



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 102-84

To adopt Amendment Number 34 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 Regional Municipality of Peel Act, and the Planning Act, 1983 hereby ENACTS as follows:

1. Amendment Number 34 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 and Housing for approval of Amendment Number 34 to the Official Plan of the City of Brampton Planning Area.

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

This 7th day of May, 1984.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

Amendment No. 34
to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of sections 21(1) and 17(9) of the Planning Act, R.S.O. 1983, as follows:

1. Section 6.3, page 5, is hereby modified by deletion of the word "The ...", at the beginning of the sentence and to be replaced with the word "New ...".
2. Section 7.1.3, page 7, is hereby deleted and replaced as follows:

"7.1.3 Any and all new entrances will be via the collector road intersection and shall be subject to the approval of the Ministry of Transportation and Communications."

As thus modified, this amendment is hereby approved as Amendment No. 34 to the Official Plan for the City of Brampton Planning Area.

Date *Aug: 29/84*

D. P. McHugh
D. P. McHUGH
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs and Housing

LODGED AND RECORDED
IN THE
Ministry of Municipal Affairs and Housing
AUG 29 1984
IN ACCORDANCE WITH THE PLANNING ACT
AS DOCUMENT NO. *21-0P-0031-034*
BY

1.0 Purposes:

The purposes of this amendment are to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 7.2 of the Official Plan, detailed policy guidelines for the residential and commercial development of the lands identified as "New Development Area 5" on Schedule D of the said Official Plan and on Schedule A to this amendment.

2.0 Location:

The lands subject to this amendment comprise a total area of approximately 37.5 hectares (92.6 acres), are located in the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10, being part of Lot 10, Concession 1, W.H.S., in the City of Brampton, are as shown as "New Development Area 5" on Schedule A to this amendment.

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 deleting the first paragraph of subsection 7.2.7.6, and substituting therefor the following:

"Subsection B2.3 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plate Numbers 2 and 6, all of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 6, as amended by Amendment Numbers 42, 63, 66 and 88, and by Amendment Numbers 8A and 9A, to the Consolidated Official Plan, and Part IV Chapter 6(a) to this Plan, are combined, and shall constitute the Brampton West Secondary Plan.";

- (2) by changing Schedule G to show a Public Open Space Area in the location identified on Schedule A to this amendment;

- (3) by adding thereto, as Schedule SP6(a), Schedule A to this amendment; and

- (4) by adding to Part IV a new chapter namely:
"Chapter 6: THE BRAMPTON WEST SECONDARY PLAN"

- (5) by adding the following text to Part IV - SECONDARY PLANS, as Chapter 6(a):

"Chapter 6(a): THE BRAMPTON WEST SECONDARY PLAN

as it affects

New Development Area 5

1.0 Purpose:

The purpose of this chapter, together with Schedule SP25(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands outlined on Schedule SP6(a), and to specify the desired pattern of land use, the transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area 5" on Schedule D. This chapter will form part of the Brampton West Secondary Plan.

2.0 Location:

The subject lands comprise a total area of approximately 37.5 hectares (92.6 acres) located in the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10, being part of Lot 10, Concession 1, W.H.S., in the City of Brampton, as shown outlined on Schedule SP6(a).

DEVELOPMENT PRINCIPLES

3.0 Noise Abatement:

3.1 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.

3.2 Where relevant, an evaluation of the impact of vibrations and fumes from Canadian Pacific Railway will be included as a component of the study required under policy 3.1

4.0 Residential Policies:

4.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 5 area:

Table 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Type</u>
Single detached density types	42-48%
Semi-detached density types	52-58%
	100%

4.2 The density target for the New Development Area 5 is 18.7 units per hectare (7.6 units per acre) of gross residential area as defined in Part II to this plan.

4.3 In areas designated Low Density Residential on Schedule SP6(a), permitted uses include those residential uses within the Low Density range defined in Part II to this plan, subject to policies 4.1 and 4.2 above.

4.4 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.

4.7 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 constraints of road capacity as set out in policies 7.2.1 and 9.2.1 and the other policies of this chapter.

5.0 Public Open Space:

5.1 Definition:

Lands designated Public Open Space on Schedule SP6(a) will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.

5.2 The requirement and development of a public park and associated recreation facilities on the lands

designated Public Open Space on Schedule SP6(a) shall be based where feasible on the neighbourhood service level policies and standards contained in section 2.5 of this Plan. The community, district and specialized parks required to serve the requirements of this area are included in the overall tableland requirement of section 2.5 of this Plan, but will be located in adjacent areas.

6.0 Highway Commercial Special:

6.1 Definition:

The Highway Commercial Special land use designation on Schedule SP6(a) indicates that the uses shall be limited to certain commercial and light industrial uses which cater primarily to persons coming to the premises by automobile and which, by their function or requirements, are such that incorporation into a shopping centre location is not necessary or appropriate, and which will have a minimal adverse impact on the residential component of New Development Area 5.

The commercial and light industrial uses permitted shall be limited to motels, hotels, restaurants, automobile service stations, gas bars, car washes, motor vehicle and boat sales, rental and service establishments, offices, community or health clubs, taverns, garden centres, banquet facilities, printing and copying establishments, custom workshops, tool and equipment rental establishments, financial institutions, and specific light industrial uses that may have limited ancillary, retail or service functions. Shopping centre, or retail sales not ancillary to the foregoing shall not be permitted. The commercial and light industrial uses which abut or are in proximity to the residential component of New Development Area 5, shall be further limited to offices, health and community clubs, printing and copying establishments, financial institutions, custom workshops and specific light industrial uses that may have limited ancillary retail or service functions only.

6.2 The type of commercial and light industrial uses permitted will be restricted to those that are included in the "Highway Commercial Special" definition under section 6.1. The erection of retail and commercial establishments

shall not be permitted in the form of a shopping centre planned and developed as a unit.

MODIFICATION
NO. 1
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

6.3 ~~The~~ vehicular access to lands designated Highway Commercial Special as shown on Schedule SP6(a) shall be restricted to internal roads only, with no direct access permitted from Highway Number 10, or Highway Number 7, or to the Minor Collector Road in proximity to the lands designated Residential.

6.4 Limited outside storage may be permitted subject to detailed design considerations, with the exception of lands used for light industrial purposes or lands designated Highway Commercial Special which abut or are in proximity to the residential component of New Development Area 5.

6.5 Proponents of Highway Commercial Special development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

6.6 The following criteria shall apply to Highway Commercial Special development:

- i) provision of an adequate amount of off-street parking to satisfy the expected requirements of employees and visitors;
- ii) the provision of adequate yard requirements to ensure the general amenity of the area;
- iii) the provision of a high standard of design for buildings, yards and landscaping, and in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:
 - a) the siting and massing of buildings,
 - b) vehicular access points, parking layout, internal circulation system, and location of loading docks,
 - c) location, lighting and screening of parking areas,
 - d) landscaping and fencing, and
 - e) location of garage disposal facilities and snow removal.

iv) will not generate air pollution, odour

or excessive noise and vibration.

6.7 Highway Commercial Special uses shall be buffered from residential areas by such means as berms and increased yard widths and depths. Fencing, screening and/or special landscaped areas will be required where deemed appropriate.

6.8 Building height restrictions and setback restrictions shall be imposed on lands abutting the residential component of New Development Area 5 so as to preserve the visual amenity of the residential area.

6.9 Provisions shall be made for transit vehicles and access for the handicapped in the design of the highway commercial special development, where deemed appropriate.

7.0 Transportation Policies:

7.1 Roads:

7.1.1 Road facilities in the New Development Area 5 are intended to function in accordance with the general guidelines and classifications outlined under section 4.2 of the plan with the exception of the Minor Collector roadway shown on Schedule SP6(a) which is to be planned, designed, constructed and designated to accommodate light to moderate traffic volumes of short distance traffic at low speed and is intended to provide the connecting points to Highway Numbers 7 and 10. Through traffic will be discouraged from using this roadway. All intersections will be at grade. Direct access from abutting properties will not be permitted with the exception of that portion of the Minor Collector roadway between Highway Number 7 and a point approximately 100 metres to the south where direct access to the Minor Collector roadway may be permitted provided such access does not prejudice the traffic function of the roadway.

7.1.2 Lands adjacent to Highway 10 and Highway 7 right-of-way shall only be considered for development if it does not prejudice the right-of-

way requirements of the Ministry of Transportation and Communications respecting the said highways.

MODIFICATION
NO. 2
UNDER SECTION 17(9) OF
THE PLANNING ACT, 1983

7.1.3 ~~The number and location of access points onto Highway 7 and Highway 10 shall be subject to approval by the Ministry of Transportation and Communications.~~

7.1.4 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.

7.1.5 Minor adjustments to the alignment of the roads shown on Schedule SP6(a) will be permitted without an amendment to this Official Plan.

7.1.6 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 cul-de-sacs in subdivision design where feasible;
- b) using street designs which discourage excessive speeds; and
- c) encouraging off-street private parking (i.e private driveways, garages, etc.)

7.1.7 The design of facilities within road rights-of-way which are under the jurisdiction of the City of Brampton, shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

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

7.2 Highway 410:

7.2.1 Based on an existing traffic study, it is recognized that there may not be sufficient road capacity to serve the residential component of New Development Area 5 as well as all of the

existing and presently committed development until the construction of Highway 410 from Bovaird Drive to Steeles Avenue is complete, and accordingly, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.

7.3 Public Transit:

- 7.3.1 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.

8.0 Storm Water Management:

- 8.1. A comprehensive storm water management study will be undertaken for the New Development Area 5 and will be subject to the approval of the City, the responsible conservation authorities and the Ministry of Transportation and Communications, prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water plan for the subject lands.

