



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 186-76


A By-law to amend the Official Plan  
of the City of Brampton Planning Area.

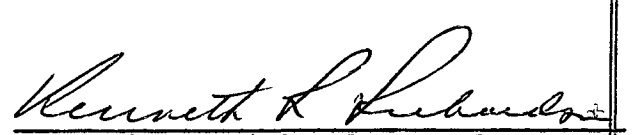
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The Council of the Corporation of the City of Brampton,  
in accordance with the provisions of the Planning Act  
(R.S.O. 1970 as amended) and the Regional Municipality of  
Peel Act, 1973, hereby ENACTS as follows:

1. Official Plan Amendment Number 4 to the Official Plan of the City of Brampton Planning Area consisting of the attached map (Schedule "A") and explanatory text is hereby adopted.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 4 to the Official Plan of the City of Brampton Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 23rd day of August, 1976.

  
James E. Archdekin, Mayor

  
Kenneth R. Richardson, Clerk

DUPLICATE ORIGINAL

- 5

OPC-0006-4

THE  
OFFICIAL PLAN  
of the  
CITY OF BRAMPTON PLANNING AREA  
AMENDMENT NO. 4

1979 AUG 13 PM 3 23

MISC. PLAN NO. 548

LODGED IN THE REGISTRY OFFICE  
*Registry Division*  
FOR THE ~~COUNTY~~ OF PEEL No 43

*at 3:23 pm on August 13, 1979*

*Wera Porter*  
REGISTRAR OF DEEDS, COUNTY OF PEEL

*Land Registrar Peel No 43*

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Amendment No.4  
to the  
Consolidated Official Plan for the  
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of sections 14(3) and 17 of The Planning Act insofar as it applies to the lands outlined in green on the attached copy of Schedule 'A', as follows:

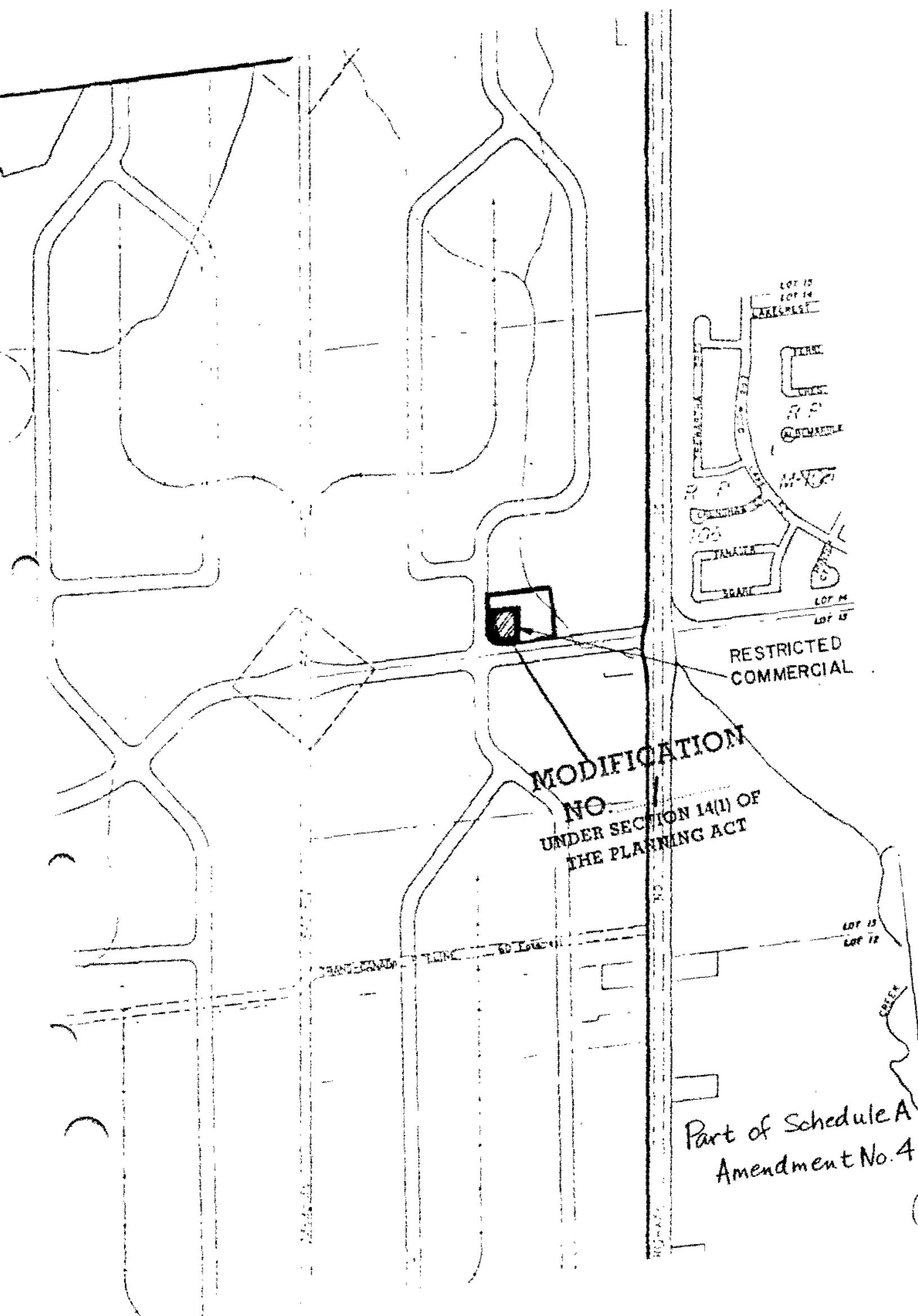
1. That portion of Schedule 'A' outlined in red is modified by deleting the "Industrial" designation, and replacing it with a "Restricted Commercial" designation, as shown on the attached copy of a portion of the Schedule.

As thus modified, this remaining portion of the amendment, outlined in green, is approved under the provisions of sections 14(3) and 17 of The Planning Act.

Date JULY 30/79.....

ORIGINAL SIGNED BY  
CLAUDE F. BENNETT

Minister of Housing

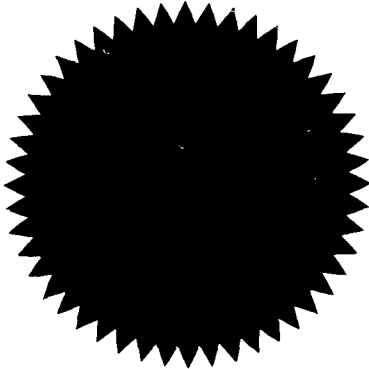


Pursuant to a refernce to the Ontario Municipal Board by the Honourable John R. Rhodes, Minister of Housing under Section 15 of The Planning Act, R.S.O. 1970, c. 349),

By Order of the Board made on the 22nd day of June, 1978 that part of Amendment Number 4 to the Consolidated Official Plan for the City of Brampton Planning Area, as requested by Eric M. Kelday on behalf of Manfred and Margarete Handt as it applies to Section B, subsections 1.1, 3.1.2, 3.4.6, 3.4.7 and 3.4.8 of Amendment Number 4 in so far as the wording applies to part of Lot 13, Concession I, West of Hurontario Street, in the City of Brampton, Minister's File OPC-0006-4, shown edged in blue on the map, Schedule A, attached to Amendment Number 4, is hereby confirmed.

