



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 183-91

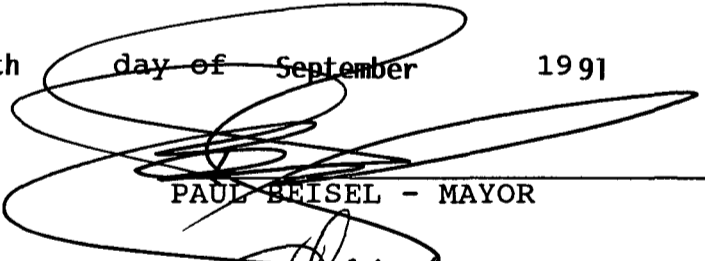
To adopt Amendment Number 206
and Amendment Number 206 A to
the Official Plan of the City
of Brampton Planning Area

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 206 and Amendment Number 206 A to the Official Plan of the City of Brampton Planning Area, are 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 206 and Amendment Number 206A to the Official Plan of the City of Brampton Planning Area.

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

this 9th day of September 1991



PAUL BEISEL - MAYOR



LEONARD J. MIKULICH - CLERK

APPROVED
AS TO FORM
LAW DEPT
BRAMPTON

DATE | 11/1

AMENDMENT NUMBER 206
to the Official Plan of the
City of Brampton Planning Area

and

AMENDMENT NUMBER 206 A
to the Consolidated Official Plan of the
City of Brampton Planning Area



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AMENDMENT NUMBER 206
and
AMENDMENT NUMBER 206 A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 Purpose

This amendment provides a revised secondary plan for the lands situated in the Airport Road/Highway Number 7 area in east Brampton. This locality is an established industrial/commercial precinct within the Bramalea, Gore, Bramalea South and Gore Industrial South Secondary Planning Areas. As such, the area is subject to a number of previously approved secondary plans including:

- Official Plan Amendments 6, 31, and 58 to the Consolidated Official Plan; and,
- Official Plan Amendment Number 96 to the Brampton Official Plan.

A revised secondary plan is required to:

- respond to a number of development applications within the subject area;
- maximize the development potential of the locality for a major office/industrial node within the City of Brampton;
- provide remedial planning measures to address traffic and market impact issues; and,
- consolidate existing secondary plan documents.

2.0 Location

The lands subject to this amendment are:

- comprised of approximately 352 acres (142.5 hectares);
- located generally in the Highway 7 corridor, from Gateway Boulevard to Goreway Drive; and,

- described more particularly as parts of Lots 5 and 6, Concession 6, E.H.S. in the former Township of Chinguacousy; and parts of Lots 5, 6 and 7, Concession 7, N.D. former Township of Toronto Gore.

3.0 Amendment and Policies Relative Thereto

3.1 Amendment Number 206 :

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

- (i) by changing on Schedule "A" (General Land Use Designations) thereto, the land use designations pertaining to the lands shown outlined on Schedule A to this amendment, from the designations now shown on Schedule "A" (General Land Use Designations), to the designations shown on Schedule "A" to this amendment;
- (ii) by changing on Schedule "A" (General Land Use Designations) thereto, the location of the "Urban Boundary" pertaining to lands west of Goreway Drive, north of Highway Number 7, from the location now shown on Schedule "A" (General Land Use Designations) to the location shown on Schedule "A" to this amendment;
- (iii) by changing on Schedule "F"-(Commercial) thereto, the land use designations pertaining to the lands shown outlined on Schedule "B" to this amendment, from the designations now shown on Schedule "F" - (Commercial), to the designations shown on Schedule "B" to this amendment;
- (iv) by adding to Schedule "H" -(Major Transportation Elements and Major Road Network) thereto, the alignment of the collector roads within the area identified on Schedule "C" to this amendment;

- (v) by adding to Schedule "I" - (Major Road Right-of-Way Widths) thereto, the designation of the road right-of-way width within the areas defined on Schedule "D" to this amendment;
- (vi) by changing on Schedule "K" (Secondary Planning Areas) thereto, the secondary plan area boundaries pertaining to the lands shown outlined on Schedule "E" to this amendment, from the boundaries now shown on Schedule "K" (Secondary Plan Areas), to the boundaries shown on Schedule "E" to this amendment;
- (vii) by adding to section 7.2.7 thereto, the following as section 7.2.7.37:

"7.2.7.37 Airport Road/Highway 7 Business
Centre Secondary Plan

Chapter 37 of Part IV of the Official Plan shall constitute the Airport Road/Highway 7 Business Centre Secondary Plan".

- (viii) by adding to Part IV Chapter 37 thereof, as Schedules "SP37(A)", "SP37(B)", "SP37(C)", "SP37(D)" and "SP37(E)" (Schedules F, G, H, I and J, respectively) to this amendment; and,
- (ix) by adding to section 2.10 thereto, the following as section 2.10.4:

"2.10.4 Airport Road Highway Number 7
Secondary Plan

2.10.4.1 Definition

Lands situated immediately to the east and west of the existing Goreway Drive right-of-way, north and south of Highway Number 7 are identified as a "Special Study Area" on Schedule "A" and Schedule SP37(A). Land use designations cannot be established for this area until the future alignment of Goreway Drive has been determined in accordance with Schedules SP37(C), SP37(D) and SP37(E).

2.10.4.2

If the future alignment of Goreway Drive has not been approved by City Council by November 30, 1992, development shall be permitted to proceed as shown on Schedule SP37(E) of this amendment.

2.10.4.3 Policies

Schedules SP37(C), SP37(D) and SP37(E), contained in Part IV of this Plan establishes land use designations for this special policy area for three scenarios; in particular:

- (i) Schedule SP37(C) identifies Goreway Drive as a major arterial road with a grade separated interchange, functioning to redirect traffic away from Highway Number 7 in accordance with Schedule "H" of this Plan;
- (ii) Schedule SP37(D) identifies Goreway Drive as a major arterial road situated within the existing right-of-way and alignment; and,
- (iii) Schedule SP37(E) prescribes the re-alignment of Goreway Drive to the west of the existing right-of-way, to the north of Highway Number 7.

2.10.4.4

No development shall be permitted within the "Special Study Area" until an alignment for Goreway Road has been approved by City Council in accordance with Schedules SP37 (C), (D) or (E); or unless a plan of subdivision is submitted which protects the alignments as set out in Schedules SP37 (C), (D) or (E) to the satisfaction of the City of Brampton.

2.10.4.5

Once an alignment has been approved for Goreway Drive, or the conditions stipulated in section 2.10.4.4 have been satisfied, development may proceed within the Special Study Area in accordance with the land use designations outlined on Schedules SP37(C) (D) or (E), corresponding with the approved alignment, without the necessity of an amendment to this plan;

2.10.4.6

The final land use disposition and determination of the road network within the "Special Study Area" cannot be established until the final alignment of Goreway Drive has been approved. Accordingly, minor amendments to Schedule "F" (Commercial), Schedule "H" (Major Transportation Elements and Major Road Network) and Schedule "I" (Main Road Right-of-way Widths) will be required to implement the appropriate designations shown on Schedules (C); (D), or (E). Such an amendment shall be initiated by the City of Brampton as a housekeeping measure upon the final approval of the Goreway Drive alignment. Development approval for lands with the "Special Study Area" may be granted notwithstanding the necessity of this amendment, provided conformity with the provisions of this plan, and Schedules (C) (D) or (E) is established".

- (x) by adding the following text to Part IV-
Secondary Plans as Chapter 37:

"Chapter 37: The Airport Road/Highway 7
Business Centre Secondary Plan Area"

1.0 Purpose

The purpose of this chapter, together with Schedules SP37(A), SP37(B), SP37(C), and SP37(D), and SP37(E) is to:

- establish detailed land use and policy guidelines for the development of lands shown outlined on Schedule SP37(A); and,
- specify the desired pattern of land use, transportation network and related policies to achieve a high quality, market sensitive and orderly industrial/commercial development.

The Brampton Official Plan establishes a planned alignment for a north-south arterial road facility, which would have an intersection in the vicinity of Highway 7 and Goreway Drive. The Regional Municipality of Peel is undertaking a transportation study to determine appropriate east-west road improvements between the Regional Municipalities of Peel and York. The results of this study will assist in resolving the disposition of this alignment, and Goreway Drive. Accordingly, this plan accommodates three alignment options and associated land use patterns on Schedules SP37(C), (D) and (E). One of these may be implemented without further amendment to this plan in accordance with the policies set out in Part II, section 2.10.4.

In addition, this plan provides for the staging of development within the secondary plan area commensurate with the capacity of the surrounding road network in accordance with Section 5.2 of this document.

2.0 Location

The lands subject to this chapter:

- are comprised of approximately 352 acres (142.5 hectares);

- are generally located in the Highway 7 corridor, from Gateway Boulevard to Goreway Drive; and,
- are shown outlined on Schedule SP37(A).

3.0 Land Use

This chapter provides for the establishment of a broad range of OFFICE, BUSINESS, PRESTIGE INDUSTRIAL, MIXED INDUSTRIAL/COMMERCIAL, HIGHWAY COMMERCIAL, and HIGHWAY SERVICE COMMERCIAL and related land uses.

This plan establishes a strategy for office development to take place. Three sites have been designated in the secondary plan area for both intermediate and higher density OFFICE CENTRES to take full advantage of the area's proximity to major transportation facilities.

Lands designated for BUSINESS purposes shall be used for a wide range of service and retail commercial uses to provide support to the surrounding office and industrial community.

The PRESTIGE INDUSTRIAL category of land use is intended to produce a high standard of amenity and building design for industrial and related development in a landscaped setting.

A MIXED INDUSTRIAL/COMMERCIAL land use category is established to provide for activities that combine commercial enterprises with industrial processes.

The HIGHWAY COMMERCIAL designation in the secondary plan area is restricted to automobile related land uses.

The HIGHWAY AND SERVICE COMMERCIAL designation is intended to provide the orderly development of a broad range of highway commercial, service commercial, or industrial uses with a commercial component.

3.1 Office Centres

- 3.1.1 Schedules SP37(A), (C), (D) and (E) symbolically designates three specific locations for OFFICE CENTRE Development; in particular:

- (i) the north-east quadrant of Highway Number 7 and Airport Road,
- (ii) the south-east quadrant of Highway Number 7 and Airport Road, and;
- (iii) the north-west quadrant of Highway Number 7 and Goreway Drive.

These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image.

- 3.1.2 The permitted uses within the OFFICE CENTRE designation include business, professional or administrative office buildings. For lands located at the north-east quadrant of Highway Number 7 and Airport Road, the uses permitted in the underlying BUSINESS designation shall also be permitted subject to section 3.2 of this chapter.

For lands designated for OFFICE CENTRE purposes at the south-east corner of Highway Number 7 and Airport Road, the policies of section 3.8.1 (Special Policy Area Number 1) shall apply.

- 3.1.3 In addition to the principal permitted uses set out in policy 3.1.2, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:

- (i) Banks, trust companies and financial institutions;
- (ii) Retail establishments;
- (iii) Personal service shops;
- (iv) Dry cleaning and laundry establishments;
- (v) Dining room restaurants;
- (vi) Convenience stores; and,
- (vii) Recreation facilities or structures.

- 3.1.4 In accordance with section 7.3.7 of the Official Plan, the OFFICE CENTRE designation contained within a circle is intended to be symbolic. In this manner their extent and location may be interpreted flexibly in accordance with the other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.
- 3.1.5 OFFICE CENTRES may be developed at a Maximum Floor Space Index of 1.0. INTERMEDIATE OFFICE CENTRES may be developed at a Maximum Floor Space Index of 0.75 and include the accessory uses prescribed by section 3.1.3. Such accessory uses may be permitted in INTERMEDIATE OFFICE CENTRES in individual structures or a complex of buildings and structures provided that the floor area does not exceed 15 percent of the total gross floor area of the office building(s).
- 3.1.6 The development of OFFICE CENTRES shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines set out in sections 4.2 and 4.3.
- 3.1.7 To evaluate the merits of a development proposal within an area designated for OFFICE CENTRE purposes, Council shall require the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed.
- 3.1.8 Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

3.2 Business

- 3.2.1 Lands designated for BUSINESS purposes on Schedules SP37(A), (C), (D) and (E) shall be used for a wide range of service and retail uses to provide support to the surrounding industrial and office community. In this regard, the permitted uses shall include:
- (i) office uses to a maximum gross floor index of 0.5;
 - (ii) banks, trust companies or financial institutions;

- (iii) retail establishments;
- (iv) personal service shops;
- (v) dry cleaning and laundry establishments;
- (vi) dining room, standard and take-out restaurants;
- (vii) convenience stores;
- (viii) community clubs;
- (ix) recreation facilities or structures;
- (x) hotels or motels; and,
- (xi) banquet halls.

3.2.2 Lands designated for BUSINESS purposes on Schedule SP37(A), (C), (D) and (E) should be developed with commercial uses directly related to service the industrial and office community. It is not intended that these areas duplicate highway commercial districts which typically proliferate along arterial road frontages in industrial areas.

3.2.3 High quality building and site design shall be required in BUSINESS areas to ensure compatibility with adjacent PRESTIGE INDUSTRIAL areas and OFFICE CENTRES. In this regard, fencing and landscaping may be required where necessary as a condition of site plan approval where BUSINESS Areas directly abut PRESTIGE INDUSTRIAL and OFFICE CENTRES.

3.2.4 Council encourages the comprehensive development of BUSINESS areas and requires that the following site design considerations be incorporated in development proposals to the satisfaction of the City.

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a BUSINESS area;
- (ii) parking shall be provided, where feasible, in yards away from visual prominent locations to enhance streetscape amenity and design;

- (iii) where parking is provided in the front yard, landscaping shall be required to provide adequate screening from the abutting road;
- (iv) uniform building setbacks shall be encouraged to create a harmonious and integrated streetscape;
- (v) the reservation of appropriate road right-of-way widths shall be accommodated in development proposals to provide for landscaping and pedestrian access;
- (vi) outdoor display areas shall not be permitted in the front yards or abutting roads;
- (vii) service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping; and,
- (viii) restaurants permitted in the BUSINESS designation shall be subject to an appropriate site development plan which demonstrates that:
 - (a) the restaurant design is harmonious with adjacent development; and,
 - (b) ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

3.2.5 To evaluate the merits of a development proposal within a BUSINESS Area, Council shall require the submission of a tertiary plan to demonstrate how the entire area subject to a development proposal can be comprehensively developed in accordance with the site design criteria set out in Section 3.2.4 of this plan.

3.2.6 When establishing the parking requirements for a development proposal in a BUSINESS Area, the requirements of section 4.1 of this chapter shall be applied.

3.2.7 Development approval under the BUSINESS designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.3 Prestige Industrial

3.3.1 The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedules SP37(A), (C), (D) and (E) shall be:

- (i) manufacturing, processing, assembling, packaging, fabricating, warehousing and storage within wholly enclosed buildings;
- (ii) public and utility uses and structures;
- (iii) research and development facilities;
- (iv) recreation facilities or structures;
- (v) accessory retail uses which are directly associated with a permitted industrial operation, occupying a small area in terms of floor space or site coverage relative to the size of the associated industrial facility; and,
- (vi) Day Nurseries.

3.3.2 The permitted uses within the PRESTIGE INDUSTRIAL designation shall be established on landscaped lots in a park-like setting as established by Table 4.1. A high standard of conceptual building design shall be required, and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted, except for lands which are zoned for industrial uses and directly abut the Canadian National Railway right-of-way, north of Highway Number 7. In these areas, outdoor storage may be permitted subject to the implementation of appropriate screening and landscaping measures as may be required by the City as a condition of development approval. The balance of the lands not used for outside storage shall be developed in a prestige manner established by Section 3.3 of this chapter.

3.3.3 The uses permitted by section 3.3.1 shall not preclude the establishment of other industrial operations provided that such uses are in keeping with the intended prestige image, and/or satisfy the following criteria:

- (i) the uses are limited to industrial operations within enclosed buildings;
- (ii) a high standard of conceptual building and site design is achieved;
- (iii) natural features and extensive landscaping is utilized to create a park-like setting;
- (iv) there is a low level of noise or air pollution; and,
- (v) the proposed uses are compatible with adjacent land uses.

3.3.4 Development approved under the PRESTIGE INDUSTRIAL designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.3.5 Day nurseries permitted by this plan shall be subject to the provision of the Brampton Official Plan and the Day Nurseries Act.

3.3.6 Development of lands designated for PRESTIGE INDUSTRIAL purposes shall proceed on the basis of approved plans of subdivision or the consent policies of the Official Plan, in accordance with a design acceptable to Council.

3.4 Mixed Industrial/Commercial

3.4.1 Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedules SP37(A), (C), (D) and (E) shall be used for activities that combine industrial operations with commercial purposes, or include specialized space-extensive retail enterprises.

3.4.2 The uses permitted within the MIXED INDUSTRIAL/COMMERCIAL designation include:

- (i) manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;

- (ii) retail warehousing and other space-extensive retail activities that are not food related, or which by their function are not accommodated by the retail hierarchy for non-industrial areas specified in section 2.2 of the Official Plan and require exposure to major transportation facilities;
- (iii) home furnishings, and home improvement retail warehouses;
- (iv) recreation facilities or structures;
- (v) community clubs;
- (vi) automobile sales dealerships/establishments;
- (vii) garden centre sales establishments;
- (viii) public or utility uses;
- (ix) service shops; and,
- (x) banquet halls.

3.4.3 Development of MIXED INDUSTRIAL/COMMERCIAL areas shall be subject to the following:

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a MIXED INDUSTRIAL/COMMERCIAL area;
- (ii) parking shall be provided, where feasible, in yards away from visual prominent locations to enhance streetscape amenity design;
- (iii) where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
- (iv) outdoor display areas shall not be permitted in front yards or abutting arterial roads or a highway right-of-way; and,

(v) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping.

3.4.4 Development approval under the MIXED INDUSTRIAL/COMMERCIAL designation shall be subject to the Urban Design Guidelines established by sections 4.2 and 4.3 of this chapter.

3.4.5 When determining the parking requirements for a development proposal in a MIXED/INDUSTRIAL COMMERCIAL area, the requirements of section 4.1 of this chapter shall be applied.

3.4.6 Further to section 3.4.2 (ii) of this chapter, commercial uses shall not be permitted within the MIXED INDUSTRIAL/COMMERCIAL designation which duplicates or would impact on the viability of those uses permitted within the retail hierarchy set out in section 2.2 of the Official Plan.

3.4.7 No use that is likely to cause air pollution, odour, or excessive noise shall be permitted adjacent to lands designated for PRESTIGE INDUSTRIAL purposes.

3.4.8 Prior to development approval in the MIXED INDUSTRIAL/COMMERCIAL designation, provisions shall be made to ensure that there is adequate capacity in the transportation network, and sufficient water, sewer and storm drainage facilities to serve the proposed development.

3.5 Highway Commercial

3.5.1 Lands designated for HIGHWAY COMMERCIAL purposes on Schedules SP37(A), (C), (D) and (E) shall be used for automobile service stations, gas bars and related activities.

3.5.2 Proposals for automobile service stations beyond these sites designated on Schedules SP37(A), (C), (D) and (E) shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.

3.5.3 Development Approval under the Highway Commercial designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.6 Highway and Service Commercial

3.6.1 Land designated for HIGHWAY and SERVICE COMMERCIAL purposes on Schedules SP37(A), (C), (D) and (E) are intended to be used for retail and service establishments designed to service passing vehicular traffic.

3.6.2 The uses permitted within the HIGHWAY and SERVICE COMMERCIAL designation include:

- (i) building supplies outlet;
- (ii) garden centre sales establishments;
- (iii) retail warehousing and space extensive retailing not related to food;
- (iv) home furnishings and home improvement retail warehouses;
- (v) automobile service stations and repair facilities;
- (vi) dining room, standard or take-out restaurants;
- (vii) convenience stores;
- (viii) personal service shops;
- (ix) office uses to a maximum gross floor index of 0.5;
- (x) banks, trust companies or financial institutions;
- (xi) retail establishments; and,
- (xii) hotels/motels.

3.6.3 Development of the HIGHWAY and SERVICE COMMERCIAL areas shall be subject to the following:

- (i) Direct access to arterial roads shall be restricted wherever practical. Access to such sites will be achieved primarily from the internal road system, subject to final review by the appropriate road authority;
- (ii) Development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and,
- (iii) Development of lands for commercial purposes shall be encouraged on the basis of joint sharing of facilities such as access and parking so that preference shall be given to developments proposing the grouping of these facilities, rather than individual site development.

3.6.4 Development approval for lands designated HIGHWAY AND SERVICE COMMERCIAL shall proceed only when Council is satisfied that all necessary services and utilities are adequate.

3.6.5 Council shall ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with the City's traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses.

3.6.6 The City shall ensure that appropriate measures will be taken to regulate the location, size and type of signs, subject to section 4.2.4 of this plan.

3.6.7 Development approval under the HIGHWAY and SERVICE COMMERCIAL Designation shall be subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.7 Open Space/Hazard Lands

3.7.1 The lands designated OPEN SPACE/HAZARD LANDS on Schedules SP37(A), (C), (D) and (E) are lands which have inherent environmental hazards due to flood susceptibility.

3.7.2 The uses permitted within the OPEN SPACE/HAZARD LANDS DESIGNATION are:

- (i) Conservation purposes;
- (ii) Flood Control and Storm Water Management;
- (iii) Outdoor recreational facilities that encourage passive recreational activities; and,
- (iv) Linear open space systems.

3.7.3 Building setbacks may be imposed from the margin of OPEN SPACE/HAZARD LANDS where appropriate, so as to have regard for the extent and severity of potential hazards related to flood susceptibility. The setback shall be determined, if required, by the appropriate Conservation Authority, and City, prior to development approval, and shall be incorporated into the implementing zoning by-law.