9.0 Implementation Policies

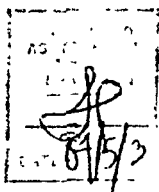
9.1 Interpretation

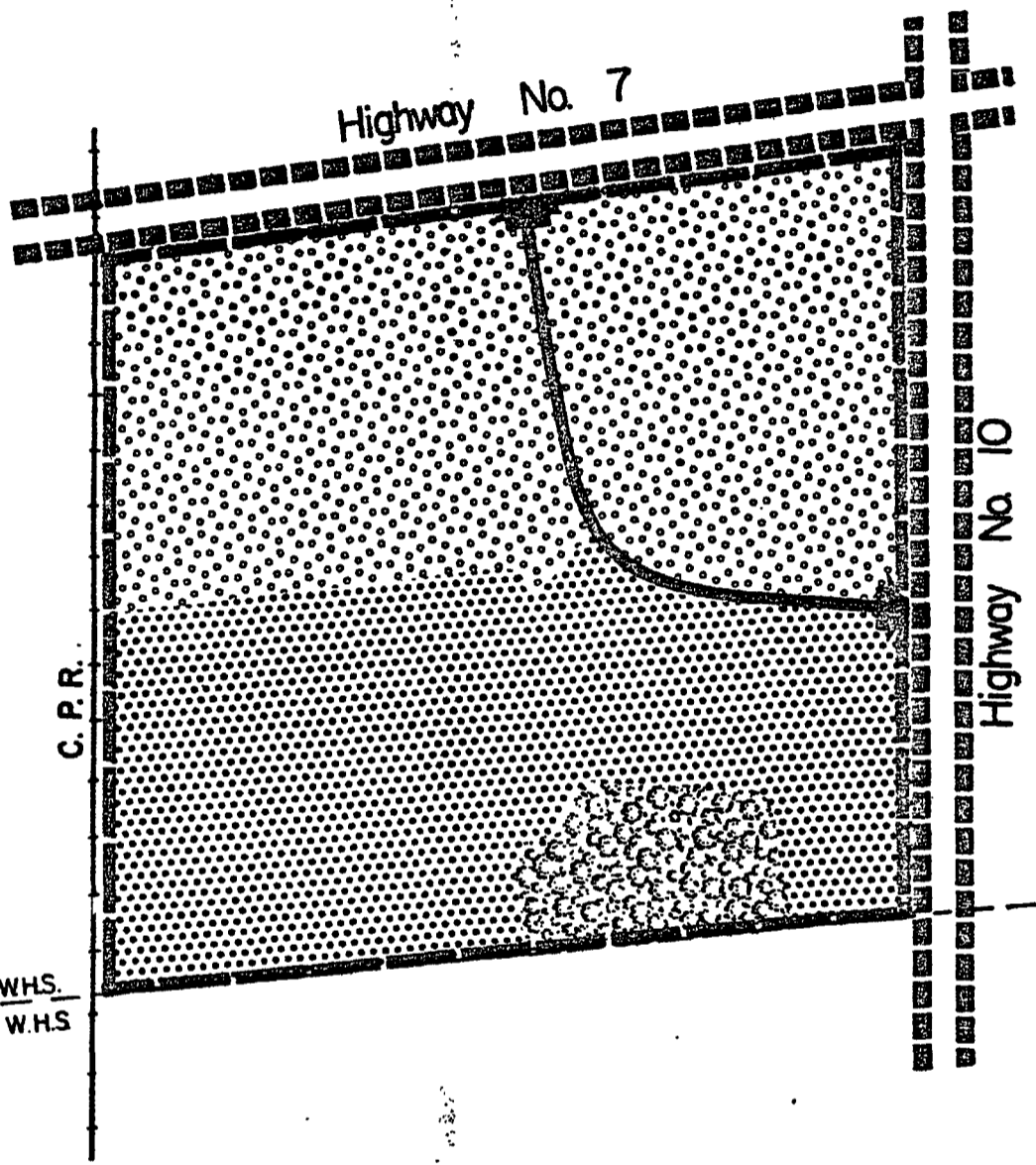
- 9.1.1 In order to provide for flexibility in the interpretation of the text maps of this chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.
- 9.1.2 Although Schedule SP6(a) 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.




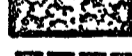

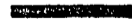

9.2 Phasing

9.2.1 In addition to the policies contained in section 7.4 of this Plan, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.





LOT 10 CON. 1 W.H.S.
 LOT 9 CON. 1 W.H.S.

-  New Development Area 5 Boundary
-  Highway Commercial Special
-  Low Density Residential
-  Open Space
-  Provincial Highway
-  Minor Collector Road
-  Road Access Subject to M.T.C. Approval

SCHEDULE SP 6(a)
 New Development Area 5
 OFFICIAL PLAN AMENDMENT No. 34
 Schedule A


 1:6000

CITY OF BRAMPTON
 Planning and Development
 Date: 83 10 31 Drawn by: RB
 File no. CI W10.1 Map no. 42-64E

BACKGROUND MATERIAL TO AMENDMENT NUMBER 34

Attached is a copy of a report from the Director, Planning and Development Services, dated November 24, 1983. Also attached is a copy of a report from the Director, Planning and Development Services forwarding notes of a public meeting held on January 18, 1984 subsequent to the placing of notices in the two local papers and the mailing of notices to property owners within New Development Area 5 and within 400 feet of the proposed amendment boundaries.

1.0 Purposes:

The purposes of this amendment are to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 7.2 of the Official Plan, detailed policy guidelines for the residential and commercial development of the lands identified as "New Development Area 5" on Schedule D of the said Official Plan and on Schedule A to this amendment.

2.0 Location:

The lands subject to this amendment comprise a total area of approximately 37.5 hectares (92.6 acres), are located in the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10, being part of Lot 10, Concession 1, W.H.S., in the City of Brampton, are as shown as "New Development Area 5" on Schedule A to this amendment.

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 deleting the first paragraph of subsection 7.2.7.6, and substituting therefor the following:

"Subsection B2.3 of Chapter B1 of Section B of Part C, and Chapter C35 of Section C of Part C, and Plate Numbers 2 and 6, all of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 6, as amended by Amendment Numbers 42, 63, 66 and 88, and by Amendment Numbers 8A and 9A, to the Consolidated Official Plan, and Part IV Chapter 6(a) to this Plan, are combined, and shall constitute the Brampton West Secondary Plan.";

- (2) by changing Schedule G to show a Public Open Space Area in the location identified on Schedule A to this amendment;

- (3) by adding thereto, as Schedule SP6(a), Schedule A to this amendment; and

- (4) by adding to Part IV a new chapter namely:
"Chapter 6: THE BRAMPTON WEST SECONDARY PLAN"

- (5) by adding the following text to Part IV - SECONDARY PLANS, as Chapter 6(a):

"Chapter 6(a): THE BRAMPTON WEST SECONDARY PLAN
as it affects
New Development Area 5

1.0 Purpose:

The purpose of this chapter, together with Schedule SP25(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands outlined on Schedule SP6(a), and to specify the desired pattern of land use, the transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area 5" on Schedule D. This chapter will form part of the Brampton West Secondary Plan.

2.0 Location:

The subject lands comprise a total area of approximately 37.5 hectares (92.6 acres) located in the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10, being part of Lot 10, Concession 1, W.H.S., in the City of Brampton, as shown outlined on Schedule SP6(a).

DEVELOPMENT PRINCIPLES

3.0 Noise Abatement:

3.1 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.

3.2 Where relevant, an evaluation of the impact of vibrations and fumes from Canadian Pacific Railway will be included as a component of the study required under policy 3.1

4.0 Residential Policies:

4.1 The housing mix targets shall be as indicated in Table 1 and shall apply to the whole of the New Development Area 5 area:

Table 1

<u>Housing Type</u>	<u>Percent of Total Dwelling Type</u>
Single detached density types	42-48%
Semi-detached density types	52-58%
	100%

4.2 The density target for the New Development Area 5 is 18.7 units per hectare (7.6 units per acre) of gross residential area as defined in Part II to this plan.

4.3 In areas designated Low Density Residential on Schedule SP6(a), permitted uses include those residential uses within the Low Density range defined in Part II to this plan, subject to policies 4.1 and 4.2 above.

4.4 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.

4.7 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 constraints of road capacity as set out in policies 7.2.1 and 9.2.1 and the other policies of this chapter.

5.0 Public Open Space:

5.1 Definition:

Lands designated Public Open Space on Schedule SP6(a) will be used for public outdoor and indoor recreation areas and facilities of neighbourhood significance.

5.2 The requirement and development of a public park and associated recreation facilities on the lands

designated Public Open Space on Schedule SP6(a) shall be based where feasible on the neighbourhood service level policies and standards contained in section 2.5 of this Plan. The community, district and specialized parks required to serve the requirements of this area are included in the overall tableland requirement of section 2.5 of this Plan, but will be located in adjacent areas.

6.0 Highway Commercial Special:

6.1 Definition:

The Highway Commercial Special land use designation on Schedule SP6(a) indicates that the uses shall be limited to certain commercial and light industrial uses which cater primarily to persons coming to the premises by automobile and which, by their function or requirements, are such that incorporation into a shopping centre location is not necessary or appropriate, and which will have a minimal adverse impact on the residential component of New Development Area 5.

The commercial and light industrial uses permitted shall be limited to motels, hotels, restaurants, automobile service stations, gas bars, car washes, motor vehicle and boat sales, rental and service establishments, offices, community or health clubs, taverns, garden centres, banquet facilities, printing and copying establishments, custom workshops, tool and equipment rental establishments, financial institutions, and specific light industrial uses that may have limited ancillary, retail or service functions. Shopping centre, or retail sales not ancillary to the foregoing shall not be permitted. The commercial and light industrial uses which abut or are in proximity to the residential component of New Development Area 5, shall be further limited to offices, health and community clubs, printing and copying establishments, financial institutions, custom workshops and specific light industrial uses that may have limited ancillary retail or service functions only.