This is a true copy of an amendment approved by the Ontario Municipal Board pursuant to section 15 of The Planning Act (R.S.O. 1970, c. 349)

Dated this 22<sup>nd</sup> day of June 1978

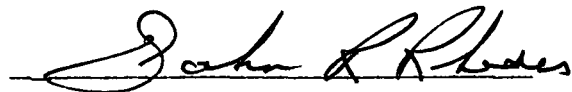


A/ SECRETARY

This amendment to the Consolidated Official Plan for the City of Brampton Planning Area which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 17 of The Planning Act, as Amendment No. 4 to the Consolidated Official Plan for the City of Brampton Planning Area, save and except the following:

1. The designation, on Schedule "A" to the amendment, of part of Lot 14, Concession I, W.H.S., as shown edged in red on the attached map, which shall be deferred under section 14(3) of The Planning Act; and,
2. Section B, subsections 1.1, 3.1.2, 3.4.6, 3.4.7 and 3.4.8 insofar as they apply to part of Lot 13, Concession I, W.H.S. shown edged in blue on the attached map, which are to be referred to the Ontario Municipal Board under section 15(1) of The Planning Act.

Date Aug 22/77



Minister of Housing

This amendment to the Consolidated Official Plan for the City of Brampton Planning Area which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 17 of The Planning Act, as Amendment No. 4 to the Consolidated Official Plan for the City of Brampton Planning Area, save and except the following:

1. The designation, on Schedule "A" to the amendment, of part of Lot 14, Concession I, W.H.S., as shown edged in red on the attached map, which shall be deferred under section 14(3) of The Planning Act; and,
2. Section B, subsections 1.1, 3.1.2, 3.4.6, 3.4.7 and 3.4.8 insofar as they apply to part of Lot 13, Concession I, W.H.S. shown edged in blue on the attached map, which are to be referred to the Ontario Municipal Board under section 15(1) of The Planning Act.

Date *Aug. 22/77*

*John R. Rhodes*

Minister of Housing



THE  
OFFICIAL PLAN  
of the  
CITY OF BRAMPTON PLANNING AREA  
AMENDMENT NO.

The attached map Schedule 'A' and explanatory text, constituting AMENDMENT NO. 4 to the OFFICIAL PLAN of the CITY OF BRAMPTON PLANNING AREA, was prepared and adopted by the Council of the City of Brampton, by By-law No. 186-76, in accordance with Section 54 (4) of the Regional Municipality of Peel Act, 1973, and Sections 13, 14 and 17 of the Planning Act, (R.S.O.) 1970, Chapter 349 as amended on the 23rd day of August, 1976.

*James E. Archibald*

Mayor

*Kenneth R. Richardson*

Clerk

~~This amendment to the OFFICIAL PLAN of the CITY OF BRAMPTON PLANNING AREA, which has been prepared and adopted by the Council of the City of Brampton is hereby approved in accordance with Section 17 of the Planning Act, as AMENDMENT NO. 4 to the OFFICIAL PLAN of the CITY OF BRAMPTON PLANNING AREA.~~

~~Date~~

~~Minister of Housing~~



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW


Number 186-76

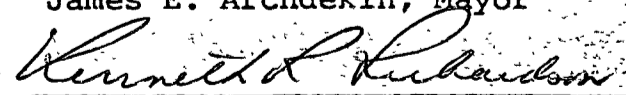
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2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 4 to the Official Plan of the City of Brampton Planning Area.
3. This By-law shall come into force and take effect on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this 23rd day of August, 1976.

  
James E. Archdekin, Mayor

  
Kenneth R. Richardson, Clerk

THE OFFICIAL PLAN

of the

THE CITY OF BRAMPTON PLANNING AREA

AMENDMENT NUMBER 4

PART A - PREAMBLE

1.0 Title

The title of this Amendment is AMENDMENT NUMBER 4 to the OFFICIAL PLAN of the CITY OF BRAMPTON AREA, hereinafter referred to as AMENDMENT NUMBER 4.

2.0 Relative Parts

Only that part of the text entitled PART B - AMENDMENT, Shall constitute AMENDMENT NUMBER 4 to the OFFICIAL PLAN of the CITY OF BRAMPTON PLANNING AREA.

3.0 Purpose of the Amendment

The purpose of AMENDMENT NUMBER 4 is to alter the policy of the Official Plan to permit industrial and some limited commercial development in an area presently designated in the Official Plan as agricultural, (in part) and industrial (in part).

4.0 Location

The policies of this Amendment contained in Part B - The Amendment, shall apply to lands located in Lots 11, 12, 13, 14 and 15, Concession 1, West of Hurontario Street, and more particularly described, on the attached Schedule 'A'.

5.0 Background

On the basis of a report prepared by planning staff (dated May 15, 1975) the Council of the City of Brampton, on May 26, 1975, directed that staff take the necessary steps to amend the Official Plan and Restricted Area By-law. The above referenced report was prepared in response to an application submitted to permit the development of industrial uses on part of the west halves of Lots 11, 12 and 13, Concession 1, West of Hurontario Street, subject to Urwick and Currie guidelines. A draft Official Plan Amendment was subsequently submitted to Planning Committee for review. In accordance with the above, a public meeting was held on December 9, 1975. (see Appendix 'B')

On January 12, 1976, City Council recommended that the limit of the area to be subject to an Official Plan Amendment changing land use designations from Agriculture to Industrial be extended from the northern limit of Lot 13, Con. 1, W.H.S. to the west half of the Fifteenth Sideroad, and further it was recommended that staff submit a report including a development plan, for the expanded area.

6.0 Basis

In response to the recommendation of City Council (dated January 12, 1976) City of Brampton Planning Committee received a staff report (dated February 9, 1976) pertaining to an Industrial Special Study Area comprising all of Lots 11-15, Concession 1, west of Hurontario Street (see Appendix 'A'). It was on the recommendation of Planning Committee that the staff report be received, a copy of the report be made available to affected property owners, and that the report be the basis for the preparation of amendments to the Official Plan and Restricted Area By-law.