3.8 Special Policy Areas

In certain site specific circumstances, special policies are required beyond, or notwithstanding the provisions set out for each land use designation established by this chapter.

3.8.1 Special Policy Area Number 1 as designated on Schedules SP37(A), (C), (D) and (E) applies to lands situated at the southeast quadrant of Airport Road and Highway 7. Schedules SP37(A), (C), (D) and (E) designates these lands for an OFFICE CENTRE and INTERMEDIATE OFFICE uses.

3.8.1.1 In addition to the uses permitted in the OFFICE and INTERMEDIATE OFFICE CENTRE designation, the following may also be permitted:

- (i) a hotel;

- (ii) a hotel convention centre;
- (iii) retail warehousing, and other space extensive activities that are not food related containing no open storage shall be permitted only in the southern portion of Special Policy Area 1, abutting Nevets Road not to be more than 4 hectares (10 acres) in size; and,
- (iv) a purpose accessory to the other permitted uses.

3.8.1.2 The land uses described by section 3.8.1 shall be of a prestige manner, reflecting the overall importance of the Airport Road/Highway Number 7 intersection as an office centre/business node. Building design is to be of a high quality, compatible with the abutting office uses subject to the Urban Design Guidelines and General Development Standards and Guidelines established by sections 4.2 and 4.3 of this chapter.

3.8.2. Special Policy Area 2 applies to two separate woodlots located in the Highway 7 and Goreway Drive Area. More specifically, one woodlot is situated north of Highway 7, west of Goreway Drive, with the other site situated south of Highway 7, west of Goreway Drive. Schedule "C" (Environmentally Sensitive Areas) of the Brampton Official Plan identifies these environmental features as Class III and Class I Woodlots, respectively. Accordingly, prior to site plan approval, an updated tree assessment and preservation plan by a qualified ecologist will be required to be undertaken by the applicant, in accordance with section 1.3 of the Official Plan.

3.8.3 Special Policy Area 3 applies to the lands designated on Schedules SP37(A), (C), (D) and (E) which are currently used for residential purposes, shall have a 15 metre buffer zone on lands abutting the limits of their lot lines in order to minimize the adverse effects of the surrounding non-residential development. The buffer zone is not to be utilized for industrial and business purposes until the existing residential lots are rezoned for non-residential purposes in accordance with Schedules SP37(C), (D) and (E).

4.0 Other Special Policies

Due to specific geographic, environmental, or existing planning circumstances affecting certain sites throughout the secondary planning area, it is appropriate that more detailed policy guidance be provided beyond the other land use provisions set out in this chapter.

4.1 PARKING REQUIREMENTS WITHIN THE AIRPORT ROAD/HIGHWAY NUMBER 7 SECONDARY PLAN AREA

4.1.1 Parking shall be required for all development proposals within the Airport Road/Highway Number 7 Secondary Plan Area to satisfy full zoning by-law requirements. However, it is recognized that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, Council may consider the approval of a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for zoning approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the City.

4.2 URBAN DESIGN GUIDELINES

The following urban design guidelines are intended to promote the development of the Airport Road and Highway 7 Business Centre Secondary Plan Area in an orderly and uniform manner.

4.2.1 Landscaped Open Space Policies

- (i) Landscaped Open Space abutting arterial roads shall not be less than 12.0 metres in width; and,
- (ii) Landscaped Open Space abutting collector roads shall not be less than 6.0 metres in width.

4.2.2 Density and Massing Policies

- (i) Through the site plan approval process, any proposed development which is less than its maximum permitted density shall be sited in such a way to allow for future development to occur, and that a tertiary plan be submitted to the City to demonstrate that the urban design guidelines set out in this chapter can be satisfied in the future.

4.2.3 Streetscape Policies

- (i) PRESTIGE INDUSTRIAL uses will be well-integrated and of a high-standard which will provide a consistent and recognizable image;
- (ii) Building setback coordination between adjacent developments is required to achieve a consistent visual image and character of the streetscape;
- (iii) The massing and conceptual design of individual buildings should further reinforce the required high quality image of the secondary plan area;
- (iv) Commercial developments shall define streets with well-designed buildings and landscaping, leaving only limited parking wherever practical in the front or exterior side yards. Large parking areas should be accommodated within yards away from visual prominent locations or courtyards, divided into smaller well-defined areas surrounded by landscape treatment; and,
- (v) The Airport Road and Highway Number 7 intersection shall be the focus of development where the greatest vertical definition and building height shall be encouraged. Highway Commercial uses such as gas stations and drive-through restaurants shall be discouraged from locating in these areas.

4.2.4 Signage Policies

- (i) All signage for development within the secondary plan area should reflect the intended prestige image of the locality in accordance with the provisions of the City of Brampton's Sign By-law.

4.3 General Development Standards and Guidelines

To ensure that the major objectives of the Airport Road/Highway 7 secondary plan are satisfied, general development standards and guidelines are established in Table 4.1 for the major land use categories. These standards and guidelines are intended to:

- (i) provide for a form of industrial and commercial development which is complementary to the Official Plan policies of Brampton; and,
- (ii) accommodate the scope and nature of development anticipated in the secondary plan area.

4.3.1 The General Development Standards contained in Table 4.1 are not to be considered absolute. Flexibility in interpretation shall be permitted without the necessity of an Official Plan Amendment, in accordance with section 7.3.3 of the Brampton Official Plan.

4.4 AIRCRAFT NOISE

4.4.1 Aircraft noise may affect certain industrial, hotel, retail and office uses which shall be subject to the aircraft noise policies of section 1.8.1 of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval.

TABLE 4.1

GENERAL DEVELOPMENT STANDARDS

AIRPORT ROAD/HIGHWAY 7 BUSINESS CENTRE SECONDARY PLAN

Land Use Category	Min Lot Area	Lot Coverage	Minimum Lot Width	Floor Space Index
Prestige Industrial	2.0 acres	40%	60 metres	N/A
Highway Commercial and Highway and Service Commercial	1.0 acre	25%	38 metres	N/A
Mixed Ind. Comm.	1.5 acres	35%	50 metres	N/A
Business	1.0 acre	25%	38 metres	Office Uses @ 0.5
Intermediate Office	2.0 acres	25%	45 metres	0.75
Office Centre	3.0 acres	25%	60 metres	1.00

4.5 AIRPORT HEIGHT LIMITATIONS

4.5.1 Height restrictions pertaining to the Lester B. Pearson International Airport Zoning Regulations from Transport Canada shall apply to development within the secondary planning area.

5.0 The Transportation Network

The general intent of this chapter is to ensure the development and maintenance of an effective transportation network that will:

- (i) maximize accessibility to and within the secondary plan area;
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts;
- (iii) accommodate the scope of development prescribed by the secondary plan, commensurate with the capacity of the road network, and;

- (iv) provide for bicycle paths as shown by Schedule SP37(B) within the existing road right-of-way. Bicycle paths are to be obtained as a condition of development approval.

The TRANSPORTATION NETWORK within the Airport Road/Highway 7 secondary planning area is comprised of the following:

- (i) the road network, and;
- (ii) rail services.

5.1 The Road Network

5.1.1 The Road Network is shown on Schedule SP37(B) and is described in Table 5.1 - Basic Road Characteristics.

TABLE 5.1
Basic Road Characteristics

ROAD	JURISDICTION	CLASSIFICATION	RIGHT-OF-WAY REQUIREMENT
HIGHWAY NUMBER 7	PROVINCE OF ONTARIO	PROVINCIAL HIGHWAY	To be determined by the Ministry of Transportation
AIRPORT ROAD	REGION OF PEEL	MAJOR ARTERIAL	45.0 metres (150 ft.)
GOREWAY DRIVE SOUTH OF HWY 7	CITY OF BRAMPTON	MAJOR ARTERIAL	36.0 metres (120 ft.)
GOREWAY DRIVE NORTH OF HWY 7	CITY OF BRAMPTON	MAJOR COLLECTOR ARTERIAL	26-36 metres (86-120 ft.)
COVENTRY ROAD	CITY OF BRAMPTON	MINOR COLLECTOR	26 metres (86 feet)
NEVETS BLVD.	CITY OF BRAMPTON	MINOR COLLECTOR	23 metres (75 feet)
TRACEY BLVD.	CITY OF BRAMPTON	MINOR COLLECTOR	23 metres (75 feet)
WYSLER DRIVE	CITY OF BRAMPTON	MAJOR COLLECTOR	26 metres (86 feet)

5.1.2 Appropriate road widenings necessary to achieve the right-of-way requirement indicated on Table 5.1 shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at major intersections for the construction of turning lanes, maintenance of day lighting triangles, utility installations and bike paths in accordance with CHAPTER IV, section 4.2.1.6 of the Official Plan.

5.1.3 The road alignments delineated on Schedule SP37(B) are intended to develop and function in accordance with the provisions of CHAPTER IV, section 4.2 of the Official Plan.

5.1.4 This plan is formulated on the basis of the following major additions, improvements and extensions to the road network:

- (i) The widening of Highway Number 7 from four to six lanes between Airport Road and Highway Number 50;
- (ii) The construction of Highway Number 407 westward from Highway Number 427 to Airport Road as a six lane facility and extending beyond Airport Road to Highway Number 410;
- (iii) The construction of a four lane arterial road facility between the Highway Number 7/Goreway Drive intersection and Bovaird Drive at Airport Road, and;
- (iv) the construction of a grade separated interchange under Highway Number 7 (both east and west of the Canadian National Railway Right-of-way) to facilitate access to properties on the north and south side of Highway Number 7 without the necessity of direct access to/from Highway Number 7.

5.1.5 Further to section 2.10.4.3 to section 2.10.4.5 of this plan, 3 alternative alignments for the construction of a major arterial road facility are incorporated in Schedules SP37(C), (D) and (E). The final disposition

of this alignment will be determined pending the completion and approval of a detailed traffic study by the road authorities having jurisdiction. However, in accordance with Schedule "H" of the Brampton Official Plan, it is the policy of the City of Brampton to achieve the implementation of the road alignments identified on Schedules SP37(C) or (E).

- 5.1.6 Site specific traffic impact studies may be required for development proposals abutting the lands affected by the grade separated interchange, as designated on Schedule SP37(B), and prescribed by section 5.1.4 (iv).

5.2 Staging of Development

- 5.2.1 Council recognizes that the road network within and abutting the Airport Road/Highway Number 7 Business Centre Secondary Plan Area will approach operational capacity, if development exceeds levels currently permitted by existing zoning. The completion of the road network improvements identified in section 5.1.4 are required to fully develop the range of land uses prescribed by this plan.

The grade separated interchange under Highway Number 7 (both east and west of the C.N.R. Line) may be a requirement of certain development proposals and will be dependent upon site specific traffic impact studies associated with such.

Accordingly, development other than lands designated for prestige industrial uses will be staged within the Airport Road/Highway Number 7 Business Centre in accordance with the provisions of the Development Staging Table, attached as Appendix "A" to this chapter, and the following policies:

- (i) Development which has zoning approval prior to the adoption of this plan by Council shall be permitted notwithstanding any provisions of this chapter. In addition, development shall only be permitted at the densities currently permitted by existing zoning provisions, however, permitted land uses shall be in accordance with the provisions of this chapter;

- (ii) Development which requires zoning approval subsequent to the adoption of this plan shall be permitted in accordance with the development capacities identified within the Development Staging Table attached as Appendix "A" to this chapter;
- (iii) Landowners in the secondary plan area may enter into agreement to acquire density rights from other landowners in the secondary plan area. The acquisition of density rights is subject to the approval of the City of Brampton.
- (iv) The Development Staging Table contained in Appendix "A" to this chapter is not a formal part of the Official Plan. Accordingly, this table may be revised at any time in accordance with the conclusions of more current traffic studies, or more detailed analyses that are approved by Council, without the necessity of an amendment to this plan;
- (v) On the basis of the Development Staging Table provided within Appendix "A", no development shall be permitted beyond the densities set out by the prevailing zoning by-law, as set out in Section 5.2.1 (i) of this chapter until Highway Number 407 has been constructed to Airport Road. In accordance with Appendix "A", 20 percent of the total development potential of the secondary plan area may be permitted upon the completion of Highway Number 407 to Airport Road. Development approval beyond this limitation shall only be approved in accordance with the other road improvements and development capacities identified within Appendix "A" subject to the provisions of Section 5.2.1 (iv) of this chapter; and,
- (vi) Council may enact an implementing zoning by-law to give effect to the Staging of Development policies set out in this chapter, including the application of Holding (H) Zone provisions in accordance with section 35 of the Planning Act, 1983.

- (vii) Section 5.2 shall not be applicable to lands designated for Prestige Industrial purposes as shown on Schedules SP37(A), (C), (D) and (E).

5.3 Railways

- 5.3.1 Schedule SP37(B) recognizes the alignment of the Canadian National Railway. In this regard, fencing and setback requirements may be required as a condition of development approval for abutting lands.

5.4 Road Access

- 5.4.1 Access to the road network shall be subject to the approval of road authorities having jurisdiction over abutting right-of-ways as indicated on Table 5.1.
- 5.4.2 Direct access to arterial roadways shall be restricted wherever practical. Access shall be provided from the internal local road system to the satisfaction of the City.
- 5.4.3 The road authorities having jurisdiction may require the provision of storage lanes, raised medians and intersection signalization where appropriate as a condition of development approval.

6.0 Engineering Services

This section provides for the efficient deployment of engineering services to facilitate growth within the secondary planning area. These Engineering Services are comprised of:

- (i) storm water management facilities; and,
- (ii) sanitary sewage and water supply.

6.1 Storm Water Management

- 6.1.1 All development plans in the secondary plan area shall conform to the approved storm watershed plan affecting this locality and shall be subject to the approval of the Ministry of Natural Resources, the Ministry of Environment, the Metropolitan Toronto and Region Conservation Authority and the City of Brampton.

6.2 Sanitary Sewage and Water Supply

6.2.1 Development within the secondary plan area shall be provided with, and be subject to, the provision of piped municipal water and sanitary sewers.

7.0 Implementation and Interpretation

The provisions of Chapter 7 of the Official Plan shall apply to the implementation and interpretation of this chapter.

3.2 Amendment Number 206 A:

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

- (1) by deleting the land use designations shown on Schedule A to Amendment Numbers 6, 31 and 58 and Schedule C to Amendment Number 96 thereto, for those lands outlined on as the "Subject Lands," on Schedule "A" to this amendment, and noting thereon, the following:

"Refer to Official Plan,
Chapter 37"

- (2) by repealing Chapter C23, section 2.0 (ii) of the document known as the Consolidated Official Plan of the City of Brampton Planning Area.

DW/am/sp37opa

APPENDIX A: DEVELOPMENT STAGING TABLE

APPENDIX A: DEVELOPMENT STAGING TABLE
AIRPORT ROAD/HIGHWAY 7 BUSINESS CENTRE SECONDARY PLAN

ROAD IMPROVEMENTS (2)	ANTICIPATED TIMING (1)	PERCENT DEVELOPABLE	SP37(C) DEVELOPABLE G.F.A. (Sq.Ft.)	SP37(D) DEVELOPABLE G.F.A. (Sq.Ft.)	SP37(E) DEVELOPABLE G.F.A. (Sq.Ft.)
Existing Conditions	1991	0%	0	0	0
Hwy 407 to Airport Road, with a 4 lane Hwy 7	1996	20%	1,540,000	1,500,000	1,480,000
Hwy 407 to Airport Road, with a 6 lane Hwy 7	1996	25%	1,925,000	1,875,000	1,850,000
Hwy 407 to Airport Road with by-pass	1996	70%	5,390,000	5,250,000	5,180,000
Hwy 407 to Airport Road	2001	70%	5,390,000	5,250,000	5,180,000
Hwy 407 to Airport Road with by-pass	2001	80%	6,160,000	6,000,000	5,920,000
Hwy 407 to Hwy 410	2001	100%	7,700,000	7,500,000	7,400,000
Hwy 407 to Hwy 410 with by-pass	2001	100%	7,700,000	7,500,000	7,400,000
Hwy 407 to Hwy 410 with by-pass	2011	65%	5,005,000	4,875,000	4,810,000
Hwy 407 to Hwy 410 with by-pass, Castlemore Road improved	2011	60%	4,620,000	4,500,000	4,440,000
Hwy 407 to Hwy 410 with by-pass, Williams Parkway extended	2011	85%	6,545,000	6,375,000	6,290,000
Hwy 407 to Hwy 410 with by-pass, both Castlemore Road improved and Williams Parkway extended.	2011	100%	7,700,000	7,500,000	7,400,000

NOTES:

- (1) Note anticipated timing as scheduled by the road authority having jurisdiction. This is provided as information only, and the staging of development is predicated only on the basis of the actual completion of road improvements as identified in this table.
- (2) Development capacities are calculated assuming additional road improvements are included, as per the ten year capital budget for the City of Brampton and the Regional Municipality of Peel. (Source: City of Brampton Planning and Development Department).

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 206
AND
AMENDMENT NUMBER 206 A

Attached are copies of the planning reports dated June 13, 1990, April 15, 1991, May 14, 1991 and June 17, 1991, September 5, 1991 including the notes of a Public Meeting held on June 5, 1991 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject land and written submissions received.

The Region of Peel Planning Department	December 18, 1990 February 18, 1991 March 7, 1991 March 18, 1991 May 21, 1991 and August 20, 1991
Ministry of Transportation of Ontario	September 27, 1990 November 29, 1990 December 11, 1990 and April 11, 1991
Ministry of Natural Resources	March 13, 1991
Transport Canada	September 6, 1990 and September 24, 1991
Metropolitan Toronto and Region Conservation Authority	February 19, 1991 March 19, 1991
City of Mississauga	April 24, 1991

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

June 13, 1990

TO: THE CHAIRMAN AND MEMBERS OF PLANNING COMMITTEE
FROM: PLANNING AND DEVELOPMENT DEPARTMENT
RE: PROPOSED SECONDARY PLANNING PROCESS
HIGHWAY NUMBER 7/AIRPORT ROAD BUSINESS CENTRE
OUR FILE: SP-37

EXECUTIVE SUMMARY:

This report requests direction from Planning Committee to proceed with a detailed secondary planning study for the Highway Number 7 corridor, generally between Chrysler Drive and Goreway Road. A preliminary land use concept, and a proposed secondary planning process is set out for the Committee's consideration.

ORIGIN:

The Planning and Development Department has proposed a secondary planning process for the Highway Number 7 corridor, generally in the area from Chrysler Drive to Goreway Road. A revised secondary plan is required in this area to:

- facilitate the processing of several development proposals in the area;
- develop a co-ordinated and rational approach to land use allocation; and,
- manage specific planning issues in the locality related to market and traffic impact.

This report is intended to:

- define the limits of the study area;
- describe the nature and scope of development proposed in Highway Number 7/Airport Road corridor;
- review the current planning status of the study area;
- set out the proposed secondary planning process; and,
- seek direction from Planning Committee to proceed.

STUDY AREA:

The study area is approximately 136 hectares (330 acres) in size and is situated along the Highway Number 7 Corridor between Chrysler Drive and Goreway Road (See Map 1). This study area was defined on the basis of:

- the extent of lands currently under formal application with the city for development approvals; and,
- an appropriate land assembly in terms of size and configuration for development purposes.

PLANNING STATUS:

The Brampton Official Plan designates the study area for predominately industrial and related purposes. There is also significant land use allocation in the locality, particularly at the Highway Number 7/Airport Road intersection, for a broad range of commercial, office and retail uses. In fact, the prevailing land use designations reflect the study area's potential as a significant office/business and prestige industrial node in the City.

DEVELOPMENT PROPOSALS AND PRELIMINARY LAND USE CONCEPT:

As noted previously, the study area contains a significant number of development parcels which are the subject of formal planning applications on file with the City for a broad range of industrial, commercial and retail uses. In addition, there are a number of other landowners in the study area who are actively negotiating with the City towards the submission of development proposals. Accordingly, it has been determined that the formulation of a secondary plan for the study area would be appropriate to ensure a co-ordinated and rational approach to land use allocation. To initiate this process, a preliminary land use concept has been prepared which:

- generally reflects the development aspirations of the landowners;
- reflects the established industrial/commercial development pattern for the locality, as prescribed by the official plan; and,
- represents the scope of development generally appropriate for the study area, subject to more detailed refinement through the secondary planning process.

More specifically, the preliminary land use concept has been prepared to:

- set out an initial framework for land use planning and the development of a road network;

- provide a basis for discussion and technical review;
- identify development constraints and opportunities;
- facilitate landowner input into the secondary plan formulation process; and,
- provide Planning Committee an opportunity to comment on the development concept, and direct staff accordingly prior to proceeding with the secondary plan.

Preliminary Land Use Concept:

To promote a significant office/business and prestige industrial precinct in the Airport Road/Highway 7 area, the following land use mix is proposed:

- prestige industrial;
- business activities;
- mixed industrial/commercial;
- office and intermediate office centres,
- open space and hazard lands; and,
- highway and service commercial.

In addition, a large tract of land approximately 1000 feet wide and abutting the existing Goreway Road right-of-way within the study area, is restricted from development approvals pending the completion of a realignment study for this road section. Within this area, the preliminary land use concept identifies two districts; namely,

- the Goreway Road Realignment Study Area, which is now subject to a holding by-law pending the completion of the road alignment study; and,
- a "Special Study Area" includes lands abutting the Goreway Road Realignment Study Area. These lands are outside the limits of the holding by-law, however it is difficult to establish the land use pattern in an orderly manner for this area, until the Goreway Road realignment geometrics are known. The Special Study Area status for these lands will recognize their development potential in a manner similar to the balance of the secondary plan area, however land use determination will be deferred pending the finalization of the Goreway Road realignment issue.

