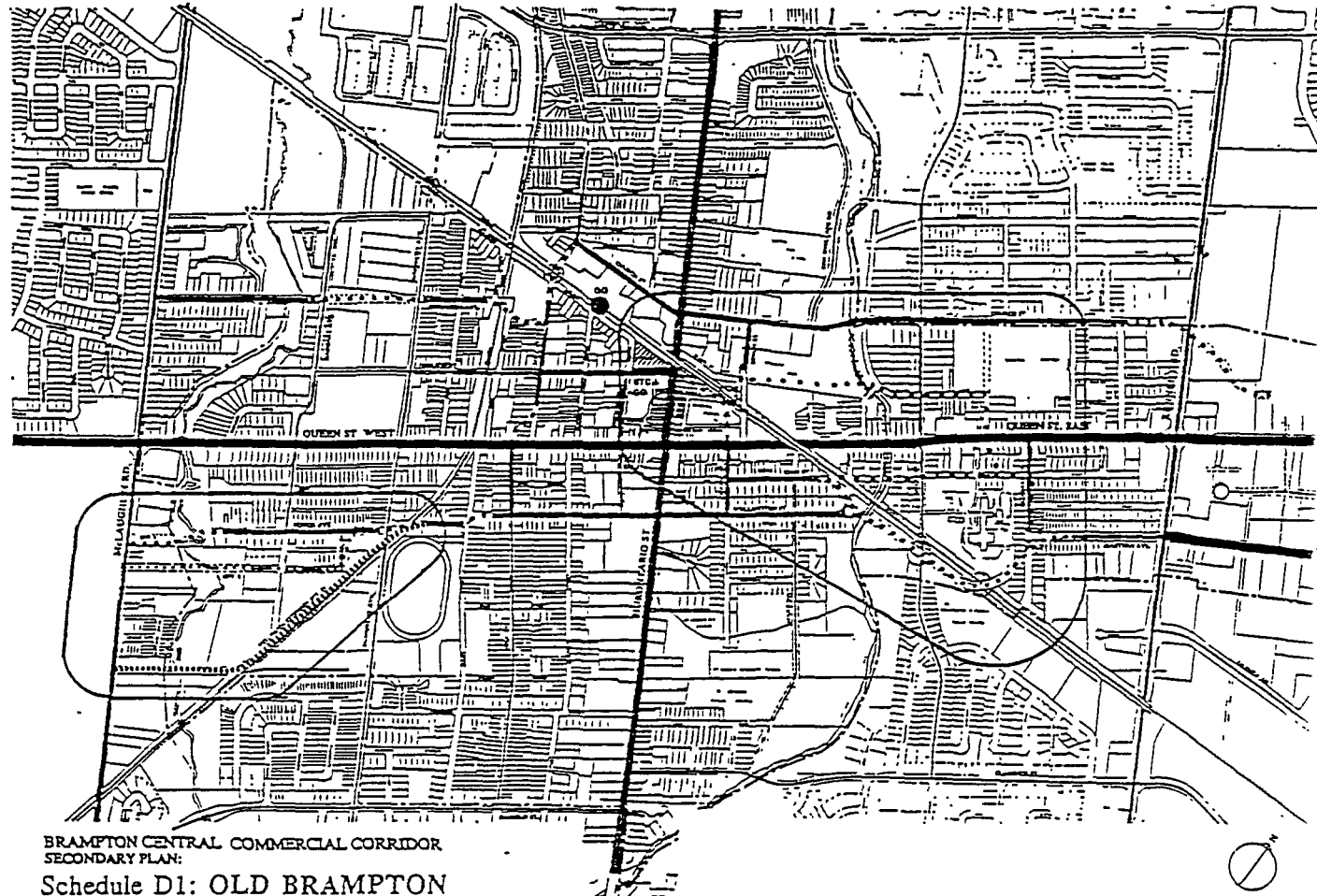
MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK

KEY:

Existing Proposed

-   Major Arterial/Regional
-   Minor Arterial
-   Collector
-  New Development Service Road
-  Proposed Grade Separation
-  Intermediate Capacity Transit Line, Mississauga-Brampton (Alternative Alignments)
-  Special Study Area
-  Secondary Plan Boundary
-  Special Study Area (optional alignments shown)

Note: This map forms part of the Central Commercial Corridor Secondary Plan and must be read in conjunction with the text and other schedules.