7.0 Effect

Upon approval by the Minister of Housing, this Amendment will have the effect of superceding a portion of the original Official Plan of the former Township of Chinguacousy Planning Area (Chapter C1, Consolidated Official Plan of the City of Brampton), a portion of Amendment Number 2 to the Official Plan of the former Township of Chinguacousy Planning Area (Chapter C2, Consolidated Official Plan of the City of Brampton) and all of Amendment Number 28 to the Official Plan of the former Township of Chinguacousy Planning Area, (Chapter C20, Consolidated Official Plan of the City of Brampton) all of which are now part of the City of Brampton Planning Area, as they all pertain to lands described in Part 'A' (section 4.0 - Location) of this Amendment, and more particularly described on Schedule 'A' attached.

Part B - THE AMENDMENT

The OFFICIAL Plan of the CITY OF BRAMPTON PLANNING AREA, is hereby amended by adding to the existing Official Plan policies applicable to lands within the City of Brampton, as described on the attached Schedule 'A' the following policies contained in Part B - The Amendment.

Section 'A' - Goals and Objectives

1.0 Statement of Goals

It shall be the policy of the municipality to promote a program of industrial development for the lands subject to this Amendment in accordance with the following stated goals:

- 1.1 To provide a sufficient level of industrial opportunity within the municipality in response to the demand for industrial employment.
- 1.2 To ensure the development of a variety of industrial types within the municipality.
- 1.3 To ensure the provision of an adequate supply and distribution of industrial lands within the municipality.
- 1.4 To strive to minimize or avoid conflict between industrial uses and non-industrial uses within the municipality.
- 1.5 To strive to maintain the integrity of the existing environmental condition.

The development of the lands subject of this Amendment will proceed on basis of above stated goals, and in accordance with the following statement of objectives.

2.0 Statement of Objectives

As a further refinement to the above statement of goals, it shall be the policy of the municipality to ensure that lands developed for industrial uses to the essential benefit of the municipality, observe and satisfy the following statement of objectives.

- 2.1 That lands subject to this Amendment are developed for a wide range of industrial uses and to a limited degree, highway commercial uses incidental to the predominant use, being industry.
- 2.2 To ensure that the development of the land subject to this Amendment proceeds on a comprehensive basis.
- 2.3 To ensure the maintenance of a continuing compatibility between existing residential uses and existing agricultural uses and future industrial uses.
- 2.4 To ensure that the existing environment assets situated in open space or natural environment area within or in close proximity to the lands subject to this Amendment are protected from the potential impact of industrial uses.
- 2.5 To promote the development of this predominantly industrial use area on the basis of high performance and design standards, towards the achievement of an overall pleasing development.

Section B - Land Use/Development Policy

1.0 Definition

1.1 Industrial Use Area shall mean lands which are predominantly used for industry. The Industrial Use category includes such activities as the warehousing, manufacturing, extracting and processing of raw or semi-processed materials (obtained from lands other than those subject to this Amendment), repair workshops, the storage of goods, transportation services, construction, communication facilities and public utilities. This category will not prevent some of the land being used for other than industrial purposes, provided that such uses and activities primarily serve the principle use and activity, being industry, and provided that such other uses and activities do not serve land uses of another classification. Such other uses, being uses auxiliary to the principle use - Industry, will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon.

REFERRED  
TO O.M.B.

1.2 Highway Commercial Use Area shall mean land which is predominantly used for commerce, and designed to accommodate uses such as drive-in restaurants and other eating establishments, motels, hotels, and similar uses, and will also include vehicle sales and service establishments such as gasoline service stations, gas bars, and car washes.



This classification will not prevent limited sales to the general public from certain industrial activities where such sales would constitute an integral part of the operation, and provided that no constraint is imposed on highway commercial uses servicing the predominant use being industry.

2.0 Land Use

The land use classification of lands as described on Schedule 'A' attached hereto, shall be designated in part as an Industrial Use Area, and in part as a Highway Commercial Use Area.

3.0 Development Principles

3.1 Generalized Development Principles: Generalized Industrial Use Area

3.1.1 Several classes of industrial uses may be established within the area of the Amendment based upon the following conditions:

- (1) the requirements of industry for the provision of road and rail access;
- (2) the need to minimize potential conflicts between different classes of land uses; and
- (3) the demand for regional and municipal services

3.1.2 Industrial uses will be subject to appropriate development standards to ensure that adjoining use areas in close proximity to the industrial use area will be protected.

REFERRED  
TO O.M.B.

3.1.3 The development of this industrial use area will proceed only when City Council is satisfied that such development will not preclude the economic and satisfactory development of other lands located within the City of Brampton Planning Area.

3.1.4 The development of this industrial use area will proceed in a comprehensive, integrated manner, as an extension to the existing industrial use area located south of the area of the Amendment. To this end, the development of this industrial use area will proceed primarily on the basis of registered plans of subdivision and to a lesser extent on the basis of consents granted by the Regional Land Division Committee, in accordance with a design acceptable to Council and recognizing the intended use of lands.

3.2 Generalized Development Principles - Highway Commercial Use Area

- 3.2.1 The development of the Highway Commercial Use Area will proceed in consideration of the following:
1. The recognition of the existing mixed industrial commercial-highway commercial uses located along both Highway No. 7 and Highway No. 10
  2. The need to restrict direct access to both Highway No. 7 and Highway No. 10.
  3. The need to provide for a limited variety of highway commercial uses along both Highway No. 7 and Highway No. 10 which will primarily serve the needs of the industrial area.

3.3 Generalized Development Principles

In recognition of the location of both the Fletchers Creek complex both within the area and in close proximity to the area subject to this Amendment, it shall be the policy of the municipality to protect the existing environmental assests of the subject lands and particularly the Fletchers Creek complex, and the Etobicoke Creek complex, by the regulation of storm water run-off, pollution, erosion control, road widenings, and in addition, the preservation of existing vegetation along McLaughlin Road and that located in the south west corner of the east half of Lot 15, Concession 1 W.H.S.

3.4 Detailed Development Principles: Industrial Use Area

3.4.1 The development of this industrial use area will proceed only when City Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks, and electrical energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.

3.4.2 The development of lands within the area of the Amendment shall not pre-empt the capacity of existing and future service facilities (i.e. road, sanitary sewer, storm sewer, water supply) which would thereby impede the development of adjacent lands.

3.4.3 It is intended that the industrial use area subject of this Amendment will be composed of a class of industrial uses embracing a range of intensive, extensive, and showcase industries.

3.4.4 The design of the development shall recognize the close proximity of primary rail facilities, and shall provide for adequate access to such facilities where appropriate at the time of development.

3.4.4.1 Secondary and tertiary rail sidings are shown schematically; should such rail facilities be provided, they shall be designed so as not to impose a constraint on the movement of vehicular traffic on the Fifteenth Sideroad, Highway No. 7, and the major east-west arterial which traverses the lands subject to this Amendment.

3.4.5 Outside storage areas may be permitted within the lands subject to this Amendment. However, the municipality shall strive to ensure that such outside storage areas are not visible to the travelling public utilizing ground transportation facilities.