The distribution of proposed land uses is shown on Map 2, and is summarized on the Table below:

HIGHWAY NUMBER 7/AIRPORT ROAD BUSINESS CENTRE SECONDARY PLAN

PRELIMINARY LAND USE CONCEPT

LAND USE CATEGORY	LAND AREA (ACRES)	ESTIMATED GROSS FLOOR AREA (SQ.-FT)
Prestige Industrial	85.9	1.7 (million)
Business	59.0 ~ 2.5 M ⁿ	.8 1/3
Mixed Industrial/ Commercial	14.9	.2
Highway Commercial	1.9	-
Highway and Service Commercial	63.3 2.6 M ⁿ	.7
Office Centres	6.0*	.3
Intermediate Office Centres	27.2	.9
Open Space/Hazard	3.0	
Goreway Road Realignment Study Area	35.2	N/A
Special Study Area	34.2	N/A
TOTAL	330.6	4.6

* Assuming 2 sites at a minimum lot area of 3.0 acres.

Prestige Industrial:

To maintain a strong industrial base in this sector of the City, the largest designated land area within the preliminary land use concept is for Prestige Industrial Purposes (26 percent of the study area). The uses contemplated for the Prestige Industrial designation include the following:

- Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;

- Public and utility uses and structures;
- Research and Development Facilities;
- Recreation facilities and structures; and,
- Accessory retail uses.

Business:

The preliminary land use concept proposes a Business designation which provides for a wide range of service and retail commercial uses to provide support to the surrounding industrial community. The uses within this designation are intended to satisfy the business and personal service needs of the surrounding industrial operations and their employees. The uses proposed for this land use category include:

- HSC ● office uses to a maximum gross floor index of 0.5;
- " ● banks, trust companies or financial institutions;
- " ● retail establishments;
- " ● personal service shops; → *incl dry cleaning/laundry?*
 - dry cleaning and laundry establishments;
- HSC → ● dining room, standard and take-out restaurants;
- HSC ● convenience stores;
 - community clubs;
 - recreation facilities or structures;
- HSC ● hotels or motels; and,
 - banquet halls.

Mixed Industrial/ Commercial:

Activities within this category combine industrial operations with commercial purposes, or include specialized space-extensive retail enterprises. The specific uses included within this category are:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;
- retail warehousing, discount merchandising, and other space-extensive retail activities;

- home furnishings, and home improvement retail warehouses;
- recreation facilities or structures;
- community clubs;
- garden centre sales establishments;
- public or utility uses;
- service shops; and,
- banquet halls.

Office Centres:

As noted previously, the existing official plan provides for office development at the Highway 7/Airport Road intersection. The preliminary land use concept reinforces this allocation by permitting office development at the north and south-east quadrants to a maximum gross floor index of 1.0.

Intermediate Office Centres:

An intermediate office centre is designated on the Delta Equities property on the south side of Highway 7, east of Airport Road. This designation will permit a predominate office function on the affected lands, at an intermediate floor space index of 0.75.

Open Space and Hazard Lands:

Lands situated at the south-east corner of Airport Road and Highway Number 7 are traversed by the Mimico Creek. This watercourse is appropriately shown as Open Space/Hazard Lands in the preliminary land use concept.

Highway and Service Commercial:

Lands along the Highway Number 7 corridor have historically provided a highway commercial function, to serve the large volumes of passing vehicular traffic. While the study area is intended to assume a higher ordered function of predominately office, business and prestige industrial purposes, there will continue to be demand for highway commercial uses. Accordingly, the preliminary land use concept provides for two major highway and service commercial designations, where there is established precedent for this use (i.e. prevailing official plan designations); in particular:

- at the south-west corner of Airport Road and Highway Number 7 (Bramalea Ltd); and,

- on the north side of Highway Number 7, west of Goreway Road (Glen Echo Nurseries).

The uses contemplated for the Highway and Service Commercial designation include:

- building supplies outlet;
- produce outlets;
- garden centre sales establishments;
- retail warehousing and discount merchandising;
- home furnishings and improvement retail warehouses;
- automobile service stations and repair facilities;
- restaurants;
- convenience stores;
- personal service shops;
- office uses to a maximum gross floor index of 0.5;
- banks, trust companies or financial institutions;
- retail establishments; and,
- hotels/motels.

Highway Commercial:

The preliminary land use concept includes a Highway Commercial designation to identify those sites intended for only automobile service stations, gas bars and related accessory uses.

THE PROPOSED SECONDARY PLANNING PROCESS:

As emphasized previously, the preliminary land use concept will provide the basis for further technical evaluation of development constraints and opportunities in the study area. As a result of this evaluation (secondary plan) process, the land use allocation within the study area may be modified from what is now reflected in the preliminary concept.

It is proposed that the secondary plan process will entail the following basic components:

- market and traffic impact analysis;

- land use refinement; and,
- secondary plan finalization and approval.

Market and Traffic Impact Analysis:

In the initial technical review of the preliminary land use concept, it was determined that both market and traffic impact studies would be necessary to address specific conditions in the study area.

A market study is required to substantiate the additional commercial/retail and office floor space that is proposed beyond that which is currently allocated in the official plan. The properties that are directly affected include:

- the north-east corner of Airport Road and Highway Number 7 (Candevcon Limited);
- the north-west quadrant of Airport Road and Highway Number 7 (Bramalea Limited); and,
- the north-west corner of Chrysler Drive and Highway Number 7 (Imperial Garden Centre).

It should be noted that Candevcon Limited had previously submitted a market impact study to support only their application for the north-east corner of Airport Road and Highway Number 7. All the affected landowners have agreed to support an up-date of this study as input into the secondary plan process, and to support their individual proposals. The terms of reference for this up-date will be prepared by staff, and it is intended that the study will be completed to the satisfaction of the City.

The Region of Peel has advised that Airport Road and Highway Number 7 are currently operating at or near capacity. Accordingly, it has been determined that a detailed traffic impact study will be required prior to the consideration of further development proposals within the study area. Given the known schedule of road improvements for Highway 7 and Airport Road, the study will recommend an appropriate staging strategy for development, commensurate with anticipated increases in traffic capacity.

It has been determined that the traffic study is to be financed by the developers within a defined study area (encompassing properties that will be considered for increases in development intensities as a result of secondary plan redesignations). In this regard, the City shall include in any eventual secondary plan for the study area, a "best efforts" policy to require, as a condition of development approval, a cost contribution from developers/landowners on a proportionate per acreage basis.

Consultant selection for this study will be undertaken in accordance with Council policy. The traffic impact study will be managed, and completed to the satisfaction of the City.

It should also be noted that the affected landowners have formed a liaison committee to provide input into the market and traffic impact studies, where appropriate.

Land Use Refinement:

Given:

- the results of the market and traffic impact studies;
- other planning assessments within the study area; and,
- on-going landowner/developer consultations

then a preferred land use concept can be formulated and incorporated into a draft secondary plan.

Secondary Plan Finalization and Approval:

The refined land use concept will be augmented with appropriate policies and planning criteria to form a finalized secondary plan for the study area. This document will be subject to the normal adoption process including requisite public meetings under the Planning Act. Upon adoption of the secondary plan, City Council will be in a position to consider the approval of specific development proposals within the study area.

CONCLUSIONS AND RECOMMENDATIONS:

Staff have developed the secondary plan process for the Highway Number 7/Airport Road area in response to significant development pressures. It is believed that this process is the most efficient mechanism to:

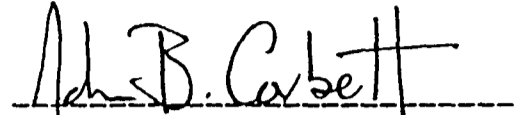
- accommodate the maximum development potential within the study area; and,
- expedite outstanding development proposals on file with the City.

Accordingly, it is recommended:

1. That the report entitled "Proposed Secondary Planning Process-Highway Number 7/Airport Road Business Centre" dated June 13, 1990 be received for the information of Planning Committee; and,

2. That staff be directed to proceed with the secondary plan for the Highway Number 7/Airport Road Business Centre, based on the preliminary land use concept and study process outlined in this report.

Respectfully submitted,



JOHN B. CORBETT, M.C.I.P.
MANAGER, LAND USE POLICY

AGREED:



JOHN A. MARSHALL, M.C.I.P.
COMMISSIONER OF PLANNING
AND DEVELOPMENT

JC/air7report



W. WINTERHALT, M.C.I.P.
DIRECTOR, PLANNING POLICY
and RESEARCH DIVISION

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

PC - April 15
AZ

April 9, 1991

TO: The Chairman and Members of
Planning Committee

FROM: Planning and Development Department

RE: Summary Report Airport Road/Highway Number 7
Business Centre Proposed Secondary Plan
Our File Number: P25S37 (SP37)

David
Waters
- to file

1.0 EXECUTIVE SUMMARY

A draft secondary plan and background report has been prepared for the lands situated in the Highway Number 7 corridor, between Chrysler Drive/Gateway Blvd and Goreway Drive, in the eastern section of the City of Brampton (refer to Map 1).

This report provides a summary of the comprehensive background study entitled "Airport Road/Highway Number 7 Business Centre Secondary Plan - Land Use and Transportation Strategy" (March 1991), which accompanies the Planning Committee Agenda for April 15, 1991.

2.0 BACKGROUND

Council has directed planning staff to revise the existing planning and development policies for the Airport Road/Highway Number 7 area, to:

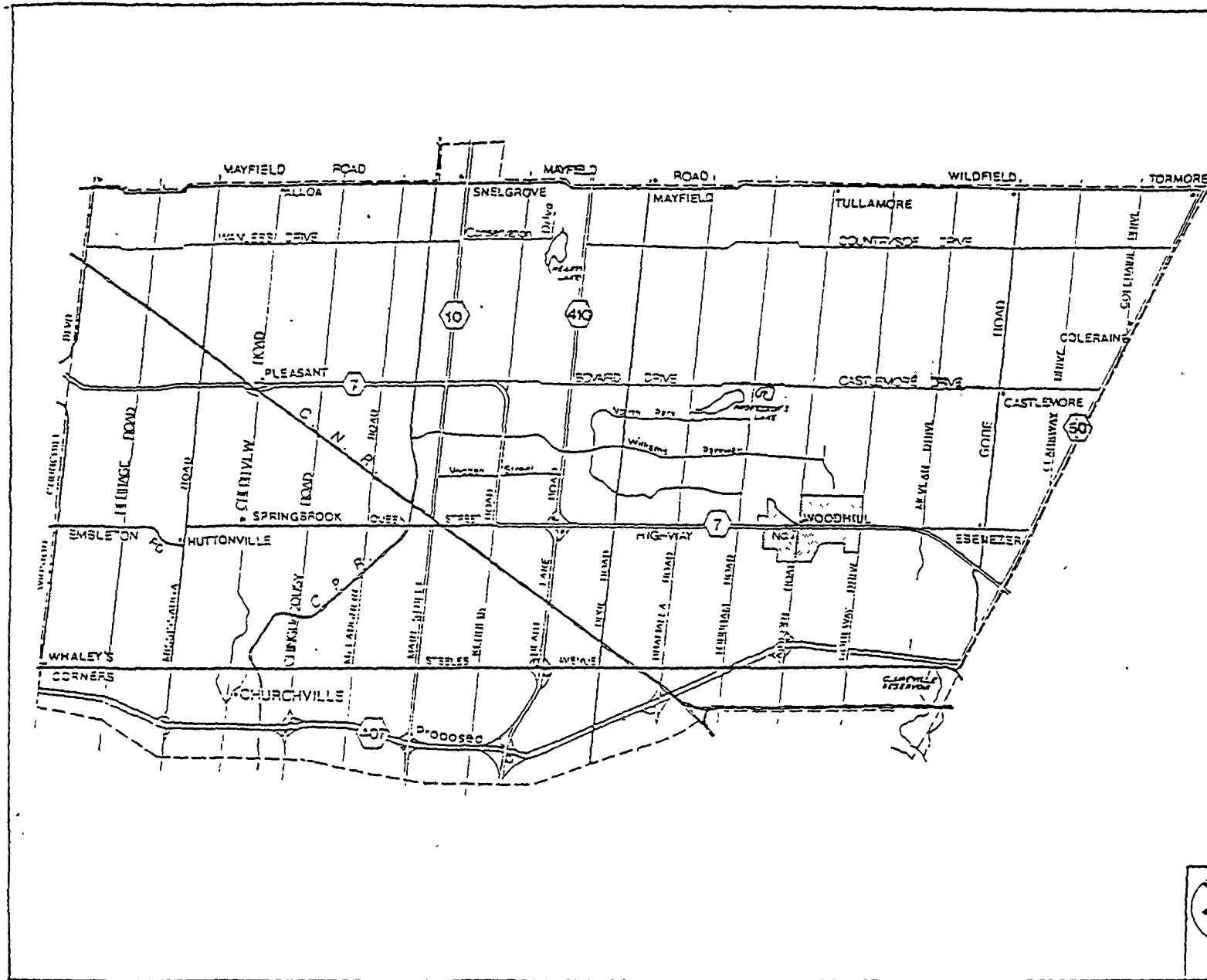
- respond to the strong industrial and commercial development opportunities in the area;
- facilitate the processing of several outstanding development applications; and,
- provide planning remedies to obviate specific development constraints in the area, notably roadway capacity.

In response to this direction, the necessary background analysis, including component traffic and market impact studies, have been undertaken to form the basis of the draft secondary plan.


Highway 7 / Airport Road Business Centre

Location Map

 Secondary Plan Area



Map 1

 **CITY OF BRAMPTON**
Planning and Development

Date: 91 Q3 Drawn by: JRS
File no. SP-37 Map no. 1

3.0 SECONDARY PLANNING PROCESS

A secondary planning approach has been pursued for the study area which:

- establishes in conventional fashion, the general road pattern and land uses, and the appropriate development policies;
- refines and expands the development principles outlined by existing secondary plans (including Official Plan Amendment Number 6 to the Consolidated Official Plan);
- clearly defines land use policies designed to promote the study area as a significant office centre in the City of Brampton and the West Metro market area; and,
- establishes development densities which can be efficiently accommodated within traffic and other servicing limitations.

An important component of the secondary planning process was the formulation and active participation of a Steering Committee comprised of the following individuals:

- City of Brampton staff;
- Region of Peel staff;
- Ministry of Transportation staff;
- Landowners; and,
- Consultants.

The Steering Committee provided input into refining the land use concept and assessing the results of both the traffic and market impact studies.

The above noted component studies were based on a specific terms of reference developed by City of Brampton staff in conjunction with the Steering Committee. The component studies which were produced as a result of this process include:

- IBI Group - "Brampton Highway 7/Airport Road Secondary Plan Transportation Study", January 1991;
- Stamm Economic Research - "Airport Road/Highway 7 Market Opportunity Update", November 1990.

The purpose of both reports was to measure the impact of the secondary plan's proposed land use provisions on the immediate and surrounding areas of the City. For instance, the traffic study was commissioned to determine the road capacity of the surrounding transportation network. The market impact study's purpose was to determine the depth of the office/commercial market opportunity for the secondary plan area. The recommendations of both reports were utilized to form the basis of the draft secondary plan.

4.0 SECONDARY PLAN CONCEPT

4.1 Development Opportunities

There are a number of locational factors which enhance the secondary plan area's competitive positioning to develop as a significant office/business centre; in particular:

- the surrounding commercial and industrial development pattern, including such high profile tenants such as, Chrysler Corporation; Motorola Information Systems, K-Mart Canada and the Canadian Tire Corporation;
- the study area's close proximity to Lester B. Pearson International Airport;
- the subject land's close proximity to the proposed Highway 407 (scheduled completion to Airport Road by 1996), combined with a full interchange at Airport Road; and,
- proximity to other major transportation facilities, including Highways 427 and 50.

Specifically the study area is strategically situated to maximize the development and employment opportunities associated with having excellent access to planned Highway Number 407. This includes an opportunity to:

- foster a strong manufacturing/industrial base;
- capture a share of the burgeoning office sector growth in the Metropolitan Toronto market; and,
- accommodate specialized forms of mixed industrial/commercial development strongly demanded, but not abundantly provided for elsewhere in Brampton.

4.2 Development Constraints

The draft secondary plan recognizes various constraints and limitations to development imposed by natural and area made features. Specific constraints addressed in preparing the draft plan include the following:

- major environmental features;
- airport noise and height limitations;
- servicing;
- the limited traffic capacity of the surrounding transportation network; and,
- existing development.

4.3 Land Use, Transportation and Servicing Strategy

The draft secondary plan is comprised of the following three principal planning elements, namely:

- a land use concept;
- a transportation strategy; and,
- a servicing strategy.

4.3.1 Land Use Concept

The land use concept prescribed by the draft secondary plan is intended to focus on the following:

- maintaining a strong industrial base in appropriate locations;
- encouraging major concentrations of office development at highly visible and accessible locations in proximity to inter-regional transportation corridors;

- providing essential business service uses to support industrial and office employment; and,
- allowing specialized forms of retailing that combine industrial and commercial operations that are in strong demand.

The land use mix which has been devised to meet the above noted objectives consists of the following designations:

- Prestige Industrial;
- Business;
- Mixed Industrial/Commercial;
- Highway Commercial;
- Highway and Service Commercial;
- Office Centres; and,
- Open Space/Hazard Lands.

The distribution of the above noted designations prescribed by the draft secondary plan is summarized by Table 4.1 (Airport Road/Highway 7 Business Centre Secondary Plan Land Use Concept).

4.3.1.1 Prestige Industrial

To maintain an industrial base in this sector of the City, approximately 19% of the subject lands are designated Prestige Industrial. The uses contemplated for the Prestige Industrial designation include the following:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;
- public and utility uses and structures;
- research and development facilities;
- recreation facilities and structures;

- accessory retail uses which are directly associated with a permitted industrial use, occupying a small area in terms of floor space or site coverage relative to the size of the total industrial facility; and,
- day nurseries.

Other industrial uses not specifically noted above may also be permitted provided that such uses are in keeping with the intended prestige image, and satisfy the following criteria:

- the uses are limited to industrial operations within enclosed buildings;
- a high standard of conceptual building and site design is achieved;
- natural features and extensive landscaping is utilized to create a park-like setting;
- limited outside storage of goods and materials shall be restricted to those lands abutting the CN Rail corridor provided that extensive landscaping and fencing is used; and,
- the proposed land uses are compatible with adjacent land uses.

4.3.1.2 Business

The uses proposed for this land use category include:

- office uses to a maximum gross floor index of 0.5;
- banks, trust companies or financial institutions;
- retail establishments;
- personal service shops;
- dry cleaning and laundry establishments;
- dining room, standard and take-out restaurants;
- convenience stores;

TABLE 4.1
AIRPORT ROAD/HIGHWAY 7 BUSINESS CENTRE
SECONDARY PLAN LAND USE CONCEPT

LAND USE CATEGORY	LAND AREA (ACRES)	% OF STUDY AREA	ESTIMATED GROSS FLOOR AREA (SQ. FT) (000)
Prestige Industrial	61.89	19.1	3,700 - 4,200
Business	81.33	25.1	1,200 - 1,300
Mixed Industrial/ Commercial	14.93	4.6	193 - 226
Highway Commercial	2.25	0.7	24
Highway and Service Commercial	63.55	19.6	545
Office Centres	6.0	1.8	300
Intermediate Office Centres	26.86	8.3	1,100 - 1,700
Open Space/Hazard Lands	2.70	0.8	-
Goreway Drive Realignment Study Area	36.54	11.3	-
Special Study Area	33.92	10.4	N/A
TOTAL	324.64	100%	5,900 - 7,700

Source: City of Brampton Planning and Development Department.

* Assuming 2 sites with a minimum lot area of 3.0 acres each.

NOTE: The estimated G.F.A. is based on the maximum development potential for each property. Two office sites (300,000 sq.ft. in total) have been included in calculating total G.F.A.

- community clubs;
- recreation facilities or structures;
- hotels or motels; and,
- banquet halls.

Policy provisions of the secondary plan require high quality building and site design to ensure compatibility with adjacent Prestige Industrial areas. To this end, fencing and landscaping may be required as a condition of development approval where Business areas directly abut Prestige Industrial uses.

4.3.1.3. Mixed Industrial/Commercial

Activities within this category combine industrial operations with commercial purposes, or include specialized space-extensive retail enterprises. The specific uses included within this category are:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within wholly enclosed buildings;
- retail warehousing, discount merchandising, and other space-extensive retail activities that are not food related;
- home furnishings, and home improvement retail warehouses;
- recreation facilities or structures;
- community clubs;
- garden centre sales establishments;
- public or utility uses;
- service shops; and,
- banquet halls.

4.3.1.4. Office Centres

The Airport Road/Highway 7 secondary plan recognizes two distinct levels of office development, namely:

- office centres; and,
- intermediate office uses.

The permitted uses within the Office Centre designation include business, professional or administrative office buildings. In addition, the following accessory uses are permitted only within any office building, provided that the floor area devoted to these uses does not exceed 15% of the total gross floor area of the office building:

- banks, trust companies and financial institutions;
- retail establishments;
- personal service shops;
- dry cleaning and laundry establishments;
- dining room restaurants;
- convenience stores; and,
- recreation facilities or structures.

The draft secondary plan identifies concentrations of Office Centres which are encouraged, with greater vertical definition, in highly visible and accessible locations in proximity to main transportation facilities. The location of these Office Centres are designated in the secondary plan in a symbolic fashion. In this manner, the extent and location of Office Centres are intended to be interpreted flexibly in accordance with the other policies and intent of the secondary plan. More precise locations for office centres shall be defined in subsequent and more detailed stages of the development approval process (i.e. plan of subdivision or zoning approval).