MAP 1

MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK



CITY OF BRAMPTON
Planning and Development

Date: 91 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98D

GENERAL DESCRIPTION OF THE NELSON STREET WEST EXTENSION PROJECT:

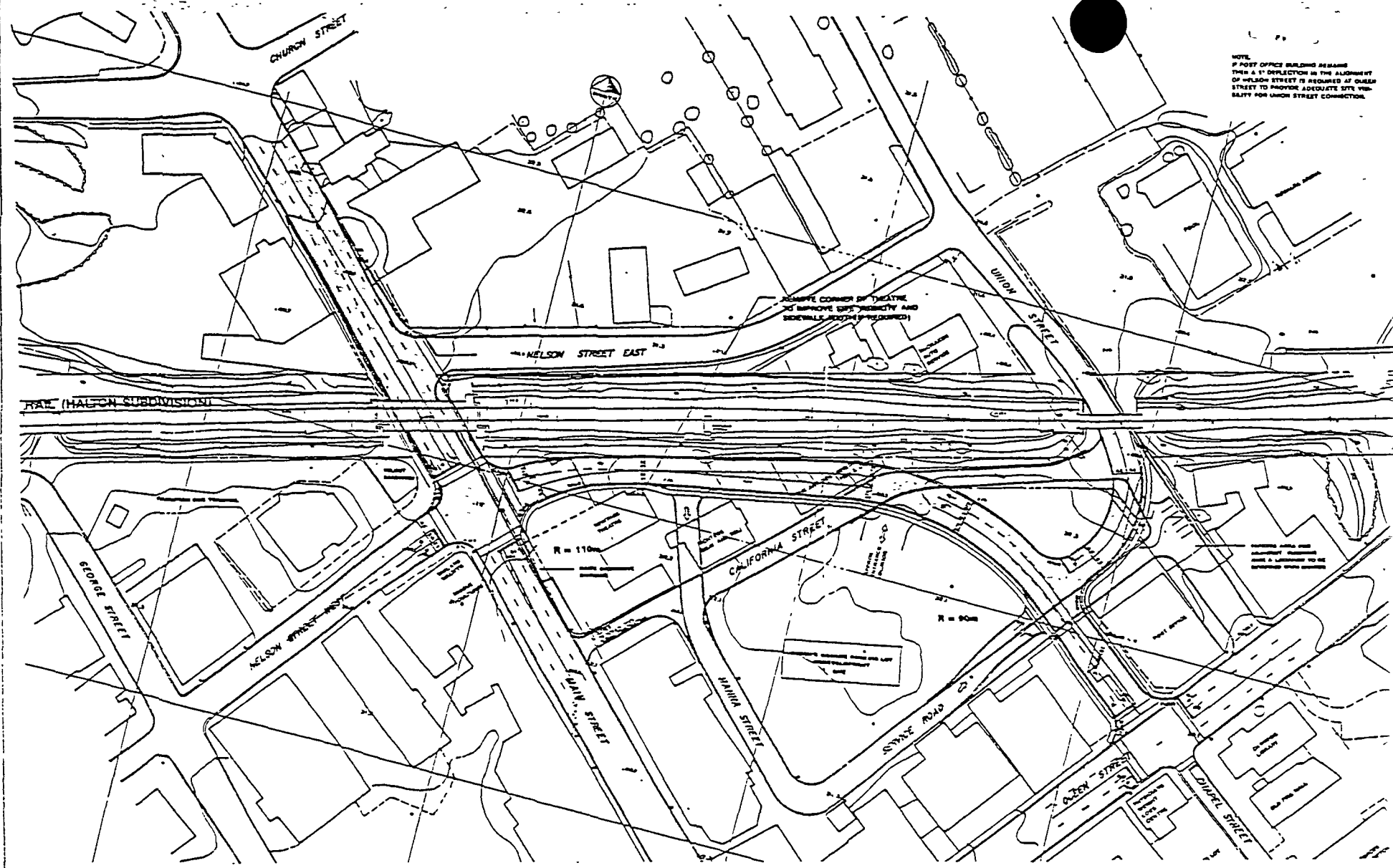
The extension of Nelson Street West, as recommended in the McCormick Rankin Environmental Study Report incorporates the following features:

- Nelson Street West would be constructed as a two lane collector roadway with additional lanes for left turn movements;
- the Nelson Street West road profile would be set to accommodate the longer term reconstruction of the Union Street grade separation;
- the service road which presently serves the Main Street and Queen Street businesses would be maintained as a one way street;
- upon completion of the Nelson Street West extension, California Street would be closed to vehicular traffic;
- the existing Union Street would be closed at Queen Street and a new Union Street alignment would be constructed from the Canadian National Railway overpass to intersect the Nelson Street West extension 60 metres north of Queen Street;
- Main Street would be widened to accommodate a southbound left turn lane at Nelson Street West;
- traffic signals at Union Street would be relocated to the new Nelson Street West/Chapel Street and Queen Street intersection; and,
- new sidewalks would be constructed to accommodate pedestrian movement.