6.2 The type of commercial and light industrial uses permitted will be restricted to those that are included in the "Highway Commercial Special" definition under section 6.1. The erection of retail and commercial establishments

shall not be permitted in the form of a shopping centre planned and developed as a unit.

- 6.3 The vehicular access to lands designated Highway Commercial Special as shown on Schedule SP6(a) shall be restricted to internal roads only, with no direct access permitted from Highway Number 10, or Highway Number 7, or to the Minor Collector Road in proximity to the lands designated Residential.
- 6.4 Limited outside storage may be permitted subject to detailed design considerations, with the exception of lands used for light industrial purposes or lands designated Highway Commercial Special which abut or are in proximity to the residential component of New Development Area 5.
- 6.5 Proponents of Highway Commercial Special development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.
- 6.6 The following criteria shall apply to Highway Commercial Special development:
 - i) provision of an adequate amount of off-street parking to satisfy the expected requirements of employees and visitors;
 - ii) the provision of adequate yard requirements to ensure the general amenity of the area;
 - iii) the provision of a high standard of design for buildings, yards and landscaping, and in accordance with section 40 of the Planning Act, 1983, the City shall endeavour to ensure that due regard is given to such elements as:
 - a) the siting and massing of buildings,
 - b) vehicular access points, parking layout, internal circulation system, and location of loading docks,
 - c) location, lighting and screening of parking areas,
 - d) landscaping and fencing, and
 - e) location of garage disposal facilities and snow removal.
 - iv) will not generate air pollution, odour

or excessive noise and vibration.

6.7 Highway Commercial Special uses shall be buffered from residential areas by such means as berms and increased yard widths and depths. Fencing, screening and/or special landscaped areas will be required where deemed appropriate.

6.8 Building height restrictions and setback restrictions shall be imposed on lands abutting the residential component of New Development Area 5 so as to preserve the visual amenity of the residential area.

6.9 Provisions shall be made for transit vehicles and access for the handicapped in the design of the highway commercial special development, where deemed appropriate.

7.0 Transportation Policies:

7.1 Roads:

7.1.1 Road facilities in the New Development Area 5 are intended to function in accordance with the general guidelines and classifications outlined under section 4.2 of the plan with the exception of the Minor Collector roadway shown on Schedule SP6(a) which is to be planned, designed, constructed and designated to accommodate light to moderate traffic volumes of short distance traffic at low speed and is intended to provide the connecting points to Highway Numbers 7 and 10. Through traffic will be discouraged from using this roadway. All intersections will be at grade. Direct access from abutting properties will not be permitted with the exception of that portion of the Minor Collector roadway between Highway Number 7 and a point approximately 100 metres to the south where direct access to the Minor Collector roadway may be permitted provided such access does not prejudice the traffic function of the roadway.

7.1.2 Lands adjacent to Highway 10 and Highway 7 right-of-way shall only be considered for development if it does not prejudice the right-of-

way requirements of the Ministry of Transportation and Communications respecting the said highways.

7.1.3 The number and location of access points onto Highway 7 and Highway 10 shall be subject to approval by the Ministry of Transportation and Communications.

7.1.4 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.

7.1.5 Minor adjustments to the alignment of the roads shown on Schedule SP6(a) will be permitted without an amendment to this Official Plan.

7.1.6 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 cul-de-sacs in subdivision design where feasible;
- b) using street designs which discourage excessive speeds; and
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7.1.7 The design of facilities within road rights-of-way which are under the jurisdiction of the City of Brampton, shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

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

7.2 Highway 410:

7.2.1 Based on an existing traffic study, it is recognized that there may not be sufficient road capacity to serve the residential component of New Development Area 5 as well as all of the

existing and presently committed development until the construction of Highway 410 from Bovaird Drive to Steeles Avenue is complete, and accordingly, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.

7.3 Public Transit:

7.3.1 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.

8.0 Storm Water Management:

8.1. A comprehensive storm water management study will be undertaken for the New Development Area 5 and will be subject to the approval of the City, the responsible conservation authorities and the Ministry of Transportation and Communications, prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water plan for the subject lands.

9.0 Implementation Policies

9.1 Interpretation

9.1.1 In order to provide for flexibility in the interpretation of the text 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.

9.1.2 Although Schedule SP6(a) 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.

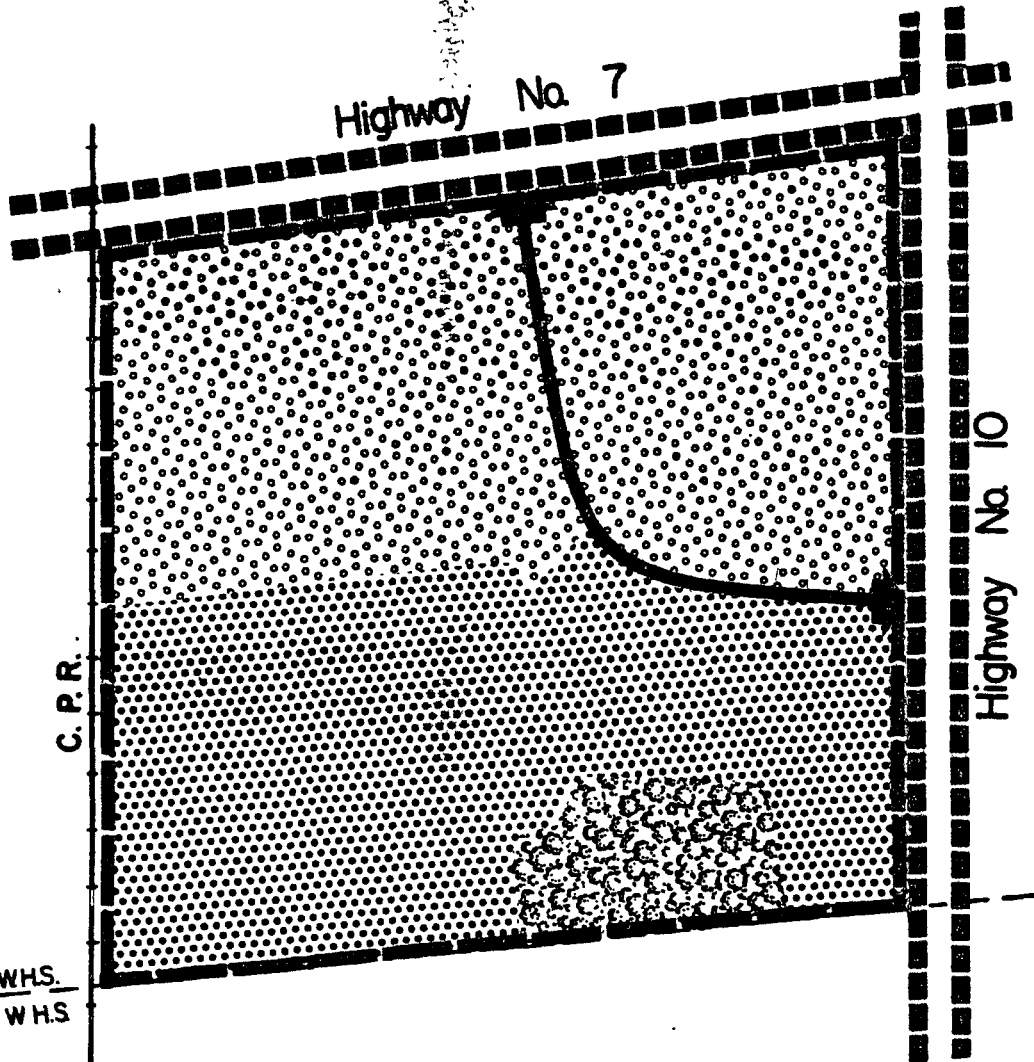
9.2 Phasing

9.2.1 In addition to the policies contained in section 7.4 of this Plan, no residential development will be permitted to proceed and no residential components of plans of subdivision released or residential building permits issued in New Development Area 5 until the City of Brampton and the Region of Peel are satisfied that circumstances are such that the risk of overtaxing the arterial road system is minimal.








APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON

[Signature]

DATE 8/5/12



LOT 10 CON. 1 W.H.S.
 LOT 9 CON. 1 W.H.S.

-  New Development Area 5 Boundary
-  Highway Commercial Special
-  Low Density Residential
-  Open Space
-  Provincial Highway
-  Minor Collector Road
-  Road Access Subject to M.T.C. Approval

SCHEDULE SP 6(a)
 New Development Area 5
 OFFICIAL PLAN AMENDMENT No. 34
 Schedule A



1:6000

CITY OF BRAMPTON
 Planning and Development
 Date: 83 10 31 Drawn by: RB
 File no. C1W10.1 Map no. 42-64E

BACKGROUND MATERIAL TO AMENDMENT NUMBER 34

Attached is a copy of a report from the Director, Planning and Development Services, dated November 24, 1983. Also attached is a copy of a report from the Director, Planning and Development Services forwarding notes of a public meeting held on January 18, 1984 subsequent to the placing of notices in the two local papers and the mailing of notices to property owners within New Development Area 5 and within 400 feet of the proposed amendment boundaries.

INTER-OFFICE MEMORANDUM

C1

Office of the Commissioner of Planning & Development

November 24, 1983

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Subdivision and Application to
Amend the Official Plan and Restricted Area By-law
Part of the East Half of Lot 10, Concession 1, W.H.S.
(former Township of Chinguacousy)
BRAMWAY PROPERTIES LIMITED
Ward Number 5
Region of Peel File: 21T-80045B (Revised)
Our File: C1W10.1

1.0 INTRODUCTION:

A draft plan of subdivision for the above noted lands has been circulated by the Region and an application for amendments to the Official Plan and Restricted Area By-law has been received by the Clerk's Department.

2.0 SITE DESCRIPTION:

The subject property comprises an area of 36.51 hectares (90.24 acres) and is located within the south-west quadrant of the intersection of Highway Number 7 and Highway Number 10 with frontages of approximately 566.3 metres (1,858 feet) and 452.6 metres (1,484.8 feet) on these roads respectively.