The secondary plan also provides for "Intermediate Office Centres". These are intended to develop as specialized office colonies to a maximum gross floor index of 0.75. The locations designated for this purpose include lands at the south-east corner of Airport Road and Highway Number 7.

4.3.1.5 Open Space/Hazard Lands

Lands situated at the south-east corner of Airport Road and Highway 7 are traversed by the Mimico Creek. The uses permitted within the Open Space/Hazard Lands designation are for:

- conservation purposes;
- flood control and storm water management;
- outdoor recreation facilities; and,
- linear open space systems.

4.3.1.6 Highway and Service Commercial

The uses contemplated for the Highway and Service Commercial designation include:

- a building supplies outlet;
- produce outlets, but not including a supermarket;
- garden centre sales establishments;
- retail warehousing and discount merchandising not food related;
- home furnishings and improvement retail warehouses;
- automobile service stations and repair facilities;
- dining room, standard or take-out restaurants;
- convenience stores;
- personal service shops;
- office uses to a maximum gross floor index of 0.5;
- banks, trust companies or financial institutions;
- retail establishments; and,
- hotels/motels.

4.3.1.7 Highway Commercial

The land use concept includes a Highway Commercial designation to identify those sites intended only for automobile service stations, gas bars and related accessory uses. Proposals for automobile service stations beyond these locations are to be evaluated on a site specific basis in accordance with the criteria established in the Official Plan.

4.3.1.8 Special Policy Areas

In certain site specific circumstances, special policies are required in the draft secondary plan to manage unique development constraints and opportunities within the study area. In this regard, two special policy areas have been designated, Special Policy Area 1 at the southeast corner of Airport Road and Highway 7, and Special Policy Area 2, in the Highway 7 and Goreway Drive area.

- Special Policy Area Number 1 relates to a 27 acre parcel of land located at the southeast quadrant of Airport Road and Highway 7. These lands are designated for an intermediate office and a primary office centre in the secondary plan.

In addition to the uses permitted in the office and intermediate office centre designations, the following uses are also provided for in the secondary plan:

- a hotel;
- a hotel/convention centre;
- the most southerly portion of the site (to a maximum area of 10 acres) may also be used for retail warehousing, bulk retailing and other space extensive activities that are not food related and contain no open storage; and,
- accessory uses.
- Special Policy Area Number 2 deals with two separate woodlots in the Highway 7 and Goreway Drive area. More specifically, one woodlot is situated north of Highway 7, west of Goreway Drive while the other site is located south of Highway 7, west of Goreway Drive.

Schedule "C" (Environmentally Sensitive Areas) of the Brampton Official Plan identifies these environmental features as Class III and Class I woodlots, respectively. Accordingly, prior to site plan approval, an updated tree protection plan will be required to be undertaken by the applicant, in accordance with Section 1.3 of the Official Plan.

4.3.1.9 Other Special Policies

Due to specific geographic, environmental, or existing planning circumstances affecting certain sites throughout the study area, more detailed policy guidance is required beyond the other land use provisions set out in the secondary plan. These other special policies relate to:

- parking requirements for business and mixed industrial/commercial uses;
- urban design guidelines;
- general development standards and guidelines;
- aircraft noise; and,
- airport height limitations.

Reference should be made to the secondary plan for the detailed policy provisions related to these matters.

4.3.2 Transportation Strategy

The draft secondary plan prescribes a transportation strategy that:

- maximizes accessibility to areas within the secondary plan area;
- provides for efficient vehicular circulation and reduced traffic conflicts; and,
- establishes a schedule for phasing of development based on the measured traffic capacity of the road network and specific road improvements.

With respect to the road network, the draft secondary plan is based on the following road improvements:

- the construction of Highway Number 407;
- the construction of the Highway 7 By-pass road as prescribed by the Brampton Official Plan; and,
- the construction of the planned loop road system north and south of Highway Number 7.

With respect to rail services, the draft secondary plan recognizes the alignment of the Canadian National Railway. Planning requirements include fencing and setbacks which will be required as a condition of development approval for abutting lands.

4.3.2.1 Staging of Development

The draft secondary plan contains a strategy for the phasing of development commensurate with increased traffic capacity attained through the above noted road improvements. In this regard, the transportation analysis undertaken by the I.B.I. Group for the Airport Road/Highway Number 7 Secondary Plan Area revealed that there is very little remaining capacity in the surrounding road network to support new development (beyond that which is permitted by existing zoning). The major road improvements cited previously must be implemented to realize the development potential provided in the proposed secondary plan.

Accordingly, the proposed secondary plan contains a strategy for staging of development which is predicated on the following principles:

- (1) development which has zoning approval prior to the adoption of the secondary plan by Council shall be permitted. In addition, development shall only be permitted at the densities currently prescribed by existing zoning. However, permitted land uses shall be in accordance with those prescribed by the secondary plan;
- (2) the transfer of interim density rights shall be permitted between landowners in the secondary plan area, subject to the approval of the City of Brampton. Development which requires zoning approval subsequent to the adoption of the secondary plan shall be permitted in accordance with the development capacities identified by Table 4.2 (Development Staging Table).

TABLE 4.2

Development Staging Table - Beyond Existing Zoning
Airport Road/Hwy 7 Secondary Plan Study Area

Road Improvement (2)	Anticipated Timing ⁽¹⁾	Percent Developable	Alternatives 1 Developable G.F.A. (Sq. Ft.)	Alternative 2 & 3 Developable G.F.A. (Sq. Ft.)
Hwy 407 to Airport Road	1996	25%	2,050,000	1,825,000
Hwy 407 to Airport Road, with By-pass	1996	70%	5,740,000	5,110,000
Hwy 407 to Airport Road	2001	70%	5,740,000	5,110,000
Hwy 407 to Airport Road, with By-pass	2001	80%	6,560,000	5,840,000
Hwy 407 to Hwy 410	2001	100%	8,200,000	7,300,000
Hwy 407 to Hwy 410, with By-pass	2001	100%	8,200,000	7,300,000
Hwy 407 to Hwy 410, with By-pass	2011	65%	5,330,000	4,745,000
Hwy 407 to Hwy 410, with By-pass Castlemore Road improved	2011	60%	4,929,000	4,380,000
Hwy 407 to Hwy 410, with By-pass Williams Parkway extended	2011	85%	6,970,000	6,205,000
Hwy 407 to Hwy 410, with By-pass both Castlemore Road improved and Williams Parkway extended	2011	100%	8,200,000	7,300,000

(1) Note anticipated timing as scheduled by the road authority having jurisdiction. This is provided as information only, and the staging of development is predicated only on the basis of completed road improvements as identified in this table.

(2) Additional road improvements are included, as per the ten year capital budget for City of Brampton and the Regional Municipality of Peel.

- (3) Based on Table 4.2, no development shall be permitted beyond the densities set out by the prevailing zoning by-law, until Highway Number 407 has been constructed to Airport Road. In accordance with the Development Staging Table, 25% of the total development potential of the secondary plan area may be permitted upon completion of Highway Number 407 to Airport Road. Development approval beyond this limitation shall only be approved in accordance with the other road improvements and development capacities identified by Table 4.2. It should be noted that development capacities vary relative to the specific road improvements cited in Table 4.2, and/or a specific point in time (due to anticipated changes in traffic conditions).

Table 4.2 further emphasises the importance of constructing the Highway Number 7 By-pass. In conjunction with the construction of Highway Number 407 to Airport Road, the By-pass road will enable the study area to reach 70% of its total development potential by 1996. This will increase to 100% of the total potential with the completion of Highway Number 407 to Highway Number 410 by 2001.

4.3.2.2 Implementation - Staging of Development

The draft secondary plan contains appropriate staging of development policies in accordance with the transportation capacity limitations set out in this report. In addition, it is proposed that the study area be pre-zoned to:

- establish the immediate development capacity available on a property specific basis based on densities permitted by existing zoning, however, permitted uses shall be in accordance with those prescribed by the secondary plan; and,
- provide additional development capacity through the application of a Holding (H) zone provision in accordance with Section 35 of the Planning Act. Based on Table 4.2, this additional development capacity could potentially consist of an equitable distribution of the 25% of total secondary plan area development potential which is attainable upon the completion of Highway Number 407 to Airport Road.

It is believed that pre-zoning the secondary plan area is an appropriate strategic mechanism to:

- implement the land use provisions of the secondary plan. This is especially important since existing zoning represents an under-utilization of land relative to the secondary plan provisions;
- ensure that development proceeds commensurate with available road network capacity; and,
- expedite long-standing development applications within the secondary plan area.

Staff intend to finalize the implementing zoning by-law subsequent to Planning Committee's consideration of the secondary plan.

5.0 CONCLUSIONS AND RECOMMENDATIONS

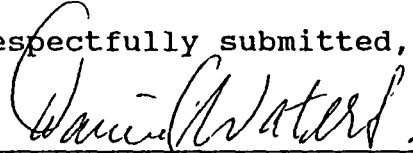
The proposed secondary plan for the Airport Road/Highway Number 7 area provides for the development of a significant office/business node within the City's urban structure. The plan also addresses significant development constraints imposed by the limited traffic capacity of the surrounding road networks. A staging of development strategy is set out in the secondary plan, which is supported by an implementing zoning by-law. Both the secondary plan and implementing zoning by-law will require a public meeting in accordance with Council policy.

Accordingly, it is recommended:

1. That the report entitled "Airport Road/Highway Number 7 Business Centre - Proposed Secondary Plan" dated April 9, 1991, be received;
2. That the secondary plan for the Airport Road/Highway Number 7 Business Centre be approved in principle;
3. That a public meeting be convened in accordance with City Council's procedures; and,

4. That subject to the results of the public meeting, staff be directed to submit the secondary plan and implementing zoning by-law to City Council for enactment.

Respectfully submitted,



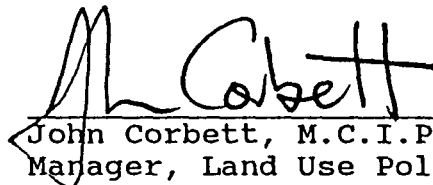
David Waters, M.C.I.P.
Policy Planner

AGREED:



John Marshall, M.C.I.P.
Commissioner of Planning
and Development

JC/SPsummary



John Corbett, M.C.I.P.
Manager, Land Use Policy

INTER-OFFICE MEMORANDUM

PC - May 21

Office of the Commissioner of Planning & Development

May 14, 1991

TO: The Chairman and Members of Planning Committee

FROM: John A. Marshall, Commissioner of
Planning and Development

RE: Supplementary Report
Airport Road/Highway Number 7
Business Centre Secondary Plan
Impact on the Rural Estate Community -
Goreway Drive Corridor
Our File Number: P25S 037 (SP37)

1.0 Background

On April 15, 1991 Planning Committee considered a draft secondary plan and associated background studies for the "Airport Road/Highway Number 7 Business Centre." The draft secondary plan covers the area situated along the Highway Number 7 corridor, between Chrysler Drive/Gateway Boulevard and Goreway Drive, in the eastern section of Brampton (Refer to Map 1).

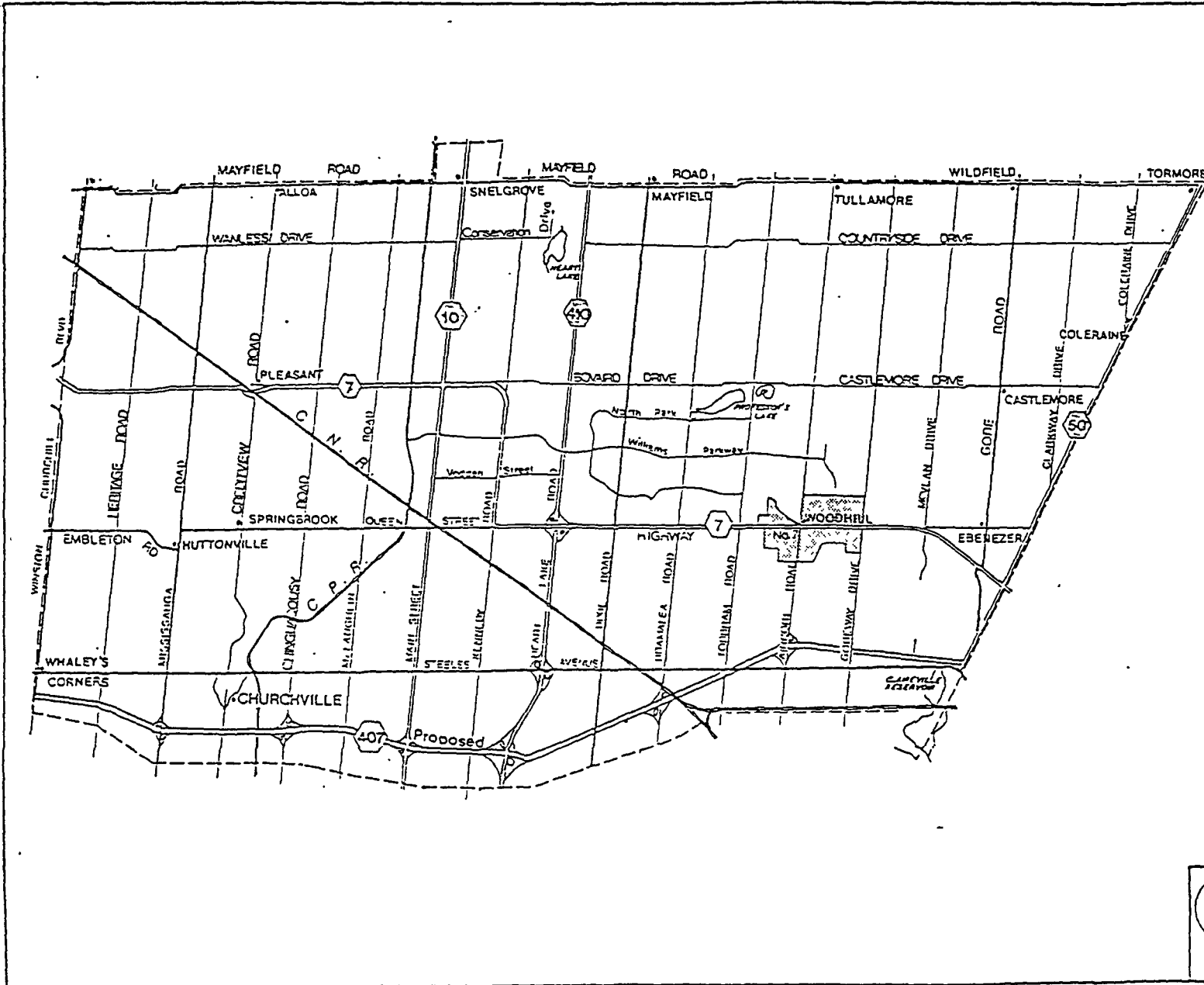
Subsequent to their consideration of the draft secondary plan, Planning Committee resolved:

- "1. That the secondary plan for the Airport Road/Highway Number 7 Business Centre be approved in principle;
2. That a public meeting be convened in accordance with City Council's procedures; and,
3. That subject to the results of the public meeting, staff be directed to submit the secondary plan and implementing zoning by-law to City Council for enactment."

This resolution was forwarded to City Council on April 22, 1991 for ratification. At this meeting the following supplementary resolution was presented to City Council by Councillor Robertson:


Highway 7 / Airport Road Business Centre

Location Map



 Secondary Plan Area

Map 1

	CITY OF BRAMPTON	
	Planning and Development	
	Date: 91 Q3	Drawn by: JRB
	File no. SP-37	Map no. 1

1. THAT the Airport Road/Highway Number 7 Business Centre Secondary Plan recognize that the Brampton By-pass road option is the City's preferred alternative for the future alignment of Goreway Drive and that the other road options are not viewed by the City of Brampton as preferred alternatives;
2. THAT the Airport Road/Highway Number 7 Business Centre Secondary Plan recognize the existence of rural residential development north and east of Goreway Drive and Highway Number 7, and that this area shall be protected through the use of buffering and landscaping to reduce the loss of visual privacy and to establish a space separation between the industrial and residential uses;
3. THAT the two residential lots in the secondary plan area fronting Goreway Drive north of Highway Number 7, shall be designated residential estate with a 15 metre buffer zone encompassing the limits of their lot lines in order to minimize the adverse effects of surrounding industrial development. The buffer zone is not to be utilized for industrial and business purposes unless the existing residential lots are rezoned for industrial and/or business purposes; and,
4. THAT the Airport Road/Highway Number 7 Business Centre Secondary Plan recognize that the location of the proposed east/west minor collector road north of Highway Number 7 shall be determined in conjunction with the selection of the Goreway Drive road alignment.

However, City Council resolved to defer the entire matter to the May 21, 1991 Planning Committee. Accordingly, the public meeting on this matter which was originally scheduled for May 1, 1991 was cancelled.

In response to Council's directions, it is the purpose of this report to:

- summarize the intent of the secondary plan's land use concept, particularly as it pertains to the matters contained in Councillor Robertson's supplementary resolution;
- assess the implications of the supplementary resolution, and its impact on the draft secondary plan; and,

- recommend an appropriate course of action to Planning Committee.

2.0 Secondary Plan Land Use Concept:

In general, the land use concept for the Airport Road/Highway Number 7 area contains a number of planning and development policies to capture industrial and commercial development opportunities in the West Metro market area. The land use concept prescribed by the secondary plan is intended to focus on the following areas:

- maintaining a strong industrial base in appropriate locations;
- encouraging major concentrations of office development at highly visible and accessible locations in proximity to inter-regional transportation corridors;
- providing essential business service uses to support industrial and office employment; and,
- allowing specialized forms of retailing that combine industrial and commercial operations that are in strong demand.

The specific features of the secondary plan which relate to the supplementary resolution pertain to:

- the protection of the established rural estate residential area along Goreway Drive north of Highway Number 7;
- the City's policy position related to the Highway 7 By-pass/Goreway Drive Re-alignment; and,
- the positioning of a proposed east-west collector road as it intersects with Goreway Drive.

3.0 Rural Estate Residential Area - Goreway Drive Corridor

The Official Plan designates certain lands along the Goreway Drive corridor north of Highway Number 7 as Rural Estate.

The Official Plan contains the following policies with respect to Rural Estate development:

- "low density, low intensity form of exclusively residential development (shall be permitted), characterized by large, individual lots which require a minimum level of service relative to the urban component of the municipality"; and,
- "permitted uses shall include single-family and accessory buildings, public utility installations and public open space."

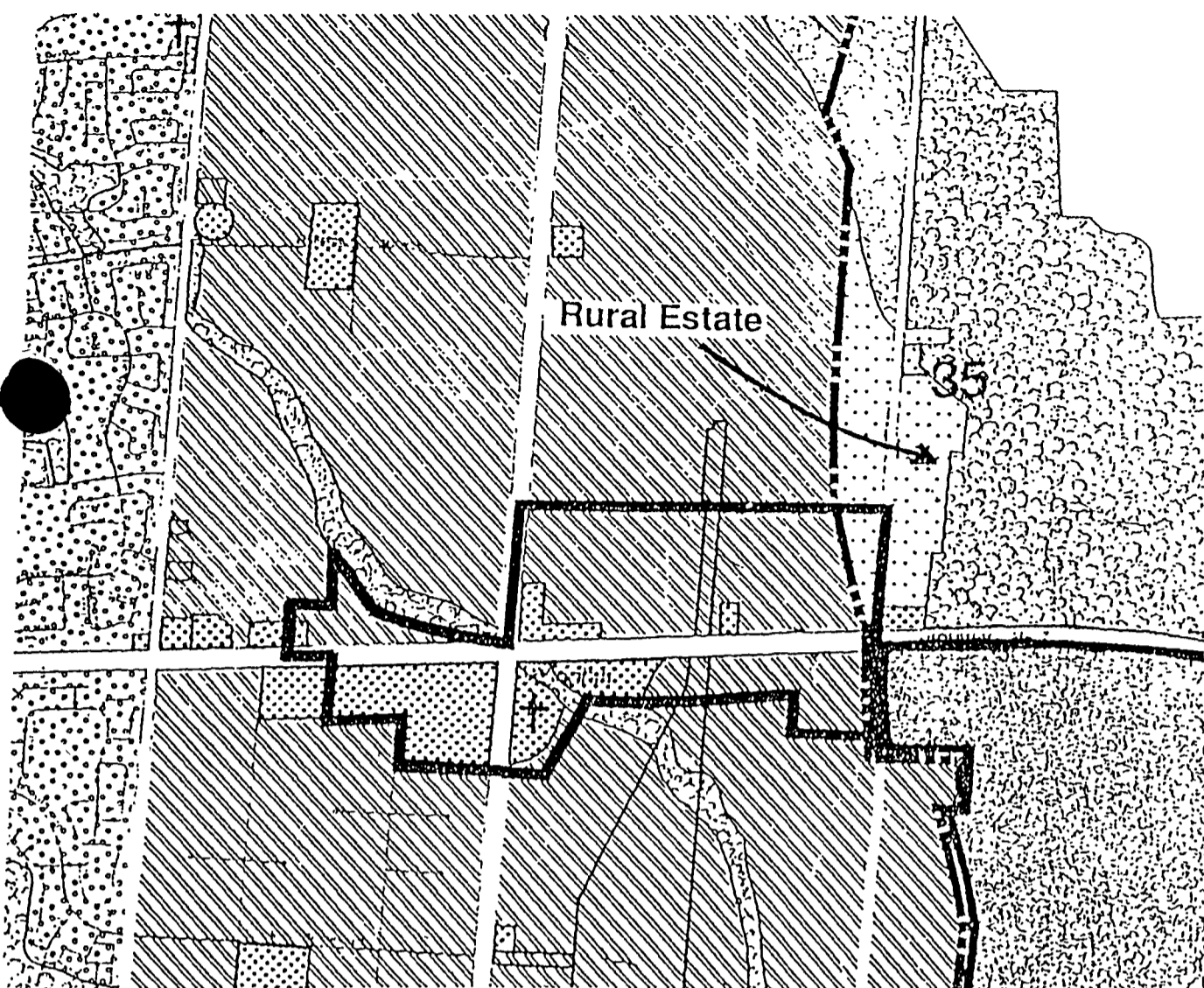
Within the secondary plan area, two single-family lots on the west side of Goreway Drive, north of Highway Number 7, are designated and zoned for rural estate residential purposes (see Map 2). There are a number of other single-family dwellings to the north and east of the secondary plan area.