3.4.6 The design of the development shall be generally of a high quality. The following criteria shall be used to evaluate the design of the development:

- (1) The provision of an adequate amount of parking to satisfy the expected requirements of both employees and visitors.
- (2) The provision of adequate setbacks to ensure the continued general amenity of the area.
- (3) The provision of detailed servicing, landscaping, and grading plans prior to development.

REFERRED  
TO O.M.B.

3.4.7 In recognition of the existing residential uses located along the east and west side of McLaughlin Road, and in order to minimize any potential conflict

REFERRED  
TO O.M.B.

REFERRED  
TO O.M.B.

3.4.7 between non-compatible use areas, development which may occur within the Industrial Use Area subject of this Amendment shall incorporate the following design provisions:

- (1) The provision of adequate planting strips and screening at the time of development;
- (2) Control of the provision and location of signs;
- (3) The provision of lands abutting and adjacent to the existing residential uses as reserves for future development, until such time as these land reserves can be developed in conjunction with the residential sites in a comprehensive manner for industrial uses.
- (4) The regulation of the location of parking, loading and storage areas, the provision of lighting facilities, landscaping and buffer strips.

REFERRED  
TO O.M.B.

3.4.8 Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to existing residential uses located along both the east and west side of McLaughlin Road, and along the east side of Highway No. 10.

3.4.9 The development of the lands subject to this Amendment will be on the basis of an overall road pattern which recognizes existing road pattern of the adjacent industrial development, and which gives due consideration to the functional classification of the existing and proposed roads.

3.4.10 In order to minimize the impact of future industrial uses on adjacent lands, development will proceed on the basis of restricted access to Highway No. 10,

Highway No. 7, Fifteen Sideroad, McLaughlin Road, and the east-west major arterial which traverses the site generally along the boundary between Lots 13 and 14, Concession 1 W.H.S.

3.4.11 As shown on Schedule 'A' attached, the number of access points permitted are limited to two (2) access points to both Highway No. 7 and to Fifteen Sideroad, and one (1) access point to both McLaughlin Road and to Highway No. 10.

Should additional future access be required from the subject lands to Highway No. 10, such additional access shall be limited to two access points, one located south of the major east-west arterial, and one located north of the major east-west arterial. One additional access point may also be permitted to McLaughlin Road, south of the major east-west arterial. The provision of such additional access points shall be based upon future user needs, and further, the location of such access points shall be subject to further study, to determine the most appropriate location of such access points.

3.4.12 Vehicular access to the highway commercial use area located in the vicinity of the intersection of Highway No. 7 and Highway No. 10, shall be provided by shared rights-of-way and/or the provision of service roads, in order to minimize potential increased traffic conflict in the vicinity of the intersection of Highway No. 10 and Highway No. 7. It shall be the policy of the municipality to ensure the provision of the following rights-of-way at the time of the development of the subject lands:

- (1) McLaughlin Road . . . . . 120 foot right-of-way
- (2) Major east-west arterial . . 120 foot right-of-way
- (3) Internal roadways . . . . . 86 foot right-of-way
- (4) Highway No. 10) . . . . . right-of-way as determined
- (5) Highway No. 7 ) . . . . . by the Ministry of  
Transportation and  
Communication

3.4.13 It shall be the policy of the municipality to ensure that sufficient land is reserved at the following locations to provide for future possible grade separations:

- (1) Highway No. 7 and the C.P.R. right-of-way.
- (2) Fifteenth Sideroad and the C.P.R. right-of-way.
- (3) Major East-West Arterial and the C.P.R. right-of-way.

3.4.14 The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial site layout, and the size of industrial parcels.

3.4.15 It shall be the policy of the municipality to ensure that the adverse effects of any obnoxious or toxic industries are minimized by the grouping of such industry, having regard to the production of smoke, fumes, dust, noise, dirt, vibration, or the nature and extent of storage or operations conducted in the open.

#### 4.0 Implementation

4.1 Amendment Number 4 will be implemented by an appropriate amendment to the Restricted Area By-law in such a form which will impose the appropriate zone classification and regulations in the conformity with the development principles outlined in Section 3.0 - Development Principles.

4.2 Upon approval by the Minister of Housing of Amendment Number 4 to the Official Plan of the City of Brampton Planning Area, it is incorporated into the Consolidated Official Plan in the appropriate manner, without the necessity of further amendment.

4.3 Council will enter into an agreement incorporating various aspects of site and building design not implemented by the zoning by-law, including financial and other matters, as deemed necessary by Council to provide for the proper and orderly development of the lands subject to this Amendment.

5.0 Interpretation

5.1 The boundaries between classes of land use, designated on Schedule 'A', are general only and are not intended to define the exact limits of each such class. It is intended therefore, that minor adjustments may be made to these boundaries for the purposes of any by-law to implement Schedule 'A' without the necessity of making formal amendment to the Official Plan. Other than such minor changes as these, it is intended that no area or district shall be created that does not conform with Schedule 'A'. All numerical figures on Schedule 'A' should not be interpreted as absolute or rigid. Minor variations from these figures will be tolerated, insofar as the spirit and intent of the Amendment is maintained.

5.2 The provisions of the Official Plan, as amended from time to time with respect to the interpretation of policies of this Amendment, shall apply to this Amendment.