To the west, the subject lands abut the Canadian Pacific Railway while to the south, the subject lands abut the grounds of the Peel Manor Senior Citizens' Home.

The subject lands have an irregular northerly boundary limit due to the configuration of the existing road widening along Highway Number 7 and an existing commercial parcel at the corner of the intersection of Highways Number 7 and Number 10, where an automobile dealership and restaurant are located. The irregular boundary line along Highway Number 10 is due to an existing restaurant approximately 135.4 metres (444.2 feet) south of the intersection of Highway Number 7 and Number 10.

The subject lands are presently undeveloped, except for two unsightly industrial structures at the north-east corner of the lands, and are currently being used for agricultural purposes.

Topographically, the subject lands are gently sloping to the south-west. No significant vegetation exists on the site.

The land uses surrounding the subject property are as follows:

- Lands to the north, on the opposite side of Highway Number 7, are developed by a mixture of industrial and highway commercial uses;
- To the east, on the opposite side of Hurontario Street (Highway Number 10) lands are occupied by the Brampton Brick shale pit and brick manufacturing yard, four detached dwellings and a barn, all subject to a proposal for residential development under Regional file number 21T-80029B, Brampton Brick. A service station exists on the south-east corner of Highway Number 7 and Hurontario Street;
- To the west, is the Canadian Pacific Railroad, while farther west, lands are developed by the Kodak Company Limited for industrial purposes, and
- To the south, the abutting lands are predominately vacant, with the exception of a small cemetery and Peel Manor Senior Citizens' Home. However, the vacant lands are subject to a proposal for residential development under Regional file number 21T-78071B, Peel Manor.

3.0 OFFICIAL PLAN AND ZONING BY-LAW STATUS:

The Consolidated Official Plan designates the subject lands for "Industrial" purposes.

The new Official Plan designates the northerly half of the subject lands as "Commercial". This "Commercial" designation is further defined in Section 2.2 of the "new Official Plan" as "Highway and Service Commercial". The southerly half of the subject lands are designated for "Residential" purposes. The subject lands also are identified as "new Development Area 5" where development is to be proceeded by a Secondary Plan.

By-law 861 zones the subject lands M1 and M2 Industrial.

4.0 PROPOSAL:

The subject application proposes to subdivide the lands into 345 single family detached lots with frontages ranging from 9 metres (30 feet) to 12.5 metres (40 feet), a 1.85 hectare (4.57 acres) park block and 15 highway and service commercial blocks having a total area of 13.87 hectares (34.27 acres). The major features of the plan involve the extension of the envisaged road pattern to the north and east by means of a minor collector road from Highway Number 7 to Hurontario Street, and the establishment of a separation between the proposed residential and commercial components of the plan.

To facilitate the proposed development, the applicant has submitted an application to amend both the Official Plan and the Restricted Area (Zoning) By-law. In this respect, the applicant is requesting that the southerly half of the plan be zoned for single family detached dwellings with an open space zoning for the proposed park block. The 15 commercial blocks in the northerly half of the plan are proposed to be zoned for service and highway commercial uses. Such uses would include medical and specialized services, restaurants, offices, motels, hotels, automobile service stations and repair facilities, car washes, automobile sales and service establishments, garden centres, and industrial uses having ancillary retail or service functions.

To achieve an effective separation between the commercial and residential components of the proposed development, all residential lots abutting the commercial components are indicated to have a minimum depth of 40 metres (131 feet). Such depth is to facilitate a proposed combination wall and berm which the applicant contends will effectively buffer the residential lots from the commercial component of the plan.

In support of the subject proposal, a preliminary acoustical assessment has been submitted by the applicant and the applicant contends that this assessment demonstrates that with the plan as proposed, satisfactory noise reductions can be achieved in rear yard amenity areas through the use of berms, walls and, in some case, the structures themselves.

5.0 COMMENTS RECEIVED FROM AGENCIES AND DEPARTMENTS:

The Credit Valley Conservation Authority has advised that storm waters from the site may have to be directed toward the Main's Creek diversion. Thus, approval of the plan should be subject to the submission of a detailed engineering report respecting storm water treatment, such a report is to be prepared and its recommendations are to be carried out to the Authority's satisfaction.

The Metropolitan Toronto and Region Conservation Authority has advised that they have no objections to the application, subject to a detailed engineering and drainage report being approved by the Authority prior to final registration of this plan and that the owner agrees to carry out the recommendations contained in that report.

The Region of Peel Public Works Department has indicated a sanitary sewer trunk is available immediately west of the subject lands along the Canadian Pacific rail line and allowance has been made in the design of the plan of subdivision (file number 21T-78071B - Peel Manor) to the south. Water is available on Highway Number 7, however, a 12 inch diameter watermain is required from Highway Number 7

southerly to the south limit of the plan. Water frontage charges will apply on Highway Number 7.

The Region of Peel Department of Social Services has advised that they have no objection to the proposed plan, subject to consideration being given to prohibiting truck and other heavy equipment related vehicles from entering the Park Estates subdivision to the south, via the proposed plan.

The Region of Peel Transportation Policy Division has advised that the subject proposal was listed as uncommitted in the Bovaird/Kennedy Traffic Impact Study Report and was not included in the analysis. Consequently, they advise that the residential component of the subject proposal can only aggravate the traffic conditions detailed in the study. As the proposed development is not part of the releases and agreements with the City of Brampton, they feel the residential component of the plan should not be permitted to be developed until Highway 410 is open to Bovaird Drive. The industrial/commercial component of the plan could be permitted to proceed independent of the construction of Highway 410, provided that it is subject to the construction of Street Number 1 and appropriate intersection improvements at the junction of Street Number 1 and both Highway 7 (Bovaird Drive) and Highway 10 (Main Street).

The Peel Board of Education has noted that the plan proposes a significant number of units for which there is no available permanent accommodation. The Board has no objection to the proposal subject to the following conditions:

1. the Engineering Agreement contain the statement that the developers shall agree to erect signs at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy.

2. any agreements of purchase and sale entered into with respect to any lots on this plan, within a period of five years from the date of registration of the subdivision agreement, contain a clause stating that:

"Whereas, despite the efforts of The Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy."

The Dufferin-Peel Roman Catholic Separate School Board has advised that a new school, Our Lady of Fatima (Sunset Boulevard near Vodden Street), within plan M-416, was opened in September, 1983.

Even with this new school, there could be accommodation problems if the subdivision develops all at once. In view of this, the Board has requested that phasing of the development plan be provided to the Board.

The Ministry of the Environment has advised that the predicted noise levels for the lots nearest Highway Number 10 are up to 10 dBA in excess of their guidelines and the levels for the lots adjacent to the Canadian Pacific Railway line are up to 5 dBA in excess of those guidelines. The buildings of the Kodak Company Limited are located approximately 1,000 feet from the nearest residential lot and the Ministry is aware of a proposal to redevelop the Brampton Brick lands. Hence, it is not anticipated that noise levels from these sources will be of any significance. However, it is recommended that consideration be given to these two sources when investigating noise levels on the site. In addition, the noise impact which may be associated with the residential/commercial interface should also be investigated.

Considering the above, the Ministry does not object to draft approval subject to the following conditions:

1. Prior to the preparation of a subdivision agreement, the owner shall engage the services of a consultant to complete a noise study recommending noise control features satisfactory to the Ministry of the Environment and the City of Brampton.
2. Prior to final approval the Ministry of the Environment shall be notified by a copy of the fully executed subdivider's agreement between the developer and the municipality that the noise control features recommended by the acoustical report and approved by the Ministry of the Environment and the City of Brampton shall be implemented as approved, by requirements of the subdivider's agreement.
3. In the event that a slight noise level excess will remain, despite the implementation of the noise control features, the following warning clause shall be included in a registered portion of the subdivider's agreement:

"Purchasers are advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants."

The Canadian-Pacific Railway recommends that the draft plan be modified to provide for a land use more compatible to their railway operation. If this is not feasible, they have requested to be further consulted in order that certain conditions may be imposed on the development to ensure safety and comfort of the future residents.

After further consultation, these conditions referred to in the Railway's comments have been received in the form of a letter agreed to by the applicant. These conditions are that the subdivision agreement for subject proposal include the following:

A. Where residential development abuts the railway:

- (1) The developer will construct a berm having a top elevation 2 metres above the railway subgrade.
- (2) The slope of the berm will be 1.5 to 1 on the CP Rail side of the berm.
- (3) A noise attenuation fence 2 metres high will be constructed by the developer on the peak of the berm identical to that required in subdivision 21T-78071B immediately to the south.
- (4) No water from the residential properties will drain onto the railway lands and there will be no interference with the existing drainage ditch.
- (5) All dwellings will be set back 15 metres from the existing rear property line.
- (6) A warning clause is to be placed on title for all property abutting the railway similar to that provided for in the 21T-78071B subdivision immediately to the south.

B. Where the railway abuts the Highway Commercial portion of this development, the developer will install a 2 metre high chain link fence only.

The Ministry of Transportation and Communications advise that in addition to the street widening to Highway 10 as shown on the plan, a small widening of Highway 7 is required affecting Block 354. In this respect, the Ministry also notes that two small parcels of lands abutting Blocks 354 and 355 are surplus to the Ministry's needs and should be incorporated into the lands to be developed.

The Ministry has also indicated that in addition to the above requirements, they have the following comments:

1. Street 1 must intersect with Highway 10 directly opposite the recommended street entrance proposed for plan 21T-80029B on the east side of the highway.
2. Any future street access from the lands lying to the north of Highway 7 will be required to be directly opposite Street 1 on the proposed plan. The future grade of Highway 7 will be approximately 1.5 metres above the existing grade of Highway 7 and the developer should allow for this grade change in the road design.
3. Intersection improvements at the new street entrances of proposed Street 1 and Highway's 7 and 10 shall be the financial responsibility of the developer. In this respect, a traffic report for the intersections, including projected volumes, and turning movements is required. An agreement covering these improvements must be entered into prior to final approval of the plan.
4. Deeds for 0.3 metre reserves across the subject lands, Highway's 7 and 10 frontage, with the exception of Street 1 should be a condition of draft approval.
5. A drainage report and plan outlining the developer's intended treatment of the storm water run-off must be approved by the Ministry prior to final approval of the plan.