Consequently, to preserve the intent of the Official Plan, these uses should be protected through the implementation of land use policies in the secondary plan.

The secondary plan for Airport Road/Highway Number 7 recognizes the importance of preserving the rural estate areas to the north and east of Goreway Drive by delineating distinct boundaries to contain industrial/commercial development. To protect the rural estate community, the secondary plan will contain strict land use policies pertaining to buffering and landscaping for new development in the secondary plan area. This will serve to limit the impact of new development on the neighbouring rural estate community, especially the two residential lots within the secondary plan area until they are rezoned for commercial and/or business purposes.

In particular, it is proposed that:

- the two existing rural residential estate lots, north of Highway Number 7 should be designated for "Business" and "Mixed Industrial/Commercial" as indicated in the attached secondary plan use schedules (see Maps 4, 5 and 6); and,
- special policy provisions shall be included to require the reservation of a 15 metre (50 foot) buffer zone abutting the two residential lots to the west and south. This buffer zone may not be used for industrial/commercial purposes in accordance with the secondary plan, until the two residential uses are also rezoned for "Business" and "Mixed Industrial/Commercial" purposes.



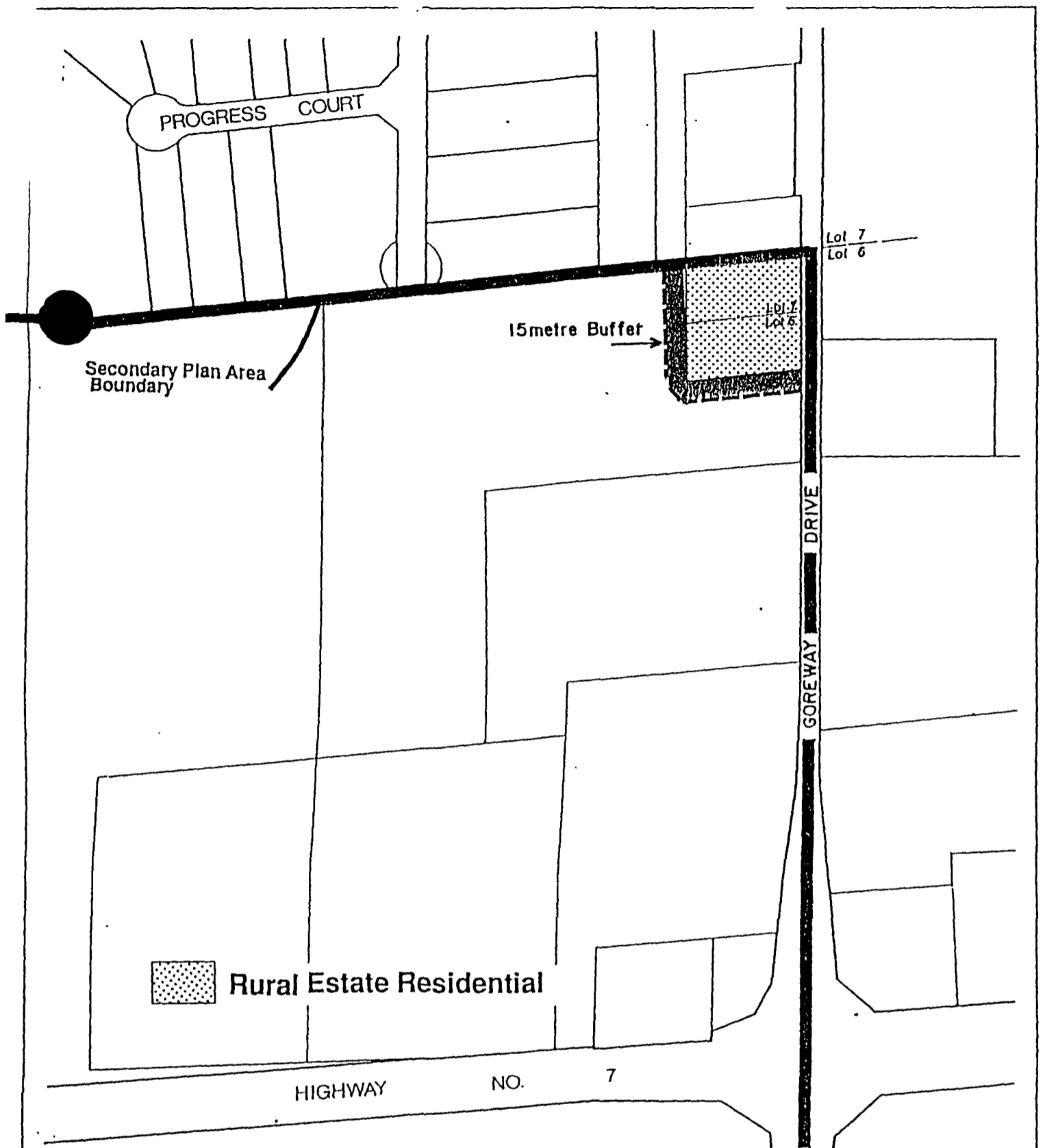
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|--|---------------------------------|--|----------------------------------|
| | Urban Boundary | | Parkway Belt West |
| | Residential | | Provincial Freeway (Highway 410) |
| | Open Space | | Rural Estate |
| | Commercial | | Rural Estate Expansion |
| | Industrial | | Rural Commercial |
| | Institutional | | Open Space - Cemeteries |
| | Private Commercial Recreation | | Special Study Area |
| | Agricultural | | Specialty Agriculture |
| | Rural Settlements (Expansion) | | Secondary Plan Area Boundary |
| | Rural Settlements (Infilling) | | |
| | Rural Settlements (Maintenance) | | |

**Airport Road / Highway 7
Business Centre
Rural Estate Designation
Schedule A of the Official Plan**



CITY OF BRAMPTON
Planning and Development

Date: 91 05 10 Drawn by: JRB
File no. SP37 Map no. 2



**Airport Road / Highway 7
Business Centre
15m Buffer Zone for
Rural Estate Lots**



1:4000

CITY OF BRAMPTON
Planning and Development

Date: 91 05 09

File no. SP 37

Drawn by: JRB

Map no. 3

4.0 Brampton By-pass/Goreway Drive Realignment

The future road alignment for Goreway Drive is to be determined by the Region of Peel's York-Peel Boundary Study. The purpose of the study is to determine the alignment of a main east/west road connection between Peel and York Regions. Among the road alignments being considered are:

- o the Castlemore Road extension in Brampton, eastward to Rutherford Road in the City of Vaughan; and,
- o a Highway Number 7 By-pass entailing the upgrade of Goreway Drive as designated in the Brampton Official Plan.

The three possible Highway Number 7 By-pass road alignments under review include the following (see Maps 4, 5 and 6):

- o Alternative 1 - Highway 7 By-pass, with a grade separation built to highway standards. The lands in this scenario are designated office and business;
- o Alternative 2 - Goreway Drive Widening. The designated lands in this scenario consist primarily of industrial and commercial uses; and,
- o Alternative 3 - Goreway Drive Realignment. As with Alternative 2, the lands designated in this scenario are primarily comprised of industrial and commercial uses.

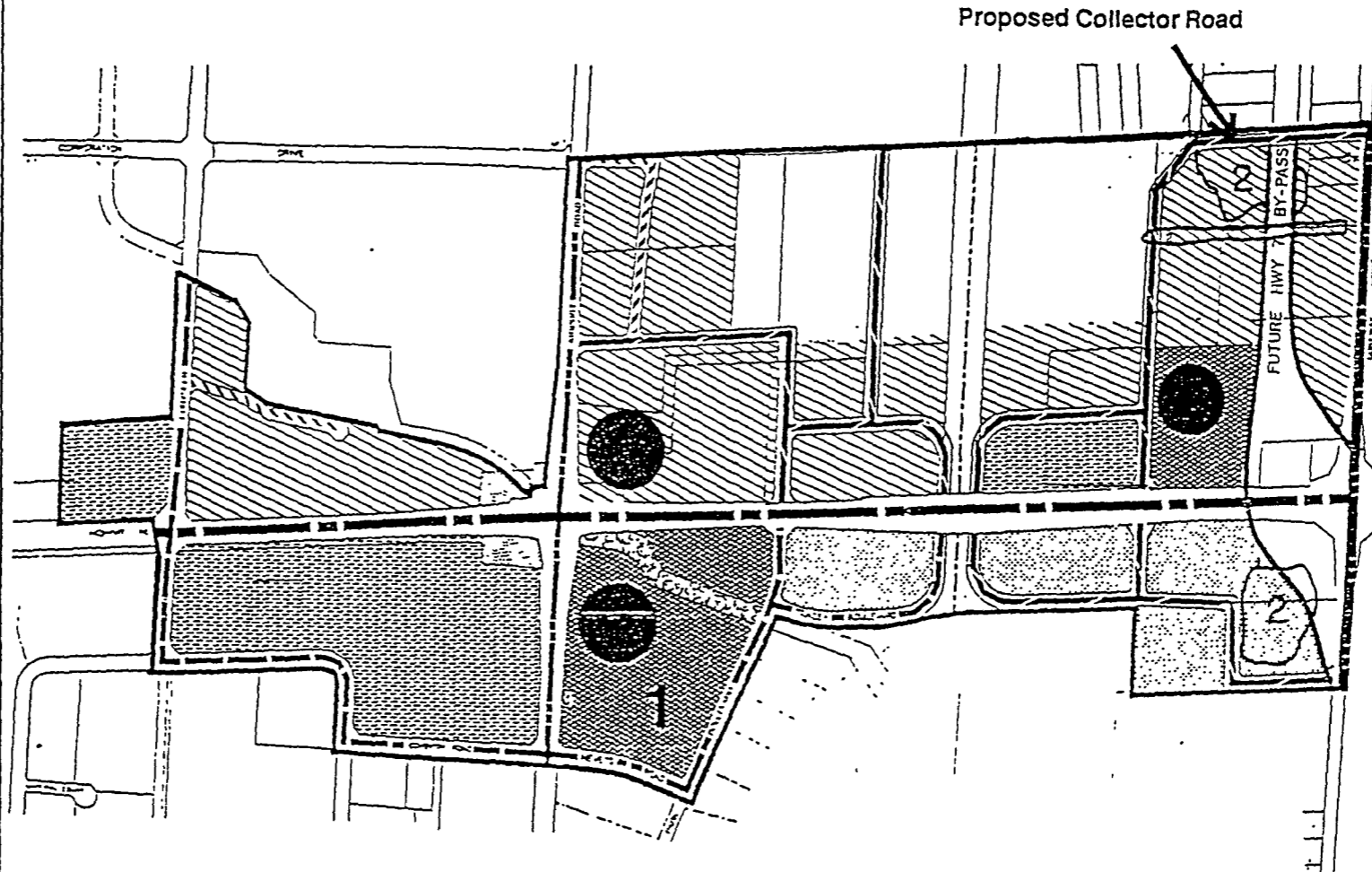
In accordance with existing provisions of the Brampton Official Plan, Alternatives 1 and 3 are preferred options. Alternative 2 is illustrated only to resolve the land use disposition of surrounding lands, should the York-Peel Boundary Study not identify Alternatives 1 or 3 as the preferred east-west road connection. Staff are prepared to recommend that a policy be incorporated within the secondary plan to explicitly confirm the City's preference for Alternatives 1 and 3.

5.0 Proposed East-West Collector Road

The secondary plan contains a proposed east/west minor collector road north of Highway Number 7, and south of Williams Parkway. It should be noted that at this stage of the planning process, the alignment of this road in the secondary plan is conceptual in nature. However, it is noted that the final alignment of the east-west collector road shall be determined in conjunction with the selection of the Highway Number 7 By-pass/Goreway Drive realignment.


Schedule H
to Official Plan
Amendment
Number _____

Schedule SP37(C)

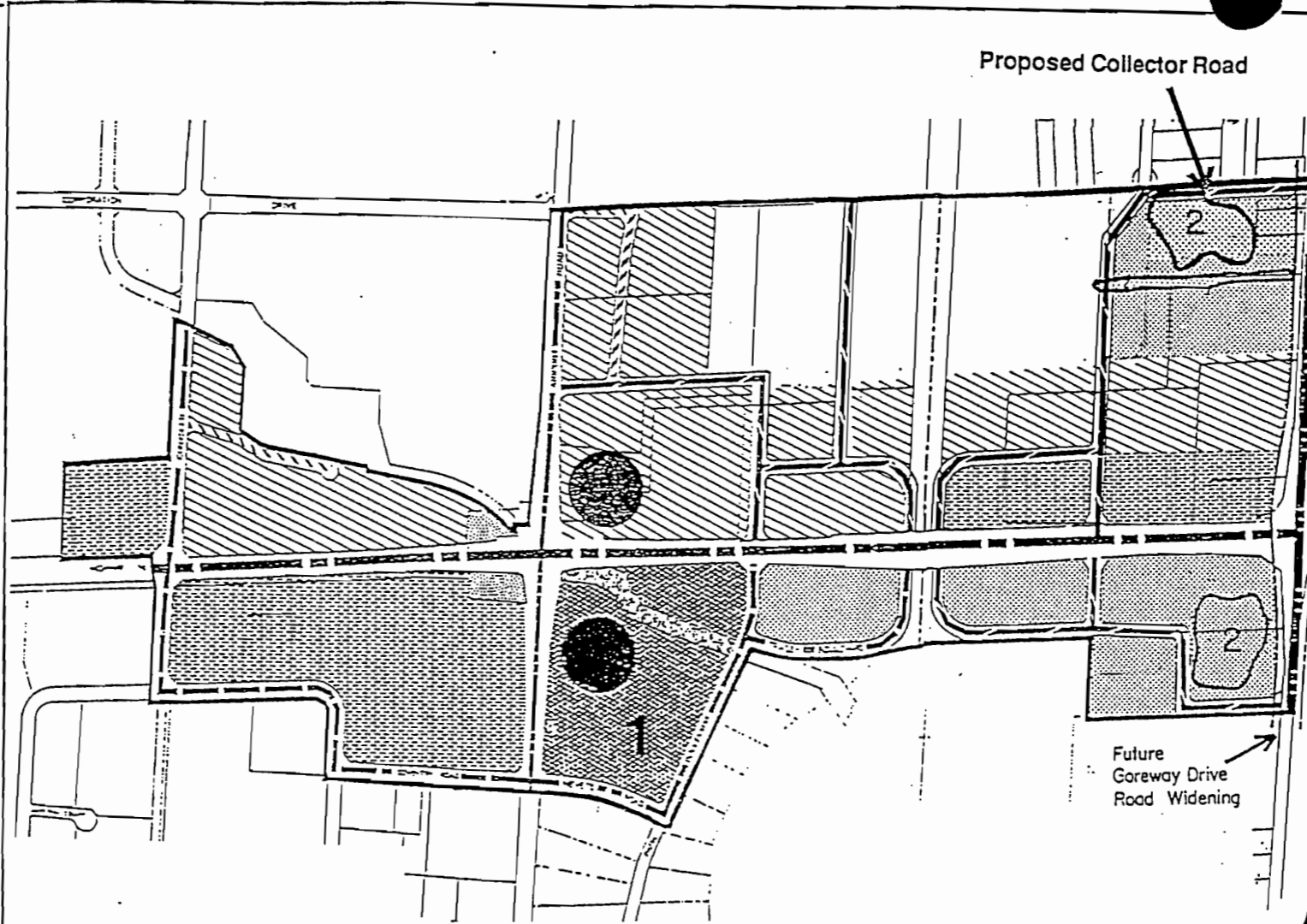


- Provincial Highway (Highway No. 7)
- Major Arterial
- Minor Arterial
- Minor Collector Roads
- Local Roads
- Proposed Minor Collector Roads
- Proposed Local Roads
- Railway
- Electrical Power Facilities
- Prestige Industrial
- Business
- Mixed Industrial/Commercial
- Open Space/Hazard Lands
- Highway Commercial
- Highway and Service Commercial
- Office Centre
- Intermediate Office Centre
- Special Policy Area No. 1
- Special Policy Area No. 2
- Secondary Plan Area Boundary

ALTERNATIVE 1

 **CITY OF BRAMPTON**
Planning and Development

Date: 91 02 Drawn by: JRB
File no. SP37 Map no. 4



**Schedule I
to Official Plan
Amendment
Number _____**

Schedule SP37(D)

-  Provincial Highway (Highway No. 7)
-  Major Arterial
-  Minor Arterial
-  Minor Collector Roads
-  Local Roads
-  Proposed Minor Collector Roads
-  Proposed Local Roads
-  Railway
-  Electrical Power Facilities
-  Prestige Industrial
-  Business
-  Mixed Industrial/Commercial
-  Open Space/Hazard Lands
-  Highway Commercial
-  Highway and Service Commercial
-  Office Centre
-  Intermediate Office Centre
-  Special Policy Area No. 1
-  Special Policy Area No. 2
-  Secondary Plan Area Boundary

ALTERNATIVE 2

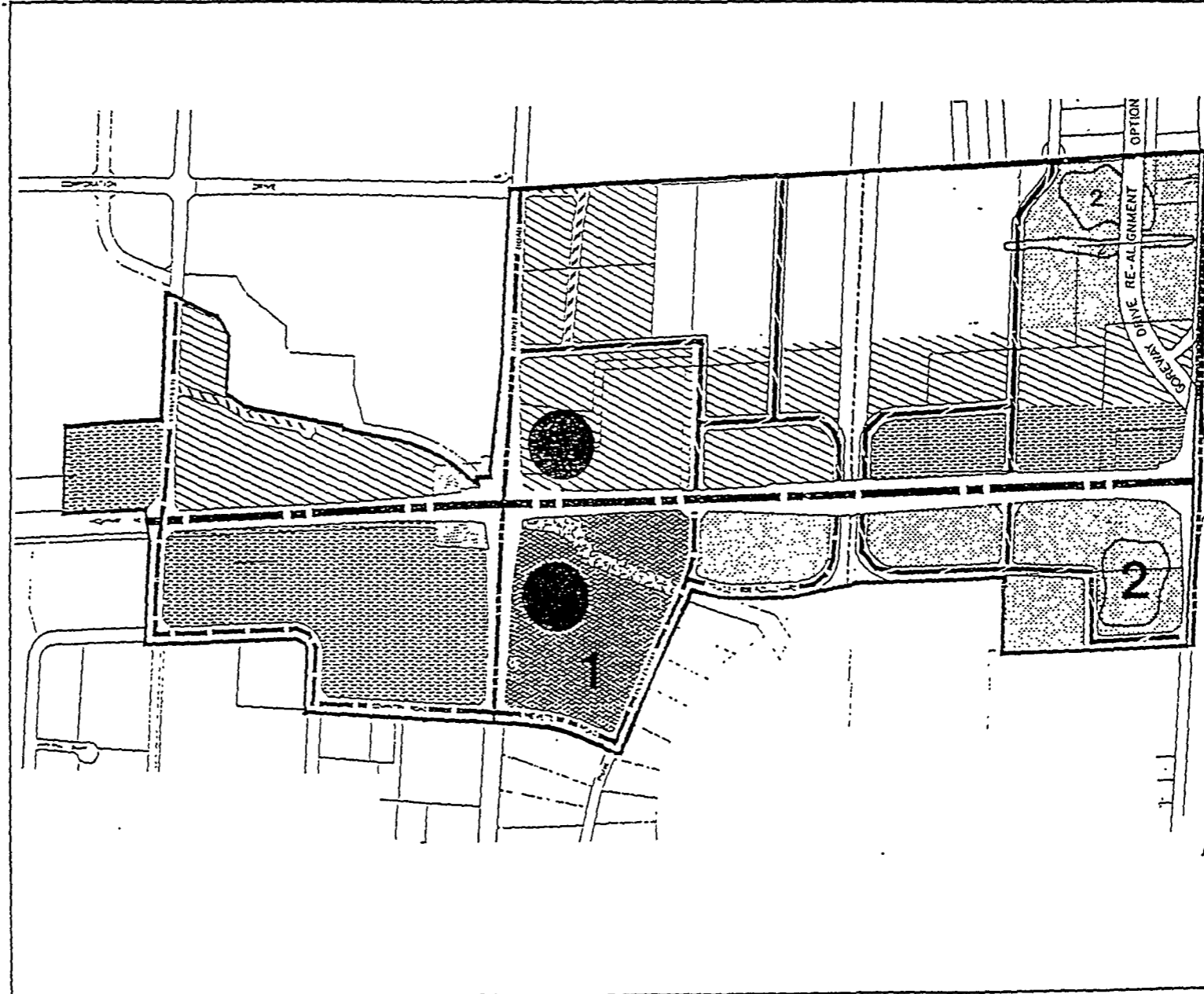


CITY OF BRAMPTON
Planning and Development

Date: 9/ 02 Drawn by: JRB
File no. SP37 Map no. 5


Schedule J
to Official Plan
Amendment
Number _____

Schedule SP37(E)



- Provincial Highway (Highway No. 7)
- Major Arterial
- Minor Arterial
- Minor Collector Roads
- Local Roads
- Proposed Minor Collector Roads
- Proposed Local Roads
- Railway
- Electrical Power Facilities
- Prestige Industrial
- Business
- Mixed Industrial/Commercial
- Open Space/Hazard Lands
- Highway Commercial
- Highway and Service Commercial
- Office Centre
- Intermediate Office Centre
- Special Policy Area No. 1
- Special Policy Area No. 2
- Secondary Plan Area Boundary

ALTERNATIVE 3

 **CITY OF BRAMPTON**
Planning and Development

Date: 91 02 Drawn by: JRB
File no. SP37 Map no. 6

6.0 Conclusions and Recommendations

This report has evaluated the implications of the proposed supplementary resolution referred to staff by Planning Committee. It is concluded that the proposed modifications to the Airport Road/Highway Number 7 Secondary Plan are minor in nature, and do not impact on the overall planning intent of the document. In summary the proposed modifications are intended to:


- protect the rural estate residential area along Goreway Drive; and,
- clearly enunciate the City's preference regarding the proposed Highway Number 7 By-pass.