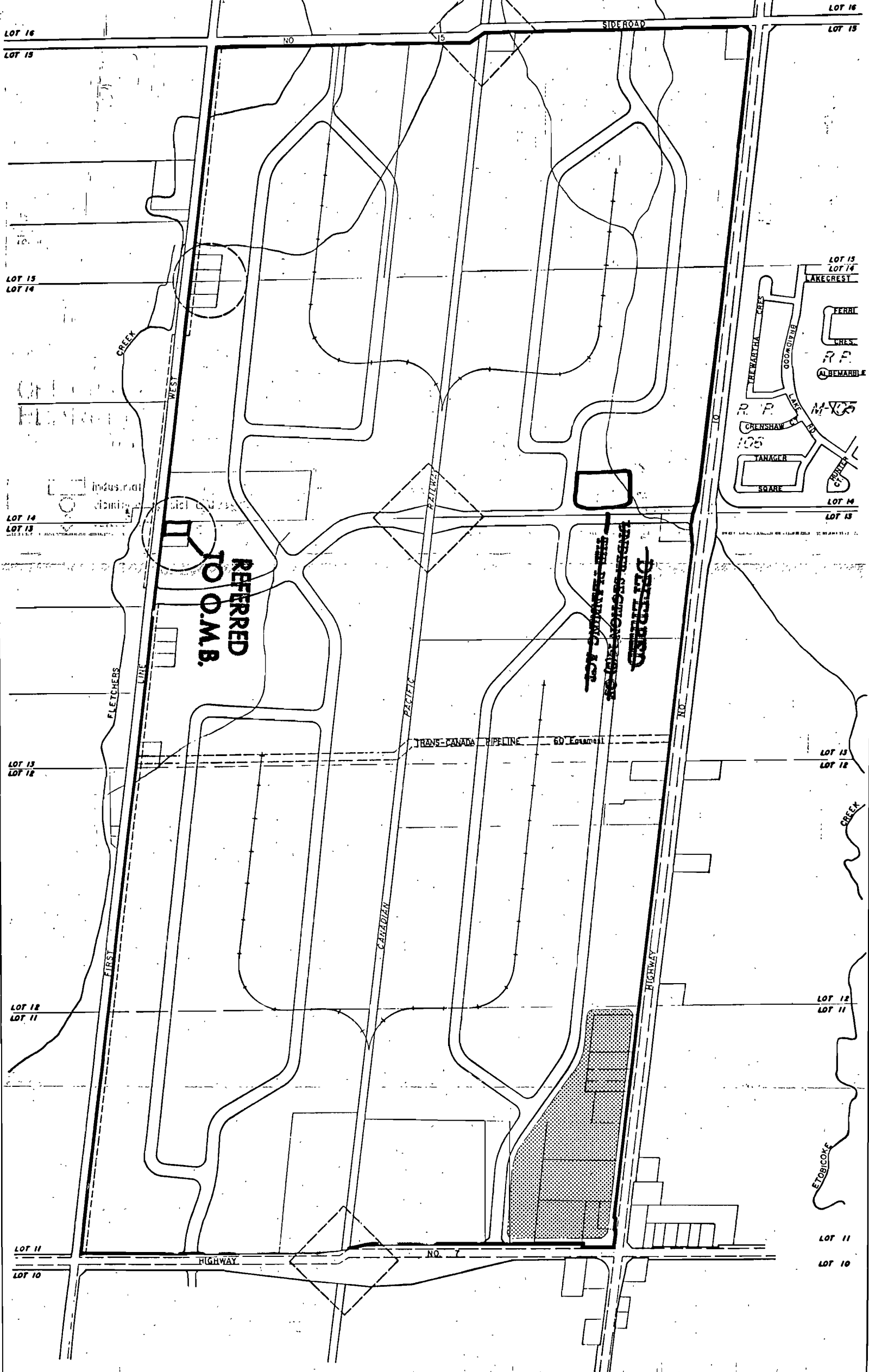


East half Concession 2, W.H.S.

West half Concession 1, W.H.S.

East half Concession 1, W.H.S.

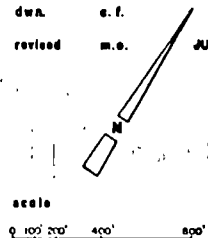
West half  
Con. 1, E.H.S.



Schedule A  
 OFFICIAL PLAN CITY OF BRAMPTON  
 PLANNING AREA  
 Amendment No. 4

date FEBRUARY 12, 1976  
 dwn. e.f.  
 revised m.o. JUNE 7, 1976

-  Industrial
-  vicinity of special land reserve
-  future grade separation
-  highway commercial
-  boundary of amendment



APPENDIX 'A'

February 9, 1976

To: L.W.H. Laine  
Planning Director

From: P. Hungerford  
Planner

Subject: Industrial Special Study Area  
Lots 11 - 15, Concession 1 W.H.S.  
Our File I2.2

PART A

1.0 Introduction

This report deals with an area of land previously identified as a potential industrial area in the City of Brampton. It is intended that this report will examine the development potential of (a) the lands presently designated as an industrial area, and (b) the remainder of the lands within the Study Area, having regard to the physical characteristics of the area, and to possible development constraints. This report will also outline generalized development concept principles, on which basis it is anticipated that future development in the Study Area can be guided to the essential benefit of the City of Brampton.

2.0 Study Area Definition

The Study Area which totals approximately one thousand (1000) acres, is composed of Lots 11 to 15, Concession 1 West of Hurontario Street.

The Study Area is bounded by the following roads and generalized land uses:

- Fifteenth Sideroad, and agricultural uses to the north
- Provincial Highway No. 7, and industrial uses to the south

- Provincial Highway No. 10, and future residential uses to the east
- McLaughlin Road (First Concession Road West) and agricultural uses to the west.

### 3.0 Background

The Study Area has been the subject of a number of planning and development studies which have recognized the area as being suitable for industrial development. These studies may be summarized as follows:

- 3.1 A portion of Amendment Number 2 to the Official Plan of the former Township of Chinguacousy Planning Area as approved by the Minister of Planning and Development on April 8, 1958, designated the east halves of lots 11, 12, 13, 14 and 15, Concession 1 West of Hurontario Street as a Primary Development Area for Industrial Uses. This Amendment remains as the applicable statement of policy, and further, defines the term 'Industrial' as follows:

"The land use classification termed industrial refers to those areas meant to be devoted to industry; that is, manufacturing, extracting and processing raw materials, work-shops and material storage, plus such other uses as may be deemed to serve industry and whose location is an industrial area is warranted and which will not detract in any way from the area being used for sound industrial undertakings."

- 3.2 Amendment Number 28 to the Official Plan of the former Township of Chinguacousy Planning Area as approved by the Minister of Municipal Affairs on April 16, 1970, superceeded the policy provisions of Amendment Number 2 to the Official Plan of the former Township of Chinguacousy Planning Area (as above) as they applied to lands described as the east half

of the east half of lot 11, Concession 1 West of Hurontario Street. The effect of Amendment Number 28 was to provide for sales to the general public from certain industrial activities where such sales would constitute an integral parts of the operations. Such industrial activities would include manufacturing and warehousing, various sectors of the food industry, specialized general merchandise industries, agriculturally related industry, and the building and construction industry.

- 3.3 Amendment Number 52 to the Official Plan of the former Township of Chinguacousy Planning Area as adopted by the former Council of the Township of Chinguacousy on April 16, 1973 recognized the existing industrial designations (as per O.P.A 2, O.P.A 28 former Township of Chinguacousy) and further designated the west halves of lots 11, 12, 13, 14 and 15, Concession 1 West of Hurontario Street for Industrial Use. Policies concerning the nature of the future industrial uses envisaged for the area were not included in the text of Amendment Number 52. However, it was proposed that an east-west arterial road be extended from Highway Number 10 west to McLaughlin Road. Access to Highway Number 10 was to be restricted, and a number of proposed internal roads were indicated.

Amendment Number 52 was approved by the Minister of Housing on September 26, 1974. By modification approval of the area proposed for industrial use was deferred, and these areas are currently subject to further study.

#### 4.0 Physical Characteristics

##### 4.1 Soils, Topography, Drainage, Vegetation, Capability

The type of soil found in the Study Area is classified as Chinguacousy Clay Loam, and is generally characteristic of the Grey-Brown Podjolic soils. This soil is developed on Halton till derived for the most part from fine textured shale, and to a lesser degree from limestone materials. The internal drainage of this soil is imperfect.