The City's Public Works Department advise that the proposed plan meets with their approval, however, they request that a connection road be provided between Street 9 and Street 1, opposite Street 3. They also note that 0.3 metre reserves must be provided on both sides of Street 1 where it abuts Blocks 353 and 354.

The City's Park and Recreation Department advises the location, shape and size of the proposed parkland (Block 361) is acceptable. However,

they have raised a concern regarding the park access off Street 8 and suggest the plan be redlined to relocate the access between lots 242 and 243. Boulevard tree planting should be required along Highways 7 and 10 where they abut the plan as well as sidewalks along these roads.

In addition, the Department notes concerns regarding the buffering proposed for the residential component of the plan and recommends the use of masonry walls versus wood screen or chain link fencing. They also recommend that the use of Blocks 346 through 349 be controlled such that the impact of the use on these blocks on the residential component is minimized to the greatest extent possible.

No other department or agency has raised an objection to the subject proposal.

6.0 DISCUSSION:

As noted earlier, the proposed development is contrary to the Consolidated Official Plan and consequently an application has been made to amend the Official Plan to permit the subject proposal. This proposed amendment to the Official Plan, however, is consistent with the distribution of land uses on the subject site, contained in the new Official Plan. In view of this, the subject plan is acceptable in principle provided that an effective separation between the residential and commercial components of the plan can be achieved.

It is the applicant's contention that such a land use separation can be achieved within the proposed plan by increasing the depth of the residential lots abutting the proposed commercial components of the plan. As a result, a combination acoustical fence and berm buffer treatment can be provided to effectively screen the commercial component from the residential dwellings. This separation is further reinforced by the proposed road pattern in that Street Number 1 is the division between the easterly portions of the residential and commercial component of the plan, thereby increasing the spatial separation of the two uses.

Where no street separates the residential and commercial components of the plan, lots have also been increased in depth to facilitate the erection of a masonry wall and berm to a total height of 3.5 metres (11.5 feet). The wall is proposed to be erected on the property line between the two uses with the berm being on both the residential lot and the commercial blocks. A 10 metre wide landscaped buffer is proposed on the commercial blocks where they abut residential lots. A copy of a cross section drawing illustrating this proposed wall and berm buffer treatment is attached.

Although staff are satisfied that these measures proposed by the applicant can provide an effective separation between the residential and commercial components, special care should be taken in the implementation of the proposed measures to ensure that a harmonious interface between the residential and commercial uses is achieved. The first aspect of this implementation is the timing of the design and construction of the buffer treatment proposed. In this respect it is recommended that the detailed design of the wall and berm including the associated landscaping be approved prior to finalization of the plan and be indicated on the approved grading plan and landscape plan for the development. Concerning the timing of construction, it is recommended that prior to the issuance of building permits for lots 264 to 268, both inclusive, lots 33 to 60, both inclusive, and blocks 346 to 349, both inclusive, the applicant shall construct the proposed buffer treatment along with the associated landscaping and shall make arrangements to the satisfaction of the City for the maintenance of said buffer treatment.

The second aspect involves controls which should be enforced in both the zoning by-law and through site plan approval of the commercial blocks to ensure that structures are sited and designed to minimize adverse affects for the residential dwellings. It is recommended that where the commercial block abuts residential lots the following requirements be imposed:

- (A) a maximum building height of 6 metres (20 feet),
- (B) a minimum rear yard setback of 30 metres, and
- (C) special landscaped buffers, a minimum of 10 metres (32 feet) in width on the commercial blocks where they abut residential lots.

In addition, no outside storage of goods or material should be permitted on the commercial blocks abutting residential lots or on blocks 359, 360, and the southerly half of Block 357 which are in proximity to the proposed residential component of the plan.

As well as the need for buffer treatments between the commercial and residential components of the plan, it is noted that certain uses which are normally permitted within Service Commercial and Highway Commercial zonings are not appropriate in proximity to low density residential uses. In view of this, it is recommended that limitations on the type of Service Commercial and Highway Commercial uses be imposed in consideration of their location within the plan. Development of the commercial blocks in proximity to residential uses should be limited in their scope of uses to ensure to the greatest extent possible, compatibility of land uses and to minimize the audio, and visual pollution impacts of the commercial uses on the residential component of the plan.

The applicant has also recognized the necessity to limit the type of Service and Commercial and Highway Commercial uses abutting and in close proximity to the residential component of the plan and has submitted the following list of uses for blocks 346 to 349, both inclusive, block 359 and 360 and the southerly half of block 357.

- offices, including real estate and medical offices;
- health club;
- community club;
- printing and copying establishment;
- parking lot;
- bank, trust company and finance company;

- custom workshop, and
- the manufacturing, cleaning, packaging, processing, repairing, warehousing or assembly of goods or materials within an enclosed building including a retail outlet operated in connection with the principle use to a maximum of 15% of the total gross floor area but excluding a motor vehicle repair or body shop or a transport terminal as a principle or as an accessory use.

In addition to the foregoing uses, the applicant has requested the following uses for the balance of the commercial component of the plan:

- hotel or motel;
- motor vehicle or boat sales, rental, leasing or service establishment, a motor vehicle repair shop, and a motor vehicle or boat parts and accessories sales establishment;
- only in conjunction with a motor vehicle sales, rental, leasing or service establishment, a motor vehicle body shop;
- dining room restaurant, drive-in restaurant, mixed service restaurant and take-out restaurant;
- tavern;
- banquet facilities;
- tool and equipment rental establishment;
- gas bar;
- service station;
- motor vehicle washing establishment;
- only in conjunction with a service station, a retail establishment having no outside storage, a grocery store, a personal service shop, a dry cleaning and laundry distribution station; and
- garden centre sales establishment.

Staff concur with the range of commercial uses proposed by the applicant and therefore recommend that in addition to the zoning controls outlined earlier, that the range of uses for the commercial

blocks be limited to that requested by the applicant.

The design of the proposed draft plan has been largely determined by the approved road pattern to the north, east and south, the proximity of the Canadian Pacific Railroad, Highway Number 7 and Highway Number 10, and the need to establish an effective separation between the residential and commercial uses.

Although the subject property is regular in shape and relatively flat in topography, the constraints in the design of the plan outlined above, make the solar orientation of lots extremely difficult and not feasible. As a result, solar orientation is not a prominent feature of the plan. However, the constraints on the development of the property should not preclude other energy saving techniques. It is therefore recommended that prior to the sale of any dwelling units or the issuance of any building permits that the applicant obtain the approval of the Commissioner of Planning and Development regarding the provision of features to be included in the design of buildings to minimize energy consumption.

The proposed commercial uses have been located to maximize exposure to both Highway Number 7 and Highway Number 10 and are accessible from the proposed road collector connecting Highway Number 7 and Highway Number 10. This collector road (Street Number 1) is intended to primarily serve traffic generated by the commercial development and does not directly penetrate into the residential component of the plan, thus discouraging traffic movements generated for the commercial development from entering the residential area to the south.

In exploring the various road pattern alternatives for the site, it was determined that no additional or variations to the points of access to Highway Number 7 or Highway Number 10 as shown on the subject plan were possible. As a result, in order to facilitate accessible transit service to the subject plan and the entire area between

Highway Number 10 and the Canadian Pacific Railroad, north of Williams Parkway, Street Number 4 has been proposed to link the subject lands with Williams Parkway to the south. Although concerns were previously raised regarding a tight jog in Street Number 4 as it continues to the south in the proposed plan under file number 21T-78071 - Peel Manor, satisfactory arrangements have been made to modify this plan to eliminate the severity of the jog.

Another consideration in the design of the subject proposal has been the impact of noise from Highway Number 7, Highway Number 10, the Canadian Pacific Railroad and the existing industrial development to the west. Recognizing the potential impact from these noise sources, lots adjacent to the Canadian Pacific Railroad and proposed Street Number 1 have been designed with increased depths to facilitate noise attenuation treatments as well as to increase the spatial separation between the residential units and the potential noise sources. Adjacent to Highway Number 10, the plan has been designed to maximize noise attenuation by the use of a service road concept, thereby using the dwelling units themselves as a noise barrier for the rear yard amenity areas.

After reviewing the preliminary noise analysis submitted by the applicant, it is the opinion of staff that a number of modifications to the plan are necessary to achieve noise reductions which meet acceptable levels. These modifications are as follows:

1. To facilitate special design features and barrier treatments on lots which flank Street 1 and Highway 10, it is recommended that lots 170, 263 and 264 be increased in width to a minimum of 20 metres; and
2. Street 8 be realigned such that it abuts the southerly boundary of the plan and the plan be relotted accordingly.

Although staff are satisfied that acceptable indoor and outdoor noise levels can be achieved within the plan with the foregoing modifications it is noted that specific unit design features for lots flanking the identified noise sources along with special barrier treatments will be necessary. Where a berm and acoustical wall are necessary such treatment shall be totally within the proposed lot and that prior to registration of the plan, it will be necessary for the portion of the lot between the acoustical wall and the road allowance to be deeded to the City. These design considerations along with the effect of gaps between units and specific construction aspects will be dealt with in the final noise report.