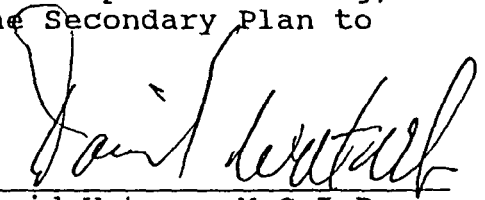
Accordingly, it is recommended:

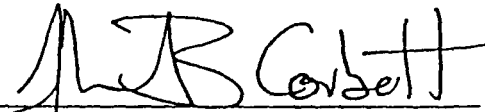
1. THAT the report entitled "Supplementary Report - Airport Road/Highway Number 7 Business Centre Secondary Plan - Impact on the Rural Estate community along the Goreway Drive Corridor, north of Highway Number 7" dated May 14, 1991, be received.
2. THAT the public meeting regarding the Airport Road/Highway 7 Business Centre Secondary Plan be rescheduled in accordance with City Council's procedures.
3. THAT the Airport Road/Highway Number 7 Business Centre Secondary Plan recognize that the Highway 7 By-pass road option (Alternatives 1 and 3 as contained in this report) is the City's preferred alternative for the future alignment of Goreway Drive and that the other road options are not viewed by the City of Brampton as preferred alternatives;
4. THAT the two residential lots in the secondary plan area fronting Goreway Drive north of Highway Number 7, shall be designated for "Business" and "Mixed Industrial/Council" purposes in accordance with the proposed secondary plan and shall have a 15 metre buffer zone abutting the limits of their lot lines in order to minimize the adverse effects of surrounding industrial development. The buffer zone is not to be utilized for industrial and business purposes until the existing residential lots are rezoned for commercial and/or business purposes; and,

5. THAT the location of the proposed east/west minor collector road, north of Highway Number 7, shall be determined in conjunction with the selection of the Goreway Drive road alignment.
6. THAT subject to the results of the public meeting, staff be directed to submit the Secondary Plan to Council for adoption.

AGREED:


John A. Marshall, M.C.I.P.
Commissioner of Planning
and Development


David Waters, M.C.I.P.
Policy Planner


John B. Corbett, M.C.I.P.
Manager, Land Use Policy

DW/am/Rural

INTER-OFFICE MEMORANDUM

PC-June 17

Office of the Commissioner of Planning & Development

June 14, 1991

TO: The Chairman and Members of Planning Committee
FROM: Planning and Development Department
RE: Notes of the Public Meeting
Airport Road/Highway Number 7 Business Centre
Secondary Plan
Our File Number: P25S 037 (SP-37)

The notes of the public meeting held on Wednesday, June 5, 1991 with respect to the proposed Airport Road/Highway Number 7 Secondary Plan are attached as information for Planning Committee.

The following six (6) delegations were heard at the public meeting:

- East Coventry Holdings;
- Mr. Carmen Romano;
- Ms. Diane Sutter;
- Mr. Bill Ward;
- Mr. S. Kaasgaard; and,
- Mr. Joe Russo.

There were no significant concerns expressed at the public meeting with respect to specific land use or policy provisions proposed within the secondary plan. However, representations were made with respect to:

- the impact of new major road alignments within the secondary plan area, particularly the options for the Highway Number 7 By-pass and associated realignments of Goreway Drive;
- the inclusion of other landholdings within the secondary plan area boundary;
- the land use disposition of the adjacent rural estate residential area along Goreway Drive north of Highway Number 7; and,
- the preservation of agricultural land use within the locality.

IMPACT OF MAJOR ROAD ALIGNMENTS

A letter was submitted to planning staff by the law firm of Bratty and Partners on behalf of DiPoce Management Limited and Sebasco Construction Inc., owners of approximately 40 acres of land in the northwest corner of Goreway Drive and Highway Number 7. This letter speaks to the potential loss of land for future roads, more specifically proposed options for the Highway Number 7 By-pass and the realignment of Goreway Drive.

It should be noted that the Airport Road/Highway Number 7 Secondary Plan contains a number of options for the construction of a Highway Number 7 By-pass road and/or associated realignments/widening of Goreway Drive. Each of these options have varying land requirements to accommodate the road right-of-way. The actual selection of a preferred alignment is subject to the completion and recommendations of the on going York-Peel Boundary Transportation Planning Study, under preparation by the Region of Peel.

Accordingly, it is not possible at this time, to precisely define the impact of the new road alignments on the subject landholdings. Staff will continue to provide appropriate information and assistance to affected landowners as the York-Peel Boundary Transportation Planning Study progresses.

INCLUSION OF ABUTTING LANDS

A representative of East Coventry Holdings expressed the desire to be included as part of the secondary planning area, since his client's lands were situated outside the southern limit of the study area, and represented one of the few remaining vacant spaces available for development. Planning staff believe that it would not be appropriate for East Coventry Holdings to be included as part of the secondary plan for the following reasons:

- the Airport Road/Highway Number 7 Secondary Plan is based on a transportation study which modelled only those properties in the Highway 7 Corridor, between Chrysler Drive and Goreway Drive. If East Coventry's lands were included as part of the plan, the transportation study would have to be revised accordingly. This would result in additional study cost to other participating landowners and time delay;
- the main conclusion of the transportation study was that there is limited traffic capacity available for development within the secondary plan area. Consequently, future development in the secondary plan area is subject to staging provisions based on a number of local road improvements which would also impact on East Coventry's lands if they were included as part of the secondary plan; and,

- inclusion of East Coventry's lands into the secondary plan area would require full agreement of the Airport Road/Highway Number 7 Steering Committee. This committee is comprised of local landowners and representatives from the City of Brampton, Region of Peel and the Ministry of Transportation. As mentioned previously, East Coventry's participation in the traffic study would result in a restructuring of the funding agreement that was approved by City Council in November 1990.

East Coventry's representative did not want to make a formal objection to the Secondary Plan but only expressed the desire to be included. Staff have suggested that the development of the East Coventry landholding could be accommodated through an appropriate official plan and zoning by-law amendment application.

DISPOSITION OF RURAL ESTATE RESIDENTIAL AREA

Mr. Carmen Romano was not in favour of the proposed secondary plan due to the potential impact it may have on his residential property. In response, Planning Staff indicated that the proposed secondary plan contains specific land use restrictions, landscaping and buffering policies to enhance compatibility with the adjacent rural estate community.

Mrs. Diane Sutter made representations on behalf of the Pentacostal Church. She expressed concern regarding the potential impact of the proposed commercial/industrial land use designations within the secondary plan on the Pentacostal Church, located on the east side of Goreway Drive. The delegation suggested that the Pentacostal property be included in the boundary of the secondary plan area. In this manner, more compatible uses could be established on undeveloped portions of subject lands. It was noted previously in this report that there would be significant implications in including additional lands within the secondary planning area at this stage of the planning process. If additional land uses are to be contemplated for the Pentacostal Church landholding, this should be investigated on a site specific basis, or preferably through a land use study of the rural estate area north of Highway Number 7.

Mr. Bill Ward, a landowner in the rural estate area north of the secondary plan boundary, expressed concern over the feasibility of developing his lands for residential purposes. Mr. Ward mentioned the industrial nature of the secondary plan and the Highway 7 By-pass/Goreway Drive realignment as hindrances for residential development. Mr. Ward expressed the desire to have planning staff address the feasibility of establishing industry/business uses in the area. It appears that there may be

significant landowner interest to re-address the land use disposition of the rural estate residential area north of Highway Number 7. If Council wishes to pursue this further, staff would recommend that:

- a public meeting be convened for all landowners within the rural estate residential area to solicit opinions regarding the development potential of the locality; and,
- a report be prepared for the consideration of Planning Committee recommending an appropriate course of action.

Another representation concerning land use was made by Mr. Joe Russo. Mr. Russo currently resides on a one-acre lot situated in the northeast quadrant of the secondary plan, fronting on Goreway Drive. He noted his concerns relative to his property being surrounded by industrial/commercial land uses, as well as negative noise impacts from aircraft, trains, trucks on Highway Number 7, and the Go Camping Trailer Park loudspeaker. Mr. Russo expressed the desire to have his property designated for industrial/commercial use. Pursuant to previous Council direction, the subject lands are proposed for "Business" or "Mixed Industrial/Commercial" uses in the secondary plan. In addition, buffering provisions are proposed to protect the property from impacts associated with surrounding commercial/industrial development, while it is being used for residential uses.

PRESERVATION OF AGRICULTURAL ACTIVITIES

A spokesman from the Green Party, Mr. S. Kaasgaard was present at the public meeting. He indicated that the lands currently in the secondary plan should be preserved for agricultural production since they are of a Class 1, 2 and 3 nature. Staff indicated to Mr. S. Kaasgaard that the subject lands have been designated for industrial and commercial uses in the Official Plan since 1979. Mr. S. Kaasgaard was invited to express his views as part of the Official Plan review process.

CONCLUSIONS AND RECOMMENDATIONS

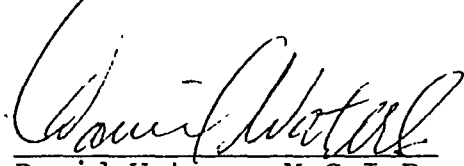
As a result of the public meeting, no modifications to the proposed "Airport Road/Highway Number 7 Business Centre Secondary Plan" are recommended. However, staff are seeking direction from Planning Committee regarding the land use disposition of the adjacent rural estate residential area along Goreway Road.

Accordingly, IT IS RECOMMENDED:

1. That the notes of the public meeting held on Wednesday, June 5, 1991 regarding the proposed "Airport Road Highway Number 7 Business Centre Secondary Plan" be received;

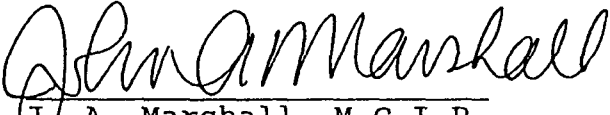
2. That staff be directed to submit the secondary plan to City Council for adoption;
3. That staff be directed to convene a special public meeting for the rural estate residential area along Goreway Road, north of Highway Number 7 to address the long term land use disposition of the locality, and report back to Planning Committee with an appropriate recommendation.

Respectfully submitted

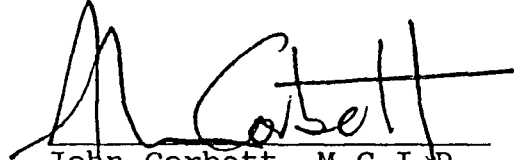


David Waters, M.C.I.P.
Policy Planner

Agreed:



J. A. Marshall, M.C.I.P.
Commissioner
Planning and Development

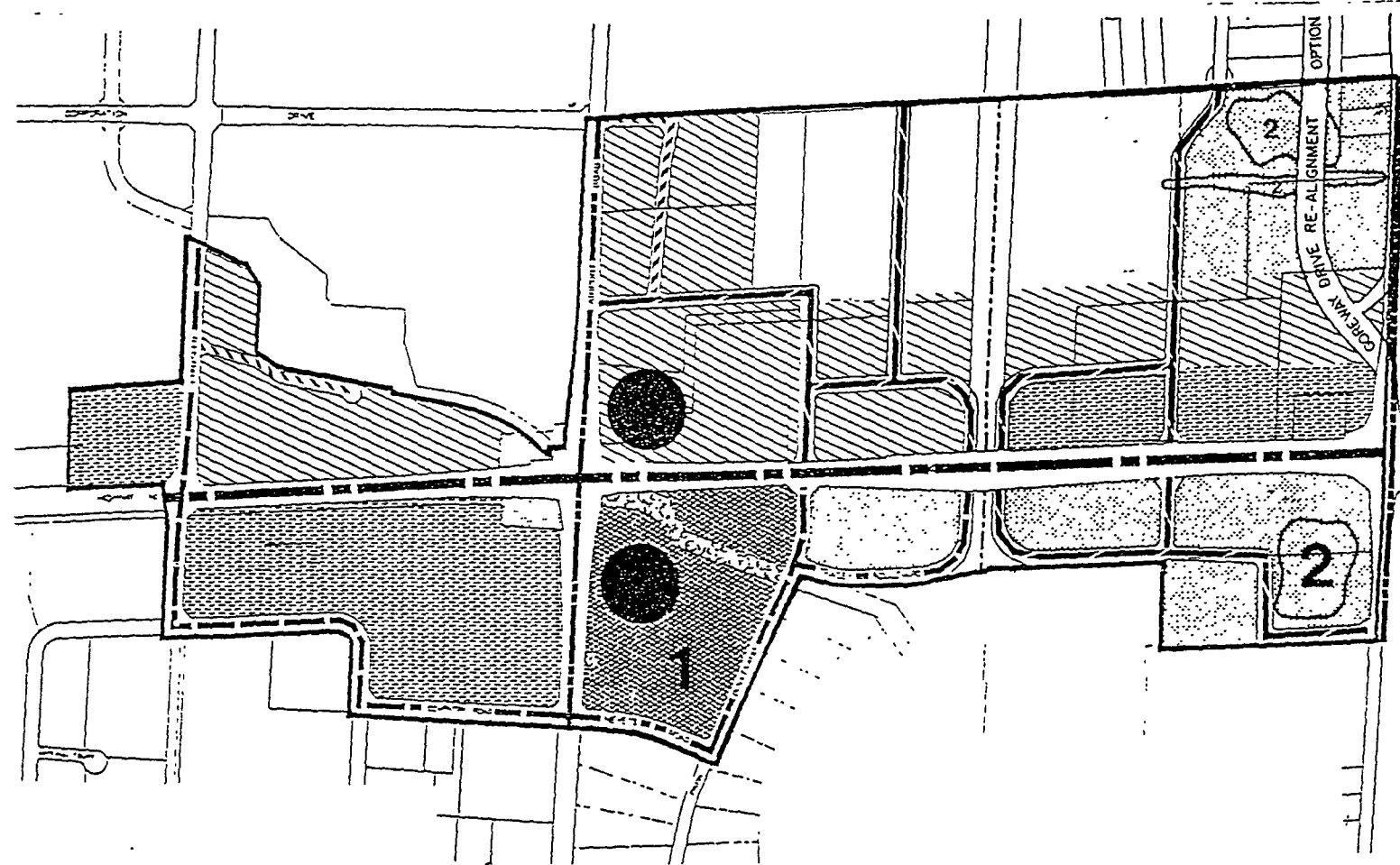






















John Corbett, M.C.I.P.
Manager
Land Use Policy

DW/mw
airportroad

Schedule J to Official Plan Amendment Number _____

Schedule SP37(E)



-  Provincial Highway (Highway No. 7)
-  Major Arterial
-  Minor Arterial
-  Minor Collector Roads
-  Local Roads
-  Proposed Minor Collector Roads
-  Proposed Local Roads
-  Railway
-  Electrical Power Facilities
-  Prestige Industrial
-  Business
-  Mixed Industrial/Commercial
-  Open Space/Hazard Lands
-  Highway Commercial
-  Highway and Service Commercial
-  Office Centre
-  Intermediate Office Centre
-  Special Policy Area No. 1
-  Special Policy Area No. 2
-  Secondary Plan Area Boundary



CITY OF BRAMPTON
Planning and Development

Date: 91 02 Drawn by: JRS
File no. SP37 Map no. J

INTER-OFFICE MEMORANDUM

C-Sept. 9

Office of the Commissioner of Planning & Development

September 5, 1991

TO: The Mayor and Members of City Council

FROM: John A. Marshall, Commissioner
Planning and Development

RE: Airport Road/Highway Number 7 Business Centre
Secondary Plan
Parts of Lots 5 and 6, Concession 6, E.H.S.
in the former Township of Chinguacousy; and
Parts 5, 6 and 7, Concession 7, N.D., former
Township of Toronto Gore
Our File Number: P25 SP37

The above noted secondary plan to permit a wide ranging industrial and commercial uses to occur along the Highway Number 7 Corridor, from Gateway Boulevard/Chrysler Drive to Goreway Drive, was approved in principle by City Council on 1991 04 22.

Subsequent to City Council's decision to approve the secondary plan in principle, a public meeting was held on 1991 06 05.

Attached for the consideration of City Council is the Official Plan Amendment that implements the Airport Road/Highway Number 7 Secondary Plan. No substantive changes have been made to the document since the above noted public meeting was held.

IT IS RECOMMENDED THAT:

1. That City Council authorize adoption of the attached Official Plan Amendment to implement Airport Road/Highway Number 7 Secondary Plan; and
2. That staff be directed to submit the Official Plan Amendment to the Ministry of Municipal Affairs for approval.

AGREED:

J. G. Metras
City Solicitor

DW/mw

John A. Marshall

J. A. Marshall, M.C.I.P.
Commissioner, Planning
and Development

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 5, 1991, in the Municipal Council Chambers, 2 Wellington Street West, commencing at 7:52 p.m., with respect to AIRPORT ROAD/HIGHWAY NUMBER 7 BUSINESS CENTRE SECONDARY PLAN (File: P25537)

Members Present: Alderman M. Moore - Chairman
Alderman D. Metzak
Alderman S. Fennell
Alderman J. Sprovieri
Alderman A. Gibson
Councillor F. Andrews

Staff Present: J. A. Marshall, Commissioner of Planning
and Development
J. Corbett, Manager, Land Use Policy
D. Ross, Manager, Planning &
Development Services
D. Waters, Policy Planner
J. Armstrong, Development Planner
A. Rezoski, Development Planner
E. Coulson, Secretary

Approximately 7 interested members of the public were present.

The Chairman inquired if notices to the property owners within 120 metres of the subject site within the urban boundary, and within 2000 feet outside the urban boundary were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Marshall replied in the affirmative.
A presentation was declined.

Mr. C. Iacobelli, representing East Coventry Holdings Inc. and West Coventry Holdings Inc., owners of a six acre parcel of land at the southwest corner of Coventry Road and Airport Road, referred to a letter sent to Mr. Waters, Policy Planner, requesting inclusion of these lands in the Airport Road/Highway No. 7 Secondary Plan. He objected to the response from Mr. Waters that it is not possible to include these lands in the subject secondary plan at this time. He questioned the decision

made for the southern border of the study area and said he would appreciate having this his property included, as it is one of the few remaining vacant parcels in the area.

Mr. Corbett explained that a traffic study was completed in 1990 that examined the impact of the secondary plan's new land uses on traffic volumes and flows. The traffic study put forth a complex staging program based on local area road improvements relating only to the properties within the secondary plan. Mr. Corbett recommended to Mr. Iacobelli that he submit a separate application which will likely take the same time to be processed as the secondary plan and not be restricted by traffic capacity problems.

Mr. C. Romano, a Goreway Drive resident, objected to the isolation of his residential property in the midst of industrial/commercial/church land uses.

Mr. Corbett responded that the secondary plan's northern limit has been defined. Furthermore, the secondary plan contains land use controls in the form of landscaping and set-back provisions that are intended to minimize the impact from surrounding industrial and commercial land uses on the rural residential community.

Mr. Marshall submitted a letter received from Mr. B. Horosko, of Bratty & Partners Solicitors, acting for DiPoce Management Limited and Sebasco Construction Inc., owners of approximately 40 acres of land in the northwest corner of Goreway Drive and Highway No. 7, expressing concern relating to the loss of land for future roads (see attached).

Mrs. D. Sutter, representing the Pentecostal Church, requested that this property be included in the Secondary Plan. Also of concern is the impact on their land from industrial and commercial uses in the area. She advised of further submission relating to these concerns.

Mr. Corbett indicated that he is willing to meet with delegates to discuss their concerns.

Mr. W. Ward, owner of 80 acres on Goreway Road, referred to the proposed 2 acre residential estate lots, behind a 4-lane roadway, in an area of industrial/commercial uses, as not making sense. He wants to address the feasibility of industrial/commercial/business uses for his property.

Mr. S. Kaasgaard, 53 Corby Crescent, representing the Green Party, asked if the subject land was considered Class 1, 2, or 3 farmland, and expressed concern relating to the preservation of agricultural land.

Mr. Marshall advised that the farmland issue was concluded a number of years ago; that industrial development was approved by the Ministry of Municipal Affairs in 1979, and the Official Plan land use designation has been in place for this area for twelve years.

Mr. J. Russo, Goreway Road, owner of a 2-acre estate lot, in the secondary plan area, requested that the land use on his property be changed to industrial/commercial use. He noted his concerns relative to his property being surrounded by industrial/commercial land use, as well as negative noise impact from aircraft, trains, trucks on Highway No. 7, Go Camping Trailer Park loudspeaker, etc.