The alignment recommended in the McCormick Rankin Environmental Study Report is shown outlined on Map 2 to this report.

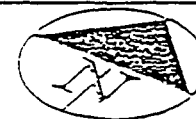
REQUIRED OFFICIAL PLAN AMENDMENTS:

Section 24(1) of the Planning Act requires that every public work and municipal by-law must conform with the city's official plan. The existing Brampton Official Plan and applicable secondary plan does not incorporate an alignment for the extension of Nelson Street as described above.



MAP 2

NELSON STREET EXTENSION RECOMMENDED PLAN



CITY OF BRAMPTON
Planning and Development

Date: 91 01 13

Drawn by: SEJ

File no. SP36B

Map no. 43-98E

Accordingly, the by-law authorizing the necessary property acquisition and the actual construction of the roadway must be supported by an official plan amendment. The required amendment would incorporate (see Attachment 1):

- an amendment to Schedule "H" (Major Transportation Elements and Major Road Network) to depict the configuration of the recommended road alignment;
- an amendment to Schedule "I" (Major Road Right-of-Way Widths) to designate a 20.0 metre or less right-of-way width for the Nelson Street extension; and,
- an amendment to Schedule SP7(b) (Brampton Central Area Secondary Plan Land Use and Transportation Schedule) to depict the recommended alignment as a "Minor Collector" in relation to designated land uses within the prevailing secondary plan.

Prior to the adoption of this official plan amendment a public meeting will be required in accordance with Council policy.

CONCLUSIONS AND RECOMMENDATIONS:

This report has outlined the background, rationale and details of a proposed official plan amendment to implement the extension of Nelson Street east of Main to intersect with Chapel Street north of Queen Street East. This amendment is required to implement Council's earlier directions to facilitate this important road link in the downtown area, and to satisfy Planning Act requirements.

Accordingly, it is recommended:

1. THAT staff be directed to convene a public meeting in accordance with Council policy, to consider the attached official plan amendment to implement the extension of Nelson Street West; and,
2. THAT subject to the results of the public meeting, staff be directed to submit that attached official plan amendment to City Council for adoption.

Accordingly, the by-law authorizing the necessary property acquisition and the actual construction of the roadway must be supported by an official plan amendment. The required amendment would incorporate (see Attachment 1):

- an amendment to Schedule "H" (Major Transportation Elements and Major Road Network) to depict the configuration of the recommended road alignment;
- an amendment to Schedule "I" (Major Road Right-of-Way Widths) to designate a 20.0 metre or less right-of-way width for the Nelson Street extension; and,
- an amendment to Schedule SP7(b) (Brampton Central Area Secondary Plan Land Use and Transportation Schedule) to depict the recommended alignment as a "Minor Collector" in relation to designated land uses within the prevailing secondary plan.

Prior to the adoption of this official plan amendment a public meeting will be required in accordance with Council policy.

CONCLUSIONS AND RECOMMENDATIONS:

This report has outlined the background, rationale and details of a proposed official plan amendment to implement the extension of Nelson Street east of Main to intersect with Chapel Street north of Queen Street East. This amendment is required to implement Council's earlier directions to facilitate this important road link in the downtown area, and to satisfy Planning Act requirements.

Accordingly, it is recommended:

1. THAT staff be directed to convene a public meeting in accordance with Council policy, to consider the attached official plan amendment to implement the extension of Nelson Street West; and,
2. THAT subject to the results of the public meeting, staff be directed to submit that attached official plan amendment to City Council for adoption.

Respectfully submitted,

AGREED:

A handwritten signature in cursive script, reading "John B. Corbett". The signature is written in dark ink and is positioned above a horizontal dashed line.

JOHN B. CORBETT, MCIP
MANAGER, LAND USE POLICY

A handwritten signature in cursive script, reading "John A. Marshall". The signature is written in dark ink and is positioned above a horizontal dashed line.

JOHN A. MARSHALL, MCIP
COMMISSIONER OF PLANNING AND
DEVELOPMENT.

I, KATHRYN ZAMMIT, Deputy Clerk of the City of Brampton do hereby certify that the attached Amendment Number 241 to the 1984 Official Plan of the City of Brampton Planning Area, is a true copy as approved by the Ministry of Municipal Affairs on August 10, 1993.

DATED at the City of Brampton this April 18, 1994.



Kathryn Zammit
Deputy City Clerk