With respect to landscaping, it is noted that boulevard planting in accordance with City standards should be required on all streets within the plan, including Highway 7 and Highway 10 where they abut the subject lands. It is thereby recommended that the applicant enter into the appropriate agreement, at the City's option, to either provide boulevard planting in accordance with City standards on all streets within the plan, including Highway 7 and Highway 10 where they abut the subject lands or pay to the City, prior to final approval, an amount equal to the estimated cost of boulevard planting, as approved by the City. Also with respect to landscaping as with other highway/service commercial type developments abutting arterial roads, it is recommended that the zoning by-law contain the provision that a landscaped strip be provided and maintained on all blocks where they abut Highway 7 or Highway 10. In view of the uses involved it is recommended that a 10 metre (30 feet) wide landscaped strip be required.

As with other developments of this nature, and in keeping with the approval of the plan on adjacent lands to the south, it is recommended that an Architectural Control Committee be established to approve the external design of buildings within the subdivision.

It is noted that three issues with respect to phasing should be addressed with respect to the subject plan. First is the aspect of

school accommodation. The Separate School Board has indicated a concern over their ability to accommodate pupils from the proposed development. The Peel Board of Education has indicated a similar concern. In view of this, phasing with respect to school accommodation will be required.

The second aspect of the issue of phasing relates to the effect of the subject proposal on the future and potential redevelopment of the existing industrial and commercial uses at the south-west corner of the intersection of Highway Number 7 and Highway Number 10. In this regard, staff are concerned that if blocks 355 and 356 are permitted to develop independent of these existing uses and without due regard to the future redevelopment potential of these abutting lands, the possibility of a comprehensive development at such a prominent location within the City will be extremely difficult, if not impossible, at a future date. It is therefore the recommendation of staff that:

- A. Prior to the registration of the plan, the applicant enter into an appropriate agreement with the City for the removal of the existing industrial structures on block 356, and
- B. Blocks 355 and 356 be zoned with a holding category, such category to remain in place until such time as a comprehensive development proposal for blocks 355 and 356 incorporating the abutting lands not owned by the applicant has been approved by the City.

The third matter regarding the issue of phasing concerns the comments from the Region of Peel Planning Departments Transportation Policy Section. These comments note that the subject lands were listed as uncommitted in the Bovaird/Kennedy Traffic Impact Study Report and are not part of the agreements with the City for the release of land in the area. As a result, the Transportation Policy Section has concluded that the residential component of the subject plan will aggravate the traffic conditions outlined in the aforementioned study

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and therefore should not be developed until Highway 410 is opened to Bovaird Drive. In view of these comments, it is recommended that the development of the residential component of the proposed plan be phased to the satisfaction of the City and the Region with respect to vehicular capacity within the existing road network to accommodate traffic generated by the residential component of the subject plan.

7.0 RECOMMENDATION:

It is recommended that Planning Committee recommend to City Council that:

- A. A Public Meeting be held in accordance with City Council procedures, and that

- B. Subject to the results of the Public Meeting, staff be directed to prepared appropriate amendments to the Official Plan and Restricted Area (Zoning) By-law and that draft approval of the proposed draft plan of subdivision be subject to the following conditions:
 - 1. The approval be based on the draft plan dated July 19, 1983, prepared by F.J. Reinders and Associates Canada Limited, red line revised as follows:
 - (a) 0.3 metre reserves be shown on all lots and blocks where they abut Street Number 1.
 - (b) lots 170, 263 and 264 be increased in width to a minimum of 20 metres;
 - (c) Street 8 be realigned such that it abuts the southerly boundary of the plan and the plan be relotted accordingly;
 - (d) a 0.3 metres reserve be shown along Street 8 where it abuts the southerly limit of the plan;
 - (e) a road widening and a 0.3 metre reserve be shown on the south side of Highway 7 over part of Block 354;
 - (f) block 357 be equally divided in an east-west

direction. The north portion to be labelled Block 357A and the south portion to be labelled 357B;

- (g) the proposed park block labelled as Block 359 be relabelled Block 361;
 - (h) the access to Block 361 from Street 8 be increased in width to 10 metres, be relocated to between lots 242 and 243 and the plan be relotted accordingly; and
 - (i) a street, 20 metres in width, be provided between Street 9 and Street 1 opposite Street 3 and the plan be relotted accordingly.
2. The applicant shall agree by agreement to satisfy all financial, landscaping, engineering and other requirements of the City of Brampton and the Regional Municipality of Peel, including the payment of Regional and City levies with respect to the subdivision.
 3. The applicant shall agree by agreement to grant easements as may be required for the installation of utilities and municipal services to the appropriate authorities.
 4. The applicant shall agree by agreement to support an appropriate amendment to the Official Plan in the form of a Secondary Plan and the Restricted Area (Zoning) By-law to permit the proposed development including the imposition of a holding category for blocks 355 and 356.
 5. The proposed road allowances shall be dedicated as public highways upon registration of the plan.
 6. Development of the subject lands shall be staged to the satisfaction of the City. In this regard, development of these lands is dependent upon prior or simultaneous development of adjacent lands to the south for the continuity of roads and underground services.
 7. The applicant shall agree by agreement that no building permits shall be issued for any lots or any blocks within the plan prior to the registration of the abutting plan to the south (file number 21T-78071 - Peel Manor); and until such

time as Street Number 1 has been satisfactorily constructed with access onto Highway Numbers 7 and 10 and dedicated as a public highway, and that no building permits shall be issued for any residential lots until such time as Street Number 4 shown on the plan and on the abutting plan necessary for subject lands to obtain access to Williams Parkway has been constructed on a right-of-way width acceptable to the City and dedicated as public highway.

8. The proposed streets shall be named to the satisfaction of the City of Brampton and the Region of Peel.
9. The maximum number of residential lots permitted on the site shall be 342.
10. The applicant shall agree by agreement to create easements for maintenance purposes for all lots where less than 1.2 metre (4 feet) side yards are being provided.
11. The applicant shall agree by agreement to convey block 361 to the City for park purposes in a condition satisfactory to the City.
12. The applicant shall agree by agreement to erect fencing along the lot lines of all lots which abut block 361 in accordance with the City's fencing policy.
13. The applicant shall agree by agreement to convey to the City 0.3 metre reserves along all lots and blocks where they abut Street Number 1 and a 0.3 metre reserve along Street 8 where it abuts the southerly boundary of the plan.
14. The applicant shall agree by agreement to convey to the Ministry of Transportation and Communications:
 - (a) road widenings along Highway 7 and Highway 10, namely Blocks 370, 371 and 372; and
 - (b) 0.3 metre reserves along all lots, blocks and Street Number 10 where they abut Highway 7 and Highway 10.
15. Prior to the registration of the plan, arrangements shall be made to the satisfaction of the City for any relocation of utilities required by the development of the subject lands

to be undertaken at the developer's expense.

16. The applicant shall agree by agreement that all lots:
 - (a) shall be graded such that there is a rear yard amenity area having a minimum depth of 6 metres and a width equal to the dwelling less 1 metre with slopes between 2% to 4%;
 - (b) shall have no slopes which are steeper than 3 to 1, and
 - (c) shall have rear yard depths of at least 7.5 metres.
17. The applicant shall agree by agreement to the establishment of an Architectural Control Committee to deal with the external appearance of the dwellings and commercial buildings.
18. The applicant shall agree by agreement that prior to final approval, the applicant shall engage the services of a consultant to complete a noise study recommending noise control measures satisfactory to the Ministry of the Environment and the City of Brampton.
19. The applicant shall agree by agreement that the noise control measures recommended by the acoustical report, as in condition number 18 above, shall be implemented to the satisfaction of the Ministry of the Environment and the City of Brampton, and in the event that a slight noise level excess will remain despite the implementation of the noise control measures, the following clauses shall be included in a registered portion of the subdivider's agreement:
 - (a) Purchasers shall be advised that despite the inclusion of noise control features within the development area and within the individual building units, noise levels may continue to be of concern occasionally interfering with some activities of the dwelling occupants;
 - (b) A map shall be displayed in the sales office and shown to all prospective purchasers, indicating those lots or blocks in a colour coded form that have existing and potential noise environmental problems, and

- (c) The map as required in (b) above shall be approved by the City's Commissioner of Planning and Development prior to the registration of the Plan and further, staff shall be permitted to monitor the sales office to ensure compliance.
20. That the following warning clause be included in a portion of the subdivider's agreement which will be registered against the title of all residential lots and in all offers of purchase and sale:
- "Due to the presence of industrial and commercial operations in this area, residents of this property could be subjected to dust and odour problems especially under certain atmospheric conditions."
21. The applicant shall agree by agreement that all construction traffic shall enter the subdivision directly from Highway Number 7 or Highway Number 10 only. In this respect, satisfactory arrangements shall have been made prior to the installation of any grading for such access and thereby prohibiting the use of existing residential streets to the south of the subject lands for such traffic.
22. The applicant shall agree by agreement that prior to Architecture Control Committee approval of residential units, the sale of any dwellings or the issuance of any residential building permits, approval shall be obtained from the Commissioner of Planning and Development for features to be included in the design of buildings to minimize energy consumption.
23. The applicant shall agree by agreement that:
- (a) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, the applicant shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority, the Ministry of Transportation and Communications and the City, the following:

- (1) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water draining from the site and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
 - (b) The owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority, Metropolitan Toronto and Region Conservation Authority and the City:
 - (1) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the Credit Valley Conservation Authority, Ministry of Transportation and Communications and the City, the recommendations referred to in the report(s) as required in condition 23(a) above.
24. The alignment of Street Numbers 1, 4 and 5 shall be designed to be continuations of approved future streets located to the north, east and south. In this regard, minor revisions to the plan may be required to facilitate satisfactory intersection alignments.
25. The applicant shall agree by agreement that prior to final approval of the plan to make arrangements to the satisfaction of the Ministry of Transportation and Communication and the City for the inclusion into Blocks 354 and 355, the lands identified by the Ministry of Transportation and Communications as surplus to their needs.
26. That the applicant agree by agreement to assume the financial responsibility of intersection improvements at Street Number 1 and Highway Number 7 and Street Number 1 and Highway Number 10.