Mr. Corbett commented that the secondary plan proposes a mixed industrial/commercial designation for these two existing rural estate lots.

There were no further questions or comments and the meeting adjourned 8:15

BRATTY and PARTNERS
BARRISTERS AND SOLICITORS
Madison Centre, 4950 Yonge Street, 20th Floor
North York, Ontario
M2N 6K1

Bratty and Partners TELECOPIER NUMBER: 226-6395

Phone: 226-6660

TELECOPIER COVER LETTER

DATE: June 5/91

TIME: _____

FILE NO: _____

PLEASE DELIVER FOLLOWING PAGES TO: John Corbett (SENT_)

AT: Brampton Pl. Dept.

TELECOPIER NUMBER: 874-2099

CC: F. Ternoway (SENT_) 631-8124

CC: N. Pace Mgmt. (SENT_) 669-3949

Sebasco Construction 748-1809

FROM: Barry A. Horosko (Receipt: Confirmed)

QUICK MESSAGE :

- AS REQUESTED _____ FOR YOUR INFORMATION
- FOR YOUR ACTION
- PLEASE REVIEW AND COMMENT
- PLEASE ADVISE ON ANY NECESSARY ACTION

- WHEN CONVENIENT
- AS SOON AS POSSIBLE
- PLEASE PHONE ON RECEIPT

AS DISCUSSED - FOR TONIGHT'S
MEETING.

Please add me to list of interested
parties.

WE ARE TRANSMITTING 3 PAGES INCLUDING THIS PAGE

DRAFT PLAN PARTIAL
BARRISTERS and SOLICITORS

Joseph A.N. Chiappetta, Q.C.	Rudolph P. Bratty, Q.C.	Melvin A. Morassutti
Herbert L. Wischrod, Q.C.	Stephen J. Marano	William I. Mandel, Q.C.
Stanley M. Rose	Paul Merrick	Michael A. Cohen
Joseph Fried	Gary D. Goldfarb	Joseph P. Kazdan
Brian B. Flier	Darry A. Hqrosko	John D. Morrison
Jane C. Helmstadter		Mark L. Swartz
Joseph C. Vlent		Aldo Forglone
Niel J. Wolfish		

June 3, 1991

Mr. John Marshall
Commissioner, Planning and Development
City of Brampton
2 Wellington Street West, 3rd Floor
Brampton, Ontario
L6Y 4R2

Re: Airport Road/Highway #7 Business Centre Secondary Plan
Request For Comments
Public Meeting of June 5, 1991

Dear Mr. Marshall:

We are the solicitors acting for DiPode Management Limited and Sebasco Construction Inc. which collectively are the owners of approximately 40 acres of land located in the Northwest corner of Goreway Drive and Highway #7.

We have had the opportunity of reviewing with our clients the Draft Amendment to the Secondary Plan (the "Draft Plan") recently distributed and at this time forward the following comments.

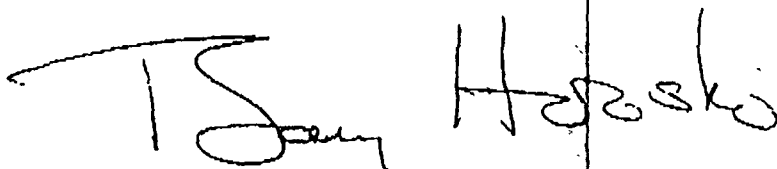
We have identified concerns regarding the proposed options for the Highway #7 By-Pass, and the realignment of Goreway Drive which have been included in the proposed Draft Plan. We would note that certain of the scenarios currently included in the Draft Plan may result in a considerable loss of land to our clients for future roads which roads will be benefiting other lands. We understand that these options are currently being considered as part of the York/Peel Interface Study recommendations concerning which will be shortly available. In the interim we draw this concern to your attention and trust that suitable arrangements can be made as to the alignment and construction of these roads such that financial hardship is not suffered by our clients as a result of these public improvements.

Madison Centre, 4950 Yonge Street, 20th Floor, North York, Ontario, M2N 6K1
Telephone (416) 226-0660, Facsimile (416) 226-6395, TDX 118

We trust you will take these concerns into consideration during the review process of this Draft Plan and further request that you keep us notified as this matter proceeds.

Yours very truly,

BRATTY AND PARTNERS



BARRY A. HOROSKO
BAH:pl

cc: F. J. Ternoway and Associates Limited
Di Poce Management Limited
Sebasco Construction Inc.

December 18, 1990

John B. Corbett
Policy Planner
Planning & Development Department
The Corporation of the
City of Brampton

City of Brampton PLANNING DEPT.	
Date	DEC 21 1990
File No.	SP-37

K
W.H.W.
- D.B.W.

Re: Highway 7/Airport Road Secondary Plan Transportation Study

Dear Mr. Corbett,

We have the following comments to offer in regard to IBI's draft report on the above study:

1. Paragraph 3 in Section 2 should be deleted and replaced by the following:

The east Brampton area, including the study area, is part of the York/Peel Boundary Study now being carried out by the Regional Municipality of Peel. The study which is expected to be completed in 1991, will address the road network between York and Peel Regions, particularly the need for an east/west connection north of Highway 7, and a bypass connecting Bovaird Drive at Airport Road to Highway 7 at Goreway Drive. The findings of the York/Peel Boundary Study will have significance for development in the Highway 7/Airport Road Secondary Plan Area.

2. We suggest that the proposed bypass between Bovaird Drive and Highway 7 be referred to as Brampton Bypass and not Highway 7 Bypass in the report.
3. Street names should be indicated in Exhibit 2.
4. The correct road names should be used in the text: e.g. Goreway Road should be changed to Goreway Drive on Page 1.
5. Sections 2.3 and 4.3:

The two sections refer to information obtained from landowners relating to land use potentials for the different land parcels (Exhibits 3, 4, and 5).

Exhibits 4 and 5 should be modified to include the names of landowners of each parcel and to identify those sites whose proposed land uses conform to the existing Official Plan (Page 8). This information will facilitate future monitoring of individual development applications.

6. Road Network Assumptions (Sec 5.1):

- (i) Page 10, paragraph 4: Bovaird Drive widening is expected to be in place by 1993, not 1992.
- (ii) As suggested by the Ministry of Transportation representatives at the meeting of November 30, 1990, two additional network scenarios should be considered:
 - The five laning of Castlemore Road to Highway 50 by 1995/96.
 - The extension of Highway 427 to Rutherford Road by 2011.
- (iii) The report should point out that the road improvements, for SP 28, include the widening of Airport Road to 6 lanes north of Highway 7 to Williams Parkway by 1993; and to Bovaird Drive by 1997. This widening is conditional on the widening of Highway 7 east of Airport Road, and is independent of Highway 407 extension in Peel.
- (iv) The report does not consider the widening of Highway 7 west of Airport Road, from 4 to 6 lanes, as one of the transportation scenarios for 1996 (Section 5.4). It would appear, from an examination of Exhibit 10 and Exhibit A-1, that a significant amount of development can be accommodated with Highway 7 widened, even without Highway 407 or Brampton Bypass being in place.
- (v) IBI should be asked to determine the extent of permissible development by 1996, with local improvements only, i.e. the widening of Highway 7 from Highway 410 to Highway 50, and the widening of Airport Road between Bovaird Drive and Steeles Avenue.

Regional staff have brought these concerns to IBI's notice. In regard to analyzing local traffic volumes and turning movements, Public Works has informed IBI that Exhibits 11, 12, and 13 are not a valid representation of the turning movement patterns in the area. IBI should be asked to re-analyze local traffic volumes and turning movements, for both AM and PM Peak Hours, to the satisfaction of Brampton's Public Works, Regional Public Works, and the Ministry of Transportation.

Yours truly,



Doug Billett
Director of Development Review
and Transportation Policy

RP/dh

cc: Andy Harvey, Traffic Engineer (Public Works)

February 18, 1991

City of Brampton PLANNING DEPT.	
Date	FEB 20 1991 Rec'd
File No.	88 37

WNW

Mr. John B. Corbett
Policy Planner
Planning and Development
City of Brampton
Planning Department
150 Central Park Drive
Brampton, Ontario

Re: Highway 7/Airport Road
Secondary Plan
Transportation Study

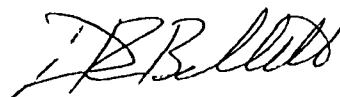
Dear Sir:

We have received the "final version" of IBI Group's Transportation Study for review. This version does not address any of the concerns raised in our letter of December 18, 1990, and appears to be the same version as the draft report presented on November 30, 1990.

The Consultants have ignored the comments made by the Ministry of Transportation and the Region in regard to road system capacities of different horizon periods. More importantly, they have failed to re-analyze local traffic volumes and turning movements as requested by Regional Public Works and the Ministry of Transportation.

We would advise that these matters be resolved prior to the circulation of the Draft Secondary Plan in order to avoid having to deal with objections later in the process.

Yours truly,



D. R. Billett
Director of
Development Review &
Transportation Policy

RP:nb

cc: J. Marshall, Commissioner of Planning, City of Brampton
D. Van Beilen, Director of Engineering, Public Works, City of Brampton
P. Crockett, Manager Traffic, Public Works, Region of Peel

VZ ✓

MEMORANDUM



To	D. R. Billett, Director Development Review & Transportation Policy	Date	March 7, 1991
From	R. Bacquie, Senior Planner Transportation Policy	Subject	Draft Official Plan Amendment Airport Road/Highway 7 Secondary Plan (37) Study City of Brampton

We have the following comments to offer in regard to the above noted Secondary Plan Study:

- . Section 5.2 on "Staging of Development" and the Staging Table (Appendix A) are based on the transportation study carried out by the IBI Group. The City of Brampton was notified of our concerns in December, 1990 and February, 1991. (copies of letters attached).
- . Section 5.1.4 of the proposed amendment lists the major road improvements necessary for this development. The list includes the widening of Highway 7 from four to six lanes between Airport Road and Highway 50. We recommend that the widening of Highway 7 should also be extended to the west of Airport Road. Further the widening of Highway 7 should be in place prior to development in this area.
- . In our comments of February 14, 1990, on Delta Park Development, we have indicated that the need for the Delta Park Road underpass should be assessed prior to future development approvals. IBI's study recognizes the need for this underpass, but there is no reference to it or its timing in the proposed Secondary Plan Amendment.

R. Bacquie
 Ray Bacquie, P. Eng.
 Senior Planner
 Transportation Policy

RB:nb

3/11/91



March 18, 1991

Date	March 20, 1991
File No.	SP-37

WAW

City of Brampton
Planning Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mr. David Waters
Policy Planner

Re: Airport Road/Highway 7
Business Centre Secondary
Plan Study
Your File: SP-37

Dear Sir:

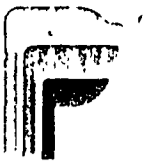
In response to your letter dated February 11, 1991, attached is a copy of comments dated March 7, 1991 as received from our Transportation Policy Division concerning the above proposal. We will forward our Public Works Department comments and/or any other pertinent comments as soon as they are available.

We trust that this information is of assistance.

Yours truly,

Igor A. Peressenyi
Senior Planner
Development Review

VZ:nb
Encl.



May 21, 1991

CITY OF BRAMPTON
PLANNING AND DEVELOPMENT DEPARTMENT

DATE MAY 24 1991 Rec'd

File No. SP 37

WHL

City of Brampton
Planning Department
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

Attention: Mr. J. B. Corbett
Policy Planner

Re: Highway 7/Airport Road
Business Centre
Draft Secondary Plan
City of Brampton

Dear Sir:

Our Planning Policy and Research Division has recently completed their review of the above noted document and we offer the following brief summary of their comments for your consideration.

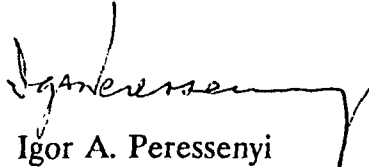
Incorporating by special policy area the existing woodlots and Mimico Creek will enhance the Plans urban design objective to create a higher profile zone in the area. In addition to a "tree protection plan" policy the City may want to require by similar policy an environmental sensitivity report in conjunction with any development adjacent to Mimico Creek. In accordance with the intent of woodlot preservation, road network option Schedule SP37 (D) would be preferred as it is the only option which does not require land within the woodlots.

In addition, concern has been expressed regarding this development areas relationship and possible negative impact on the Central Commercial Corridor. Similarly, in consideration of the Parkway Belt West Industrial Park and the commercial-industrial areas east of Highway 7 in Vaughan, an investigation of market place implications/saturation may be warranted.

In conclusion we would like to confirm our understanding of the development staging restrictions. Policy 5.2 of the Plan **only** permits development at the densities currently permitted under existing zoning provisions and any additional zoning will utilize a holding category. Further zoning approvals will only be permitted in accordance with the development capacities identified within the development staging table attached as Appendix A to the Plan. We understand that revisions to Appendix A will be forthcoming. Please confirm our understanding in this regard.

Thank you for your attention in these matters.

Yours truly,



Igor A. Peressenyi
Senior Planner
Development Review

VZ:nb

Service available in a 375mm diameter sewer on the south side of Highway 7 at Delta Park Blvd.

b) CNR spurline to Goreway Drive

Service is available in a 1200mm diameter trunk sewer on Goreway Drive and/or in a 1,350mm diameter trunk sewer on easement (future road allowance) south of Highway 7.

Water:

Water Supply is from Zones 4 & 5

Zone 5: Area west of Airport Road and east of Airport Road - north of Highway 7.

Supply is existing. Remaining installation east of Airport Road: 300 diameter mains will be required on the proposed roads in the subject area.

Zone 4 South of Highway 7 east of Airport Road

Supply existing except for extension of a 400mm diameter main on proposed roads from CNR lines to existing 400mm main on Goreway Drive.

Roads:

Subject to dedication of sufficient widening of Airport Road to provide for 22.5 metres from the centreline of the original right-of-way, 15 metre (tangent) daylight corners at all intersections and dedication of a 0.3 metre reserve along the Airport Road frontage.

No direct access will be permitted from any lots or blocks to Airport Road.

The first intersection off Airport Road north of Highway 7 is restricted to right-in, right-out only.

We trust that this information is of assistance.

Yours truly



Vince Zammit
Senior Planner
Development Review

VZ:nb



Ontario

Ministry of Transportation
Ministère des Transports

Telephone: 235-5535



City of Brampton
PLANNING DEPT.

Date OCT 05 1990 Rec'd

File No. SP-37

Planning & Design Section
Central Region
4th Floor
Atrium Tower
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

September 27, 1990

Mr. John A. Marshall, M.C.P., M.C.I.P., O.P.P.I.
Commissioner of Planning and Development
The City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

*WAW
AC.*

Attention: Mr. J. Corbett

RE: AIRPORT ROAD/HIGHWAY 7 SECONDARY PLAN TRAFFIC STUDY

Dear Sir:

Further to our discussion with Mr. D. Waters at the City of Brampton on September 26, 1990 we would like to ask you to reschedule the meeting regarding the above-noted study to a date suitable to the representatives of the MTO. Alternatively please send us minutes of the meeting and copies of all material presented, so we can review the consultant's findings and provide you with our comments prior to the draft copy of the report being finalized. This Ministry has major concerns regarding the preliminary findings of the study that indicate a significant deterioration in the projected levels of service along Highway 7 and considers it imperative that proper mitigating measures are being identified and documented in the report.

We look forward to hearing from you soon.

Yours truly,

Tibor Szekely

Tibor Szekely, P. Eng.
Senior Project Manager

TS/sd

cc: L. Dutchak
P. Howes



Planning & Design Section
Central Region
4th Floor
Atrium Tower
1201 Wilson Avenue
Downsview, Ontario
M3M 1J8

November 29, 1990

Mr. John Marshall, MCP, MCIP, OPPI
Commissioner of Planning and Development
The City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Sir:

**RE: Highway 7/Airport Road Brampton
Secondary Plan Transportation Study**

We have reviewed the Draft of the above-noted study dated November 2, 1990 and our comments are as follows:

- 1/ Page three, paragraph 5 of the report states "The evening peak hour was not modelled because it has been found generally and also in this area that evening volumes are the same or slightly lower than morning peak hour volumes". While this statement may be true, when considering overall total peak hour volumes the Traffic Section requires that when intersections are being analyzed both the AM and PM through and turning movement volumes be considered. The AM and PM turning movements, at an intersection are both equally important and must be included when calculating intersection capacities, levels of service, signal timing, queue lengths for left turning movements and delays. A check with our records indicated that for the intersections between Highway 50 and Bramalea Road, the heavier volumes occurred in the southbound and eastbound directions for the AM peak period and for the PM peak period in the westbound and northbound directions. Therefore, it is recommended that both the AM and PM peak hour volumes be used when conducting the intersection analysis.
- 2/ The rates used in calculating the trip generation volumes are lower than the average values given in the ITE Manual but are within the given range of rates. Nevertheless, we recommend that estimation of trips generated be based on total building areas using the average rates given in the ITE Manual.

3/ The report mentions that there is very little public transit available in the area and makes no mention of current and projected transit usage and the improvements required to increase/encourage a higher transit usage.

4/ Highway 407 is expected to be constructed from Highway 427 westward to Airport Road as a six lane facility by 1996 with a full interchange at Airport Road a partial interchange at Goreway Drive. The report states (Page 15, Item 2) that in the short term ie. to approximately 65% of the development, the proposed municipal connection between Bovaird Drive and Highway 7 just west of Goreway Drive is required as well as Highway 407 in order to remove enough trips from the Airport Road/Highway 7 intersection to enable a reasonable level of service to be achieved for the remaining through trips plus the new local area trips. Instead we recommend the upgrading of Airport Road and Goreway Drive. While the construction of Highway 407 would reduce Highway 7 volumes, the construction of the by-pass would only serve to further congest the intersection of Highway 7 and Goreway Drive and that portion of Highway 7 east of Goreway Drive. The more logical and feasible approach would be to improve the arterial road network instead of introducing the by-pass. Airport Road is proposed to be widened from four to six lanes from Steeles Avenue to Highway 7 by 1996, therefore Goreway Drive should also be widened to six lanes from Steeles Avenue to Highway 7 in the interim (1996), and both of these widened from Highway 7 north to Bovaird Drive in the long term. Steeles Avenue is expected to be widened between Dixie Road and Torbram Road by 1996. When these arterial road networks are constructed (and they are expected to be) then the proposed development will be effectively serviced and there will be no need for the proposed municipal connection between Bovaird Drive and Highway 7 just west of Goreway Drive. The site would then have adequate access from Airport Road and Goreway drive via Highway 407, Highway 7 and Steeles Avenue. The report should not assume that Highway 7 would be widened in the short term (1996).

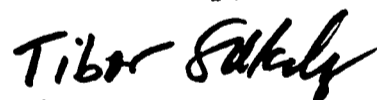
5/ However, in order to conduct a proper evaluation, of the traffic impacts of the proposed Secondary Plan (SP-37) on our highway system the study should be revised to reflect our comments such as:

- a) provide existing AM and PM background traffic volumes
- b) develop future traffic volumes for all intersections along Highway 7 from Highway 50 to Torbram Road for the following network scenarios:
 - with and without Highway 407
 - with and without Highway 7 improvements
 - with and without improvements to north-south arterial situated between Highway 410 and Highway 50

- with and without Highway 427
 - with and without improvements to Steeles Avenue and other future east-west corrections such as:
Langstaff Road to Williams Parkway & Rutherford Road to Castlemore Road.
- c) develop site generated traffic volumes based on ITE average trip rates
 - d) provide transit scenarios and splits
 - e) distribute site traffic and show distribution on diagrams
 - f) assign traffic volumes to various road networks
 - g) indicate necessary road improvements and their timing for various development scenarios.
 - h) generate total future traffic volumes for the AM and PM peak periods.
 - i) Conduct intersection analysis to assess the levels of service at each intersection along Highway 7 between Highway 50 and Torbram Road.
 - j) Conduct a signal progression analysis for Highway 7 using the signal splits obtained through the detailed level of service analysis.
- 6/ Notwithstanding the findings and recommendations of this study, additional traffic studios may be required to assess the impact of each individual development prior to MTO approval.
- 7/ It is our intention to use the Highway 7 and Airport Road Secondary Plan Traffic Study as a background information in assessing the need to program Highway 7 improvements from Highway 50 to Highway 410.

If you require any additional information, please do not hesitate to contact the undersigned.

Yours truly,



Tibor Szekely, P. Eng.
Senior Project Manager



City of Brampton Planning Dept. Date: NOV 1 File No: SP-37

Planning & Design Section Central Region 4th Floor Atrium Tower 1201 Wilson Avenue Downsview, Ontario M3M 1J8

December 11, 1990

Mr. John Marshall, MCP, MCIP, OPPI Commissioner of Planning and Development The City of Brampton 150 Central Park Drive Brampton, Ontario L6T 2T9

Dear Sir:

RE: Highway 7/Airport Road Brampton Secondary Plan (SP-37) Transportation Study

We have reviewed the draft of the above-noted traffic study prepared by IBI Group and find that it does not address this Ministry's concerns outlined in our letters dated July 25, 1990 and November 29, 1990.

If you require any additional information, please do not hesitate to contact the undersigned.