The Study Area is part of the Peel till plain, a feature characterized by a smooth to gently sloping landscape. From an elevation of approximately 750+ feet in the south (Highway Number 7/McLaughlin Road) the land rises some 50 feet to an elevation of approximately 800+ in the north (Highway Number 10/Fifteen Sideroad) for an average slope of less than one percent across the whole of the Study Area. As a consequence, the degree of surface erosion is minimal.

The Study Area is drained by both the Etobicoke Creek Watershed, and the Credit River (Fletchers Creek) Watershed. Drainage occurs via intermittent streams in both an easterly direction (to the Etobicoke Creek) and in a southerly direction (to the Credit River).

Vegetation in the Study Area is characteristic of the physical attributes of the landscape. Due to past and current agricultural pursuits, most of the Study Area is void of forest cover, having been cleared and converted to pasture land/crop land. Given the gently sloping landscape, soil composition, and drainage, lands within the Study Area have a Class 1 capability for agriculture, with no obvious limitations. The soil is well suited for dairying, with some general farming which includes the production of cereal grains, forage crops, and some cash crops.

#### 5.0 Existing Land Uses

In summary, the existing land uses located within and adjacent to the Study Area are comprised of a mixture of rural residential, residential-agriculture, commercial, highway commercial, industrial, and agro-industrial/commercial uses. The major concentration of rural residential uses (approximately 30 residences) are generally located on both the east and west sides of McLaughlin Road, from Highway No. 7 north to Seventeenth Sideroad, and along a portion of the Fifteenth Sideroad. The hamlet of Snelgrove is also a focus of non-farm residential uses

(approximate 40 residences). Residential uses directly related to the agriculture industry (approximately 10 residences) are located across the whole of the Study Area, as a function of the past distribution of agricultural activities. Commercial and Highway-Commercial uses are located at the junction of Highway No. 7 and Highway No. 10, as well as those in the hamlet of Snelgrove (junction of Highway No. 10 and Seventeenth Sideroad). Industrial and agro-industrial/commercial uses are generally located at the junction of Highway No. 10 and Highway No. 7, although there are significant exceptions to this generalization. In particular, there is a major concentration of industrial uses (construction-related) west of the C.P.R. right-of-way and north of Highway No. 7 (Armbro Materials and Construction Ltd.), as well as a farm seed supply company located east of the C.P.R. right-of-way, north of Fifteen Sideroad (Dunnis Farm Seeds Canada Ltd.) A number of industrially-related uses are also located on the west side of Highway No. 10, from Highway No. 7 north to Seventeenth Sideroad. In addition to the above, the hamlet of Snelgrove is a focus for institutionally related uses, including a community centre, fire hall, education offices, police station, and a telephone installation, in addition to the previously noted highway-commercial uses.

The existing uses discussed in this Section are represented on Plate No. 1 attached to this report. Plate No. 1 also serves provides an indication of the existing property ownership pattern of lands in the Study Area.

## 6.0 Development Constraints

In evaluating the potential for future industrial development of lands within the Study Area, a number of constraints to development have been identified. Section 3.0 - Background, set out in summary, the status of all Official Plan Amendments dealing with lands in the Study Area. It is evident that the lands currently designated for industrial use do not contain

a comprehensive set of development principles to provide for the proper and orderly development of industrial uses. Recognizing the existing deficiencies in the Official Plan, as amended, it will be the intent of this report to set out a comprehensive policy framework within which development may occur. Further to the above, additional considerations in regards to potential constraints to development include (a) Amendments to the Restricted Area By-law, (b) Open Space/Natural Environment Features, (c) rail facilities/services, and (d) pending development applications.

6.1 Amendments to the Restricted Area By-law.

A number of existing amendments to the restricted area by-law which pertain to the subject property are summarized as follows:

6.1.1 By-law Number 13-61

The effect of this by-law was to zone the east halves of lots 10-15, Concession 1 W.H.S. for industrial use, in conformity with Amendment Number 2 to the Official Plan of the former Township of Chinguacousy Planning Area. Lands bordering Highway Number 10, to a depth of five hundred feet (500') were zoned Industrial - select (M1). The remainder of the lands were zoned Industrial-general (M2).

6.1.2 By-law Number 37-61

The effect of this by-law was to zone the bulk of the former Township of Chinguacousy, (including the west halves of lots 11-15, Concession 1 W.H.S.) for agriculture (A1) uses.

6.1.3 By-law Number 35-63

The effect of this by-law was to zone the east half of lot 16, Concession 1 W.H.S. for industrial use, in conformity with Amendment Number 8 to the Official Plan of the former Township of Chinguacousy Planning Area. Lands

bordering Highway Number 10, to a depth of five hundred feet (500') were zoned Industrial-select (M1) and the remainder of the lands were zoned Industrial General (M2).

6.1.4 By-laws Numbers 52-69, 53-69, 54-69

The effect of these by-laws was to zone three parcels of land being part of the east half of lot 11, Concession 1 W.H.S. from Industrial-select (M1) and Industrial-general (M2) to Commercial Class Two Special (C25) to permit the retailing, wholesaling, and warehousing indoor and outdoor of agricultural produce, equipment, and supplies, all in conformity with Amendment Number 28 to the Official Plan of the former Township of Chinguacousy Planning Area.

6.1.5 By-law Number 34-70

The effect of this by-law was to zone the west half of lot 10, Concession 1 W.H.S. for industrial use (Kodak) in conformity with Amendment Number 26 to the Official Plan of the former Township of Chinguacousy Planning Area.

In review of the above noted amendments to the restricted area by-law, it is obvious that further amendment to the by-law will be required, subject to the development principles to be outlined in the Amendment to the Official Plan. It is expected that such amendments will be of a comprehensive nature, tailored to recognize existing uses as well as future uses.

6.2 Open Space/Natural Features

As outlined in Section 4.0-Physical Characteristics, lands within the Study Area are characterized by a smooth to gently loping landscape (slope-1%), where drainage occurs via intermittent streams. As a consequence, there would appear to be no prominent open space features within the Study Area that merit special policy recognition in an Amendment to the Official Plan.



An examination of lands located in Concession 2 W.H.S. indicates that the east branch of the Fletcher's Creek parallels the McLaughlin Road, approximately 50'-200' west of the road allowance. In consideration of a number of rural residential uses located along McLaughlin Road, between the road allowance and the Fletcher's Creek, it is anticipated that any road widenings necessary on a condition to the development of lands within the Study Area will occur only on lands east of McLaughlin Road (ie within the Study Area), not only in recognition of existing residential uses, but also of the necessity to protect the quality of a future open space system.

Section 4.0-Physical Characteristics identified a general absence of forest cover on lands within the Study Area. However, there is an existing wood lot of approximately 6.5 acres located in the south-west corner of the east half of lot 15. It is suggested that as a significant nature feature, provision be made to retain as much of this wood lot as possible at the time of development.