27. That the final approval of the plan by the Regional Municipality of Peel be preceded by Ministry of Transportation and Communication approval of the plan.
28. The applicant shall agree by agreement to submit, for the approval of and satisfactory to the Ministry of Transportation and Communication and the City, a traffic report respecting the plan of subdivision.
29. The applicant shall agree by agreement:
 - (a) to erect signs to the satisfaction of the Peel Board of Education at the entrances to the subdivision which shall advise prospective purchasers that due to present school facilities, some of the children from the subdivision may have to be accommodated in temporary facilities or bused to schools, according to the Board's Transportation Policy; and
 - (b) any agreements of purchase and sale entered into with respect to any residential lots on this plan, within a period of five years from the date of registration of the subdivision agreement, contain a clause stating that:

"Whereas, despite the efforts of The Peel Board of Education, sufficient accommodation may not be available for all anticipated students in neighbourhood schools, you are hereby notified that some students may be accommodated in temporary facilities or bused to schools outside of the area, according to the Board's Transportation Policy."

30. Development of the subject lands shall be staged in accordance with the availability of satisfactory school accommodation.
31. The applicant shall agree by agreement that prior to the registration of the plan, arrangements shall have been made

to the satisfaction of the City, for the removal of the existing industrial buildings on Block 356.

32. Development of the residential component of the plan shall be phasing to the satisfaction of the City and the Region of Peel to ensure that adequate vehicular capacity exists in the existing road network to accommodate traffic generated by the residential component of the subject proposal.
33. The applicant shall agree by agreement, at the City's option, to either install sidewalks along Highway 7 and Highway 10 where they abut the subject lands, or pay to the City, prior to final approval, an amount equal to the estimated cost of construction, as approved by the City.
34. The applicant shall agree by agreement to construct a combination acoustical wall and berm on all residential lots abutting Street 1 to the satisfaction of the City. The precise location and height of which shall be determined through the approval of the noise report as required in condition 18.
35. The applicant shall agree by agreement to construct a combination masonry wall and berm having a total height of no less than 3.5 metres along the common boundary line between the commercial blocks and the residential lots, to the satisfaction of the City.
36. A landscaped buffer not less than 10 metres in width shall be provided along the southerly boundaries of Blocks 346 to 349, both inclusive, where they abut residential lots and landscaped to the satisfaction of the City.
37. Prior to the issuance of a building permit on lots 264 to 268, both inclusive, lots 33 to 60, both inclusive, and blocks 346 to 349, both inclusive, the masonry wall, berm and landscaped buffer required in conditions 35 and 36, shall be constructed and arrangements for the maintenance of said wall, berm and landscaped buffer strip shall be made to the satisfaction of the City.
38. The applicant shall agree by agreement, at the City option,

to either provide boulevard planting in accordance with City standards on all streets within the plan, including Highway 7 and Highway 10 where they abut the subject lands, or pay to the City, prior to final approval at the City's option, an amount equal to the estimated cost of boulevard planting, for the commercial component of the plan, Highway 7 and Highway 10, as approved by the City.

39. The applicant shall agree by agreement to the satisfaction of the Canadian Pacific Railway and the City that:

(a) Where residential lots abut the Canadian Pacific Railway:

- (1) to construct a berm along the common boundary having a top elevation of 2 metres above the railway subgrade;
- (2) the slope of the berm will be 1.5 to 1 on the Canadian Pacific Railway side of the berm;
- (3) to erect a noise attenuation fence, 2 metres in height, on the peak of the berm identical to that required in subdivision plan 21T-78071B (Peel Manor) immediately to the south;
- (4) no water from the residential lots will drain onto the railway and there will be no interference with the existing drainage ditch;
- (5) no dwelling shall be constructed closer than 15 metres to the Canadian Pacific Railway lands;
- (6) the following warning clause be included in a registered portion of the subdivider's agreement and in all offers of purchase and sale for lots abutting the Canadian Pacific Railway:

"Purchasers are advised that despite the inclusion of noise control features for residential lots abutting the Canadian Pacific Railway, that activities on the Canadian Pacific Railway lands

may continue to be of concern, occasionally interfering with some activities of the dwelling occupants. Purchasers are further advised that the noise control features will include a earth berm and fencing, along the rear portion of the lot which they are purchasing."

(b) Where non-residential development abuts the Canadian Pacific Railway, the developer at his expense, shall erect a 2 metre high chain link fence only.

40. Prior to the issuance of a building permit on lots 1 to 33, both inclusive, the acoustical fence and berm required in condition 39 shall be constructed and arrangements for the maintenance of said acoustical fence and berm shall be made, both to the satisfaction of the City and the Canadian Pacific Railway.

AGREED:



F.R. Dalzell,
Commissioner of Planning
and Development.



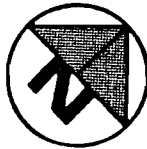
L.W.H. Laine,
Director, Planning and
Development Services.

DR/kab
Enclosures (4)



BRAMWAY PROPERTIES

Location Map



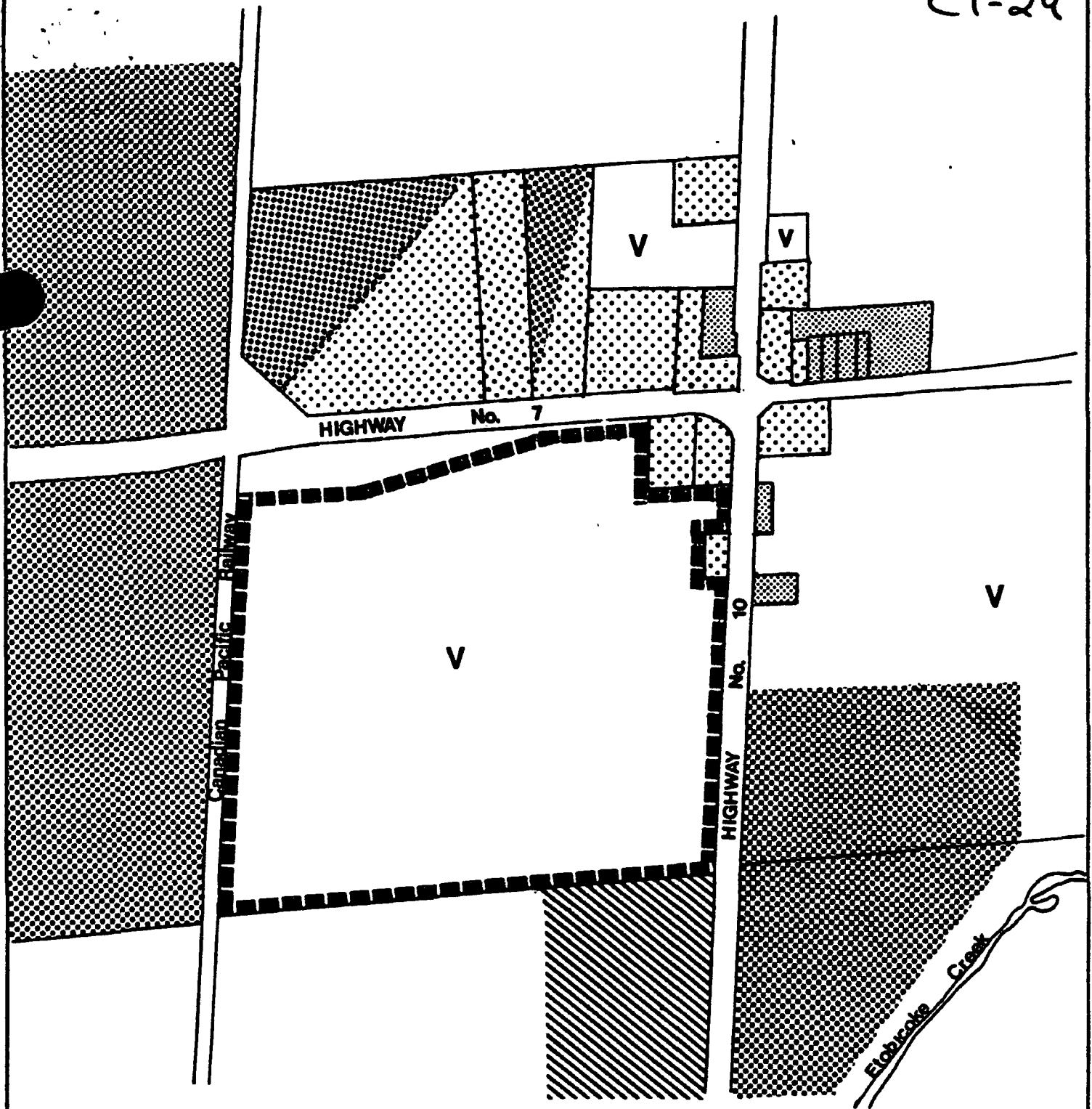
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CITY OF BRAMPTON