Yours truly,

Tibor Szekely

Tibor Szekely, P. Eng. Senior Project Manager

TS/jf c.c. R. DeGannes - Traffic Office

Handwritten notes: David: Have we received open comments from Steens committee? JC



Planning & Design Section
 Central Region, Atrium Tower
 4th Floor, 1201 Wilson Ave.
 1201 Wilson Avenue
 Downsview, Ontario
 M3M 1J8

April 11, 1991

Telephone: 235-5531

FAX NO.: 235-4382

Mr. John Corbett, M.C.I.P
 Manager, Land use Policy
 Planning and Development Department
 City of Brampton
 2 Wellington Street West
 Brampton, Ontario
 L6Y 4R2

APR 11 1991
→ John C. [Signature]
→ Samir [Signature]
→ David W. [Signature] SP-37

Dear Mr. Corbett:

RE: MTO COMMENTS ON HIGHWAY 7/AIRPORT ROAD SECONDARY PLAN
 TRANSPORTATION STUDY, JANUARY 1991

We have reviewed the final version of the above-mentioned study prepared by the IBI Group. Our comments, most of which were raised at the meeting yesterday between representatives of Region of Peel, city of Brampton, IBI Group and MTO are the following:

1. We concur that the recommendations stemming from the York/Peel Boundary Transportation Study will likely have significance on traffic patterns within the study area. A thorough analysis of the east-west orientation and possibly north-south orientation of the future plausible primary arterials, will provide significant input in developing a proper transportation network within this general area.
2. Reference to "Highway 7 Bypass" throughout the report should be replaced with an appropriate identifier. If Brampton wishes to build a north-south arterial in the vicinity of Goreway Drive, it should not be labelled as Highway 7 Bypass.
3. The need for widening of Highway 7 to 6 lanes between Airport Road and Highway 50 is presently under investigation. At the conclusion of the Assessment Study, which is anticipated to be completed this summer, the ministry will be in a better position to determine the most appropriate program response. Therefore, any reference to Highway 7 widening throughout the text (eg. last sentence, p. 4) should be reflected accordingly.

The report makes a major assumption (P. 9, 1st bullet) that Highway 7 is expected to be widened from 4 to 6 lanes between Airport Road and Highway 50 by 1993, which may not be practical. We note that various network scenarios have been considered particularly since this study has been initiated before the completion of the York/Peel Boundary Transportation Study. By the same token, since the Highway 7/Airport Road Secondary Plan Transportation Study has been underway before the completion of Highway 7 Assessment Study, various scenarios should be considered. The scenarios are: no widening of Highway 7 between Airport Road and Highway 410; widening of Highway 7 between Highway 50 and Airport Road from 4 to 6 lanes by 1996; widening of Highway 7 between Airport Road and Highway 410 from 4 to 6 lanes by 2001.

4. The study has incorporated MTO's proposed design which implements a raised concrete median along Highway 7 between Airport Road and Goreway Drive. Thus all left-turn demands are to be "looped" into right-turns and/or routed to Goreway Drive and Airport Road through an internal road system.
5. The proposed extension of Highway 407 west of Airport Road should be taken to Highway 10 and not Highway 410.
6. The last sentence on P. 9 states that "Highway 410 is expected to be widened from 4 to 6 lanes north of Queen Street to Williams Parkway by 1993 and then from Williams Parkway northward to Bovaird by 1999. This assumption is incorrect, since at the present time, there are no plans to widen existing Highway 410 from 4 to 6 lanes between Queen Street and Bovaird Drive. An Environmental Assessment Report pertaining to the extension of Highway 410 northerly from Bovaird Drive to Highway 10 is being finalized for submission to MOE. Once approval of the proposed undertaking has been received, the Ministry will then be in a position to establish a construction schedule.
7. Highway 427 from Steeles to Highway 7 will be a 4 lane facility and is expected to be opened in 1991 (not 1992-P. 10, first sentence).
8. We recommend that the following additional transportation scenarios be considered besides the ones shown on P. 13.
 - With or without the possible extension of Williams Parkway to Langstaff Road to Highway 50.
 - The five laning of Castlemore Road to Highway 50 by 1995/96. (provision for 7 lanes)
 - The extension of Highway 427 from Hwy. 7 to Rutherford Road by 2011.
9. The study states on Page 15 that a grade separation structure is necessary at the intersection of Highway 7 and the proposed bypass. At this point, we are not convinced for the need of the bypass. Again, we would like to reiterate that a proper network analysis is necessary. With the extension of Highway 407 and further the extension of Highway 427 north of Highway 7, traffic patterns will change significantly and thus the need for an interchange would probably be nullified.
10. It appears from Section 1 of this report and the Terms of Reference for this study that this is a traffic impact study. However, at the meeting yesterday, it was stated by the consultants that this study is a transportation planning study rather than a traffic impact study. We therefore recommend that appropriate changes in the wording be made in the report to minimize any ambiguities.
11. Since this is not a traffic impact study, we will require traffic impact studies from individual developments prior to MTO approval.
12. Only the two proposed right in/right out accesses between Goreway Drive and Airport Road as shown on Exhibit II may be considered. Only one access between Airport Road and Chrysler Drive may be considered. Details such as partial/full access or the need for signalization at these proposed intersections will be considered after a traffic impact analysis is completed. It should be noted that the applicant will be responsible for all costs associated including any highway improvements resulting from the construction of these intersections.

Trusting that the above is satisfactory. Please contact me if you need any further information.

Yours truly,

H. M. Shah

H.M. Shah
Senior Project Manager

HMS/jf

c.c. Doug Billett, Region of Peel
Alan Taylor, IBI Group
L. Dutchak, MTO P&D Section
R. DeGannes, MTO Traffic Section

Note: Copy faxed and original to follow



Ontario

Ministry of Natural Resources
Ministère des Richesses naturelles

City of Brampton PLANNING DEPT.	
Date	MAR 21 1991 Rec'd
File No.	SP 37

P.O. Box 7400
10401 Dufferin Street
Maple, Ontario
L6A 1S9

Our ref: Airport Rd.
Highway 7
Secondary Plan

March 13, 1991

City of Brampton
Planning and Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

ATTENTION: Mr. David Waters

Dear Sirs:

SUBJECT: Airport Road/Highway 7 Business Centre
Secondary Plan Study
Parts of Lots 5 and 6, Concession 6 EHS
Your File SP - 37

WAW
David Waters

The above noted application has now been reviewed by staff of the Ministry of Natural Resources.

Based on the policies and programs of this ministry, we do not object to its approval. Please advise us about your decision.

Should you have any questions, please contact Mr. Christopher Tschirhart (832-7228) at this office.

Yours sincerely,

C. J. Laubert

for
J. K. Barker
District Manager
Maple District

CT/jw

cc. The Metropolitan Toronto and Region Conservation Authority
Regional Municipality of Peel



Transport Canada / Transports Canada

Airports Authority Group / Groupe de gestion des aéroports

City of Brampton PLANNING DEPT.	
Date	SEP 18 1990 Rec'd
File No.	SP-37

Your file / Votre référence

Our File / Notre référence

P.O. Box 6003
Lester B. Pearson Int'l Airport
Toronto, AMF, Ontario
L5P 1B5

September 6, 1990

5168-8 (IKAA)

Mr. David Waters
Policy Planner
Planning & Development Department
The Corporation of the City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Waters:

RE: Airport Road/Highway 7
Business Centre Secondary Plan
Your File Number: SP-37
City of Brampton

Our comments to the above proposed Secondary Plan are as follows:

1. Portions of the identified area will be subject to Airport Zoning Regulations. It will be the responsibility of the owner to ensure compliance with the zoning regulations.
2. Noise impact in this area will be in the 25 to the 35 NEF range as per the 1996 NEP (Noise Exposure Projection) published for Pearson Airport. Most commercial and industrial land use with appropriate insulation (as required) is acceptable in these zones.

.../2

Canada

3. Transport Canada's Romeo Beacon site is in the area. There is a zoning impact associated with this Beacon, and therefore, construction of any new facilities adjacent to the site would require Transport Canada review. However, Transport Canada has been approached by a developer to have this facility relocated. This proposal is being analyzed by the Ministry. Please find attached, previous correspondence between your department and our office regarding this matter.

By way of general comment, as you are aware, runway expansion plans for Pearson Airport are undergoing an environmental review process. As a result, should additional runways constructed, there may be additional zoning and noise impacts on your secondary plan.

Should you require additional information, please contact Olga Smid at 676-5425.

Yours sincerely,



Jack Gaum
Director Corporate Operations

Attach.

ROUTE SLIP - BORDEREAUD'ACHEMINEMENT

TO - A (NAME - NOM)	ROUTING SYMBOL SYMBOLE D'ACHEMINEMENT	<input type="checkbox"/> For approval / Pour approbation <input type="checkbox"/> For signature / Pour signature <input type="checkbox"/> Comment / Observations <input type="checkbox"/> For your information / Pour votre information <input type="checkbox"/> Per our conversation / Selon notre conversation <input type="checkbox"/> Discuss with me / Discuter avec moi <input type="checkbox"/> Take appropriate action / Prendre les mesures appropriées
David Waters		
City of Brampton PLANNING DEPT.		
Date: SEP 25 1990 Rec'd		
No: SP 357		

REMARKS - REMARQUES

As discussed please find the Imperial Garden Centre correspondence and the Public Land Use in the vicinity of airports.
 For your information the airport reference point elevation-wise is 570 Ft above sea level. The zoning that would impact on the secondary plan area would be calculated relative to this and to a slope of 1.50 for take-off / approach zoning from the end of runway 15/33.
 Hope this helps you out.

FROM - DE	Signature	Date	Telephone - Téléphone
	Olga Smid	Sept 24	676-5425



ROUTE SLIP - BORDEREAUD'ACHEMINEMENT

TO - A (NAME - NOM)	ROUTING SYMBOL SYMBOLE D'ACHEMINEMENT	<input type="checkbox"/> For approval Pour approbation
David Waters		<input type="checkbox"/> For signature Pour signature
		<input type="checkbox"/> Comment Observations
		<input type="checkbox"/> For your information Pour votre
		<input type="checkbox"/> Per our conversation Selon notre
		<input type="checkbox"/> Discuss with me Discuter avec moi
		<input type="checkbox"/> Take appropriate action Prendre les mesures appropriées
City of Brampton PLANNING DEPT. Date SEP 25 1970 Rec'd In No 5037		
REMARKS - REMARQUES		

As discussed please find the Imperial Garden Centre correspondence and the Public 'Land Use in the Vicinity of Airports'.

For your information the airport reference point elevation-wise is 570 ft above sea level. The zoning that would impact on the secondary plan area would be calculated relative to this and to a slope of 1.50 for take-off / approach zoning from the end of runway 15/33.

Hope this helps you out.

FROM - DE	Signature	Date	Telephone - Téléphone
	Olga Smid	Sept 24	676-5425

Transport Canada Transp ts
Canada Canad..

Airports Groupe de
Authority gestion des
Group aeroports

P.O. Box 6003
Lester B. Pearson Int'l Airport
Toronto, AMF, Ontario
L5P 1B5

Your file Votre reference

Our File Notre reference

July 5, 1990

5168-8(IKAA)

Mr. John Armstrong
Development Planner
Planning & Development Department
The Corporation of the City of Brampton
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Dear Mr. Armstrong:

RE: Application to Amend the Zoning By-law
Part of Lot 6, Con. 6 EHS
Queen Street East and Chrysler Drive
Ward Number 11
Dominic and Frank Ruso
(formerly Imperial Garden Centre)
Your File No: C6E6.23
City of Brampton

The site plans forwarded to our office for review outline a proposed commercial development of 2.73 hectares, which incorporates Transport Canada's Romeo Beacon site. The developer has made a proposal to Transport Canada to relocate this facility north of its present location and the submission is being evaluated by our Engineering and Systems Development section.

However, as no agreement has yet been reached between Transport Canada and the developer for the relocation of the Romeo Beacon site, it would be premature to further comment on the plans provided at this time.

Yours sincerely,


Jack Gaum
Director Corporate Operations

cc: IKF - J. Kaldeway
PANFDD - L. Huang

Canada



the metropolitan toronto and region conservation authority
5 shoreham drive, downsview, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

City of Brampton PLANNING DEPT.	
Date	FEB 21 1991 Rec'd
File No.	SP 37

February 19, 1991

WHW

City of Brampton
Planning & Development Department
150 Central Park Drive
BRAMPTON, Ontario
L6T 2T9

CFN 21146

Attention: Mr. David Waters
Policy Planner

Dear Sir:

RE: Airport Road/Highway 7 Business Centre
Secondary Plan Study
Part of Lots 5 & 6, Concession 6 EHS
In the former Township of Chinguacousy; and
Parts 5, 6 & 7, concession 7 ND, former
Township of Toronto Gore
City of Brampton
(Your File Number: SP.37)

This will acknowledge receipt of the above-noted proposed secondary plan study.

For reports of this nature the Authority typically requires a 30 to 60 day review period. To this end, you should receive our comments by no later than April 15, 1991.

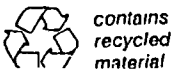
We trust that this satisfactory. Should you require further clarification, do not hesitate to contact this office.

Yours truly,

Luch Ognibene, Acting Senior Plans Analyst
Plan Review Section
Water Resource Division

LO/di

cc: R. Lloyd, MTRCA





the metropolitan toronto and region conservation authority
5 shoreham drive, downsvlew, ontario, m3n 1s4 (416) 661-6600 FAX 661-6898

City of Brampton PLANNING DEPT.	
Date	MAR 22 1991
File No.	SP 37

March 19, 1991

City of Brampton
Planning Department
2 Wellington Street West
BRAMPTON, Ontario
L6Y 4R2

CFN 21146

ATTENTION: Mr. David Waters
Policy Planner

Dear Mr. Waters:

RE: Airport Road/Highway 7 Business Centre
Secondary Plan Study
In the former Township of Chinguacousy;
and Parts 5, 6, 7, Concession 7 ND,
former Township of Toronto-Gore
City of Brampton
(Your File No.: SP 37)

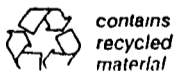
WRW
AC
⇒ David

Further to our letter of February 19, 1991 Authority staff have now had an opportunity to review the proposed Secondary Plan Study and have the following comments to offer.

The Authority, through its involvement in the municipal planning process, implements its program goals and objectives by:

1. requiring the recognition of flood and erosion hazard as a component of the planning document and the incorporation of policies to protect life and property from risk;
2. identifying the river valleys, waterfront and headwaters as an integrated Greenspace System and recommending land use designation and policies to maintain and enhance these areas;
3. recommending policies to ensure that storm drainage and land management activities related to development and redevelopment outside the Greenspace System does not have a negative impact on these lands;
4. encouraging public access to, and use of, the Greenspace System where this is compatible with the biophysical resources.

For the most part, this study has addressed these issues and has recommended policies which are aimed at achieving these objectives. We note, however, the areas requiring further clarification.



City of Brampton
ATTN: David Waters
RE: Airport Rd./Hwy. 7 Business Centre

CFN 21146
March 19, 1991

Section 3.7 Open Space/Hazard Lands

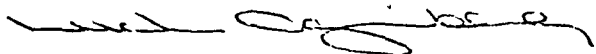
Under point 3.7.2 (iii) you note that outdoor recreational facilities are permitted within Open Space/Hazard Lands designations. The Authority does not have any objection to passive recreational uses of the valley provided they comply with our program objectives and regulations. We note, however, that active recreational uses are not compatible with valleylands. We therefore request this point be further clarified.

Schedule "A" - General Land Use Designations

We note that you have identified the Open Space area associated with the Mimico Creek; however, it appears that the lands associated with this watercourse directly north-west of Highway 7 and Airport Road (see enclosure) have been omitted. We request you modify the schedule to include these lands in the Open Space designation.

We trust that these comments will be of assistance. Should you require further clarification or wish to discuss the matter further do not hesitate to contact this office.

Yours truly,



Luch Ognibene, Acting Senior Plans Analyst
Plan Review Section,
Water Resource Division

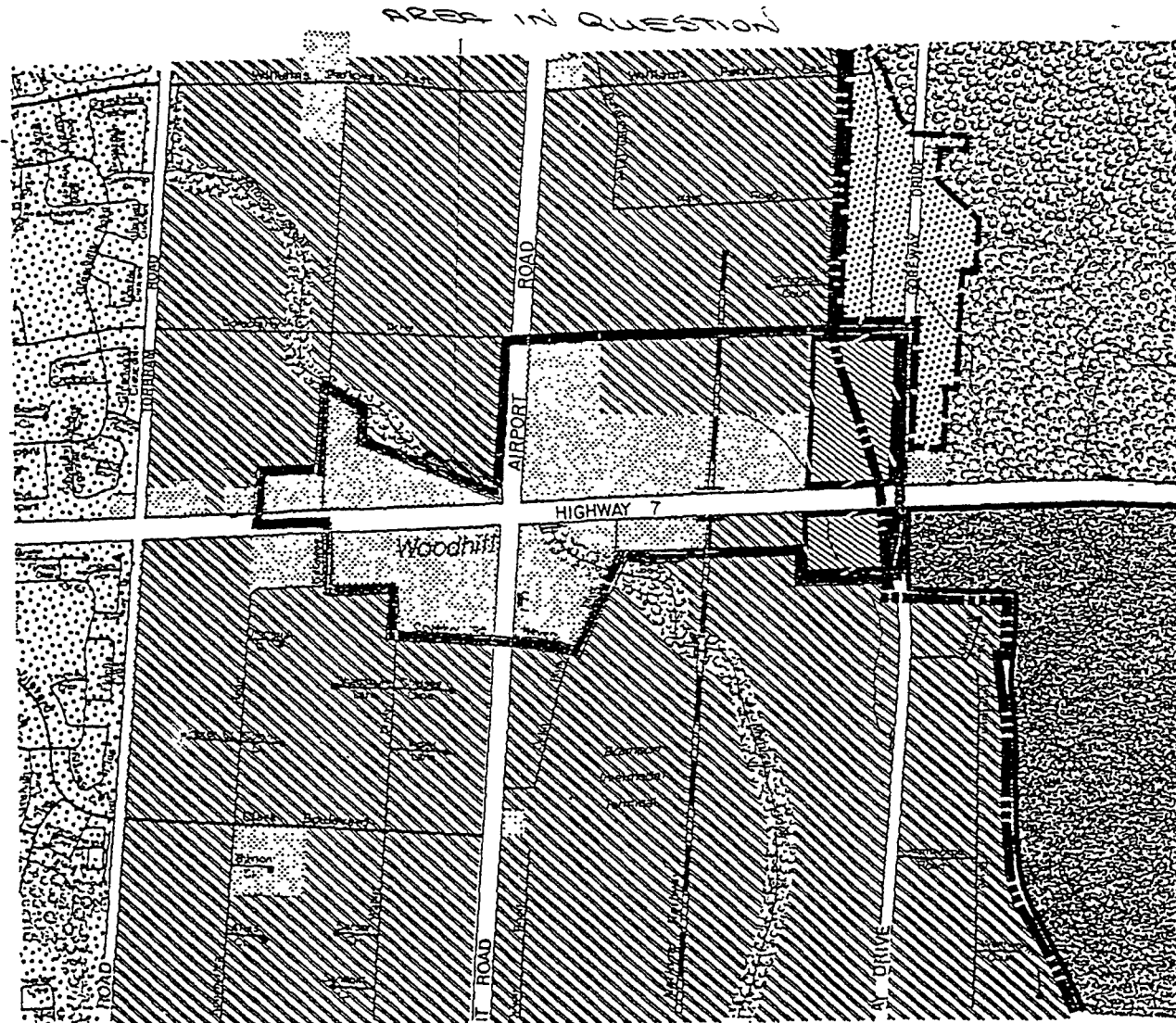
LO:jb
cc: Region of Peel, Planning Dept.
MNR, Maple
R. Lloyd, MTRCA

ENCL.

Schedule A to Official Plan Amendment Number _____

Schedule 'A'
General Land Use
Designations

APPROVED
FEB 15 1991
PLA



- Urban Boundary
- Residential
- Open Space
- Commercial
- Industrial
- Institutional
- Private Commercial Recreation
- Agricultural
- Rural Settlements (Expansion)
- Rural Settlements (Infilling)
- Rural Settlements (Maintenance)
- Parkway Belt West
- Provincial Freeway (Highway 410)
- Rural Estate
- Rural Estate Expansion
- Rural Commercial
- Open Space - Cemeteries
- Special Study Area
- Specialty Agriculture
- Secondary Plan Area Boundary



CITY OF BRAMPTON
Planning and Development

Date: _____ Drawn by: _____
File no. _____ Map no. _____

City of Mississauga
300 City Centre Drive
Mississauga, Ontario
L5B 3C1

Tel: (416) 896-5000
FAX: (416) 896-5220



City of Brampton
PLANNING AND DEVELOPMENT DEPARTMENT

DATE MAY 07 1991 Rec'd

File No. SP 37

April 24, 1991

Mr. L. Mikulich
City Clerk
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4RZ

WJW
John [unclear]
David Waters
E.Y.I.

Re: Proposed Official Plan Amendment
Airport Road/Highway 7 Business Centre
File: LA.09.Brampton

Pursuant to the Notice regarding the above noted matter, this is to advise you that the following Resolution was adopted by the Council of The Corporation of the City of Mississauga at its meeting on April 22, 1991:

132-91 That the City of Brampton be advised that the City of Mississauga has no objection to the proposed Official Plan Amendment for the Airport Road/Highway 7 Business Centre, at this time; however this OPA will be further considered in the context of "The Mississauga Office-Commercial Strategy Study", and the present and future office zones in proximity to north/east Mississauga and the City of Etobicoke.

If you have any questions regarding this matter, I suggest you contact Mr. T.S. Mokrzycki, Commissioner of Planning and Development.

L. Mailer

Linda Mailer
Council Coordinator

/l

cc Mr. T.S. Mokrzycki, Commissioner of Planning and Development

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MAY 29 1991

REG. No.: 2077
FILE No.: P45 H1