### 6.3 Future Rail Facilities

Initial discussions with staff of the Canadian Pacific Railway would indicate the ability of the existing rail facilities to provide a service to future industrial uses. A significant constraint to the comprehensive development of lands within the Study Area will be the provision of access across the Canadian Pacific Railway right-of-way. It is anticipated that a grade separated facility would relieve this constraint to development.

### 6.4 Services

The drainage of lands within the Study Area accesses via both the Etobicoke Creek watershed (to the east) and the Fletcher's Creek watershed (to the west). As a consequence, storm water drainage will flow in both an easterly and westerly direction, into the respective watershed.

A twenty seven inch (27") sanitary sewer presently extends to the north side of Highway Number 7, immediately west of and adjacent to the Canadian Pacific Rail right-of-way. This sanitary sewer facility has a potential service area of approximately nine hundred and sixty (960) acres, including the west halves of lots 11-18, Concession 1 W.H.S. (160 acres). It is understood that the remainder of the lands within the Study Area (340 acres) will be serviced by an extension to the Etobicoke Creek sanitary sewer.

#### 6.5 Development Applications - Pending

A number of applications have been filed with the municipality, all of which propose that lands within the Study Area be developed for industrial purposes. These applications, which in form constitute preliminary draft plans of subdivision, generally reflect the absence of a comprehensive program and set of policies to provide for the development of the subject lands. Each draft plan of subdivision has been designed on the basis of individual access to either Highway Number 10 or Highway Number 7. It is an accepted policy of both the municipality and the Ministry of Transportation and Communication to protect the traffic function of major transportation facilities. This goal is most often achieved by ensuring that access to such facilities is restricted and development occur on the basis of reversed frontage.

PART B

DEVELOPMENT CONCEPT

1.0 Purpose

The purpose of this portion of the report is to present for the initial consideration of Planning Committee a design concept which will provide a basis for the future development of lands within the Study Area. It is intended that the Conceptual Land Use Plan and corresponding Development Policies be recognized as a set of guidelines to be used as a basis for further study and continuing design refinement. It is suggested that considerations such as servicing, and transportation will merit further investigation.

2.0 Introduction

The nature of industrial development in the context of the City of Brampton, and more specifically in the context of the subject Study Area gives rise to the need for industrial areas with differing characteristics. These must be located to take advantage of necessary road or rail facilities, and at the same time generate a minimum adverse impact on existing or anticipated non-industrial development, or industrial development of a different character. In review of the lands located within the Study Area, potential for industrial development is realized in the excellent potential access to Provincial Highway Number 10 and Number 7, and the availability of railway service through the spine of the Study Area.

3.0 Goals Statement

In regards to the promotion of industrial development it shall be the goal of the municipality to:

- 3.1 Provide a sufficient quantity of industrial opportunities to satisfy the demand for industrial employment.

- 3.2 Ensure the development of a variety of industrial types.
- 3.3 Ensure the provision of an adequate supply of industrial land.
- 3.4 Minimize conflict between industrial uses and non-industrial uses.

4.0 Objectives

In order to ensure that the lands identified as being suitable for industrial use are developed to the essential benefit of the municipality, it shall be the policy of the municipality:

- 4.1 To ensure that the lands subject to this Study are developed for a wide range of industrial uses, and limited Commercial uses incidental to the predominant land use, being industry.
- 4.2 To ensure that the development of lands in the Study Area proceeds on a comprehensive basis.
- 4.3 To ensure the maintenance of a continuous compatibility between existing residential/agricultural uses and future industrial uses.
- 4.4 To ensure that existing environment assets situated in open space or natural environment area are protected from the potential adverse impact of industrial uses.
- 4.5 To promote the development of future industrial uses on the basis of high performance and design standards, towards the achievement of an overall aesthetically pleasing development.

5.0 Policy Guidelines

The following statement of policy guidelines intended as an indication of the manner and process whereby the above stated goals and objectives may be satisfied.

- 5.1 It shall be the policy of the municipality to provide for the development of a wide range of industrial uses, including manufacturing, warehousing/storage, transportation services, construction, communication facilities and public utilities on the lands subject of this report.
- 5.2 It shall be the policy of the municipality to ensure a degree of flexibility in the development of lands to provide for a wide variety of lot sizes, as a function of the individual needs of industrial operations.
- 5.3 It shall be the policy of the municipality to provide for the introduction of a limited amount of commercial use, incidental to industrial operations, and suitable for location in an industrial area by virtue of the fact that a necessary service of benefit to industrial establishments is provided. Such uses shall have characteristics and/or functional requirements similar to those of the predominant land use-industrial, and will not be permitted to pre-empt, eliminate, or impose a constraint to the development of industrial uses. Such commercial uses might include service stations, banks, restaurants, wholesale outlets, or showrooms/merchandizing centres.
- 5.4 It shall be the policy of the municipality to ensure the comprehensive development of the subject area, having regard for such matters as road widenings, the provision of an internal road network, the recognition of possible future grade separated facilities, the provision of sanitary sewer, storm sewer and water services, additional rail facilities (ie sidings), and restricted access to major roads (eg Highway No. 7, Highway No. 10, McLaughlin Road, Fifteenth Sideroad).
- 5.5 It shall be the policy of the municipality to ensure that the adverse effects of any obnoxious or toxic industries are minimized by the grouping of such industry, having regard to the protection of smoke, fumes, dust, noise, dirt, vibration, or the nature and extent of storage or operations conducted in the open.

5.6 It shall be the policy of the municipality to ensure that the effects of industrial development on adjacent agricultural and residential uses <sup>is Cont</sup> minimized by means of regulating the location of parking, loading and storage areas, the provision of lighting facilities, landscaping, and buffer strips.

5.7 It shall be the policy of the municipality to protect existing environmental assets, particularly the Fletcher's Creek complex, by the regulation of storm water run-off, <sup>and pollution</sup> erosion control, road widenings, and in addition, the preservation of existing vegetation along McLaughlin Road (First Line West) and that located in the south-west corner of the east half of Lot 15, Concession 1 W.H.S.

## 6.0 Industrial Uses

### 6.1 Industrial-Special

The Industrial-Special designation is proposed to apply to lands located in those parts of the Study Area of maximum constraint to development, generally adjacent to major roads, and in those parts of the Study Area where there exists the potential of functional blight as an outcome of use conflict. This land use category will be developed having regard to Sections 5.1, 5.2, 5.4, and 5.6 of this report. In these areas, outdoor storage will be regulated by the application of standards contained in the restricted area by-law. It is intended that this land use category cater to industrial activities demanding a smaller site relative to those which have been categorized as Industrial-General. It is further anticipated that in the main, such activities will not require direct access to rail facilities, considering the advantages of such facilities being located in close proximity to the area.