Planning and Development

Date: 83 06 07
File no. C1W10.1

Drawn by: RB
Map no. 42-64A



LEGEND

Subject Property		Industrial	
Residential		Institutional	
Commercial		Vacant	V

BRAMWAY PROPERTIES

Land Use Map

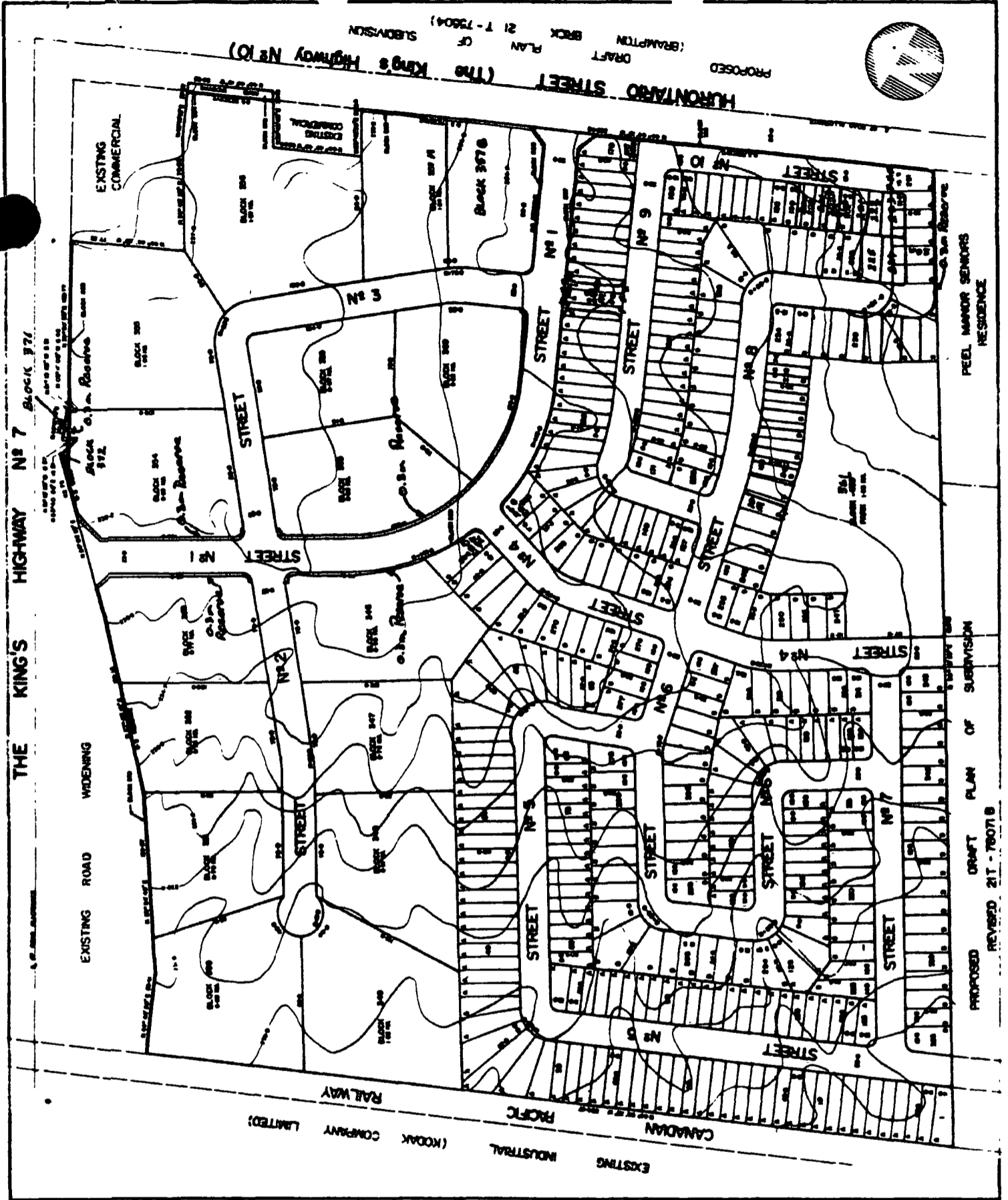


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CITY OF BRAMPTON
Planning and Development

Date: 83 06 08 Drawn by: RB
 File no. C1W10.1 Map no. 42-64C

C1-30



PROPOSED
 DRAFT PLAN OF SUBDIVISION (BRAMPTON BLOCK 21 T-7804)
 (The Kings Highway No. 7) HURONTARIO STREET



BRAMWAY PROPERTIES

Draft Plan of Subdivision - Redline



1:3500

CITY OF BRAMPTON
 Planning and Development

Date: 83 11 03 Drawn by: RB
 File no. CIW10.1 Map no. 42-64F

PROPOSED DRAFT PLAN OF SUBDIVISION
 REVERSED 21 T-7807 B

PEEL MANOR SENIORS
 RESIDENCE

EXISTING ROAD WIDENING

EXISTING COMMERCIAL

EXISTING INDUSTRIAL (KODAK COMPANY LIMITED) RAILWAY

THE KINGS HIGHWAY NO. 7 BLOCK 21 T-7804

STREET NO. 1

STREET NO. 2

STREET NO. 3

STREET NO. 4

STREET NO. 5

STREET NO. 6

STREET NO. 7

STREET NO. 8

STREET NO. 9

STREET NO. 10

STREET NO. 11

STREET NO. 12

STREET NO. 13

STREET NO. 14

STREET NO. 15

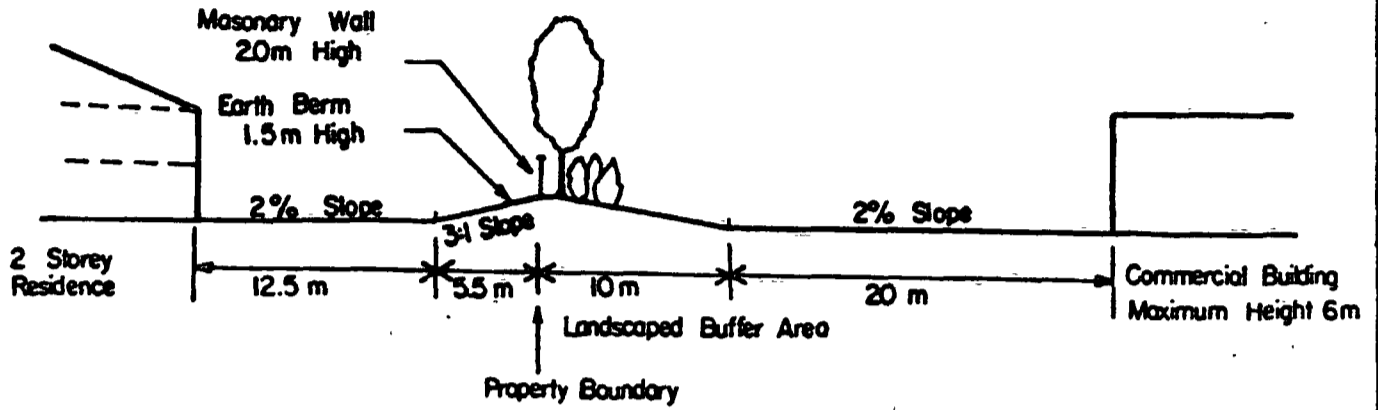
STREET NO. 16

STREET NO. 17

STREET NO. 18

STREET NO. 19

STREET NO. 20



SCALE 1:40

TYPICAL WALL AND BERM TREATMENT BETWEEN
HIGHWAY / SERVICE COMMERCIAL AND RESIDENTIAL

BRAMWAY PROPERTIES LTD.



1:40

CITY OF BRAMPTON
Planning and Development

Date: 83 10 27
File no. CIWIQ1

Drawn by: RB
Map no. 42-640

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

1984 01 25

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Draft Plan of Subdivision and Application
to Amend the Official Plan and Restricted
Area By-law
Part of the East Half of Lot 10, Concession
1, W.H.S. - Ward 5
(former Township of Chinguacousy)
BRAMWAY PROPERTIES LIMITED
Region of Peel File: 21T-80045B (Revised)
Our File: C1W10.1

The notes of the Public Meeting held on Wednesday, January 18, 1984, with respect to the above noted application are attached for the information of Planning Committee.

Notices of the meeting were placed in two local newspapers and were mailed to property owners within the East Half of Lot 10, Concession 1, W.H.S. and for a distance of 120 metres surrounding the area, more than 30 days prior to the meeting.

Two members of the public appeared at the meeting but no comments or objections were raised and no letters of comments or objections have been received.

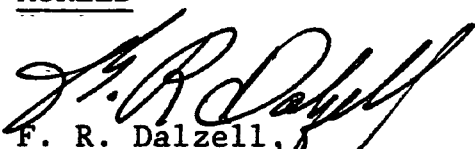
Planning Committee at its meeting of December 5th, 1983, and council at its meeting of December 12, 1983, had a number of concerns regarding the subject proposal resulting in revisions and additions to the conditions contained in the Staff report dated November 24, 1983.

In view of the foregoing, it is recommended that Planning Committee recommend to City Council that:

- cont'd. -

- A) The notes of the Public Meeting be received;
- B) The application to amend the Official Plan and the Restricted Area (Zoning) By-law be approved, and that the proposed draft plan of subdivision be recommended for draft approval, subject to Conditions 1,2,3 and 5 through 40, both inclusive, contained in the staff report dated November 24, 1983 and the following revised Condition Number 4 and additional Condition Number 41:
- 4) The applicant shall agree by agreement to support an appropriate amendment to the Official Plan in the form of a Secondary Plan and the Restricted Area (Zoning) By-law to permit the proposed development.
- 41) That the easterly 2.5 metres of the road allowance of Street No. 10, where it abuts Highway No. 10 be reserved for landscaping purposes and the applicant agree by agreement to landscape to the satisfaction of the City, this 2.5 metres of Street No. 10.
- C) Staff be directed to prepare the appropriate amendment to the Official Plan and Zoning By-law, and
- D) The Zoning By-law contain the following provisions:
- i) that obnoxious uses will not be permitted,
 - ii) that adult entertainment will not be permitted,
 - iii) that the industrial uses permitted shall be light industrial only.

AGREED


F. R. Dalzell,
Commissioner of Planning
and Development


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

LWHL/DR/ec
attachment

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, January 18, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 8:45 p.m., with respect to an application by BRAMWAY PROPERTIES LIMITED, File: ClW10.1, to amend both the Official Plan and Zoning By-law to permit the applicant to subdivide the lands into 345 single family detached lots, a park block and 15 high-way and service commercial blocks.

Members Present: Councillor D. Sutter - Chairman
Alderman H. Chadwick
Councillor E. Mitchell
Alderman C. Gibson

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services Division
F. Yao, Policy Planner
D. Ross, Development Planner
J. Singh, Development Planner
E. Coulson, Secretary

Two members of the public were in attendance.

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.

Mr. Ross 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 attendance.

There were no questions or comments and the meeting adjourned at 8:50 p.m.