### 6.2 Industrial-General

The Industrial-General designation is proposed to apply to lands located in those parts of the Study Area where there exists a minimum of constraint

to development, generally in the interior of the Study Area where accessibility to rail facilities is greatest. This land use category will be developed having regard to Sections 5.1, 5.2, 5.4 and 5.5 of this report. Although no special restrictions are proposed to regulate this use category, development shall recognize the general intent of policies of this report respecting the development of industrial uses.

### 6.3 Special Policy Area

The Special Policy designation is shown to delineate in more detail the area of concerns as reflected by the policies objectives contained in this report, being Section 4.3, 4.4, and Sections 5.5., 5.6 and 5.7. It is intended that the future development of these lands will recognize existing rural residential, agriculture, and open space uses.

### 6.4 Special Land Reserve

Two areas have been designated for Special Land Reserves. It is intended that these lands will be developed for industrial special, under the terms of reference established in Section 6.3-Special Policy Area. However, it is further intended that lands adjacent to these existing rural residential will be reserved for future development, until such time as these rural residential uses are acquired for development.

### 6.5 Commercial-Incidental

In recognition of the mixed nature of land uses in the general area of the intersection of Highway Number 10 and Highway Number 7, an area of land has been designated for commercial-incidental. As outlined in Section 5.3 it is not intended that all such land will be developed for such commercial uses. The designation of commercial is included only as a general statement of intent. Further detailed analysis will be required to determine solutions to such constraints as access, and the extent to which commercial uses may be permitted.

## 6.6 Transportation

A conceptual road network has been shown to demonstrate the general principles to be achieved in the development of these lands for industrial purposes. The following principles will be generally applicable to lands in the Study Area.

- (i) The provision of reversed access along Highway Number 10, Highway Number 7, McLaughlin Road, and Fifteenth Sideroad.
- (ii) The provision of an east-west major arterial between McLaughlin Road and Highway Number 10 to connect with the major east-west arterial east of Highway Number 10.
- (iii) The provision of a maximum of three access points to Highway Number 10 and McLaughlin Road and a maximum of two access points to Highway Number 7 and Fifteenth Sideroad.
- (iv) A system of internal loop roads.
- (v) The recognition of three possible future grade separation facilities, as shown on Plate No. 3.
- (vi) The intention to ensure that where an access point has been indicated, it is implied that there is the potential for a full intersection in the future.
- (vii) A policy of road widenings to be effected so as to minimize adverse impact on any adjacent residential or open space uses.

Further, it will be the policy of the municipality to permit the development of lands on the basis of temporary access to the boundary roads, on the basis that provision is made to integrate such development into a comprehensive development plan such as that set out in this report.



7.0 Conclusion and Recommendations

The attached report has been prepared to serve as a basis upon which more detailed planning and design work may proceed. Consequently, this report should be recognized as a conceptual proposal for the development of lands within the general format outlined.

It is therefore recommended that Planning Committee receive this report and recognize the same as a basis for more detailed planning and design study, with a view to the preparation of amendments to the Official Plan and Restricted Area By-law.



P. Hungerford

Planner

PH/pd

*Agree with recommendation.  
Copy of report be made available to affected  
owners.  
L. L. L. L.*

I2.2

PLANNING COMMITTEE MEETING - FEBRUARY 16, 1976

8. Industrial Special Study Area. Armbro Industrial Area.  
Lots 11 - 15, Concession 1, W.H.S. Our File Number I2.2.

Recommendation: It is recommended that the staff report be received, a copy of the report be made available to affected property owners and that the report be the basis for the preparation of amendments to the Official Plan and Restricted Area By-law.

July 15, 1976

TO: Chairman and Members of Planning Committee

FROM: Planning Director

RE: Application to Amend the Official Plan  
and Restricted Area (Zoning) By-Law  
Part of Lots 11 to 15, Concession 1, W.H.S.  
(Township of Chinguacousy)  
Armbro Materials and Construction Ltd.  
Our Files: C1W11.3 and I2.2

At the June 14th, 1976 meeting of Planning Committee, it was resolved to defer a recommendation respecting the adoption of the above noted amendment until the July meeting of the Committee.

It is understood that Mr. R. W. Webb, representing Armbro Materials and Construction Limited and a representative from the legal firm of Jarvis, Blott, Fejer, Pepino representing Brampton 11-2 Limited, Rowntree Farms Limited, Whitehouse and Associates and Mr. Alex H. McKinney will be present.

Yours truly,



L.W.H.Laine  
Planning Director

LWHL:km

5 11  
APPENDIX 'B'

December 11, 1975

To: Chairman and Members of Planning Committee

From: Planning Director

Re: Application to Amend the Official Plan  
and Restricted Area By-law  
Part of Lots 11, 12 and 13 Concession 1  
W.H.S. (Chinguacousy Township)  
Armbr Materials and Construction Limited  
Our File CIW11.3

A committee of the Planning Committee presided at a public meeting held on Tuesday, December 9, 1975 at 7:40 p.m. in the Council Chambers to deal with the above noted application.

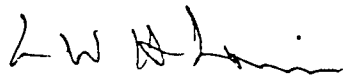
At the meeting there was concern raised by nearby owners of residences that industrial development of the subject lands would have an adverse effect upon their residential environment. Further, towards this concern there was a view expressed that more detailed plans and information should be provided before any change in land use or zoning should be considered.

Representation was made to enlarge the area of the Official Plan amendment to encompass lands located in Lot 15 Concession 1 W.H.S.

The notes of the meeting are attached for information purposes. Also attached are a copy of a letter from Mr. P. Robertson, President of Tempson Holdings Ltd., and a copy of a letter from Mr. and Mrs. Ronald Philp.

In recognition the concerns of the local residents respecting the absence of specific detailed proposals standards and criteria - these will be developed at the restricted area by-law stage and subdivision/development agreement stage - it is planning staff's opinion that from a planning policy viewpoint the Official Plan amendment can be slightly more specific with regard to the safeguards to minimize the effects of industrial development upon the existing residential uses.

It is recommended that in response to the representations made on behalf of the residential owners that the Official Plan amendment refer more specifically to the location of the existing residential properties in the north west and south west corners of Lot 13 Concession 1 W.H.S. and in the east half of Lot 12 Concession 2 W.H.S. in order that their presence will be recognized in the restricted area by-law preparation and subdivision approval procedures, and further that Planning Committee recommend that City Council adopt by by-law an amendment to the Official Plan of the former Township of Chinguacousy Planning Area changing the land use designation from Agricultural to Industrial.



L.W.H. Laine  
Planning Director

LWHL/pd

cc A.K. Macdonald

Attach.

PUBLIC MEETING

ARMBRO MATERIALS AND CONSTRUCTION LIMITED

A Special Meeting of Planning Committee was held on December 9, 1975 in the Council Chambers, 24 Queen Street East, Brampton, Ontario commencing at 7:40 p.m. to hear representation on a proposal to amend the Official Plan of the former Township of Chinguacousy.

Members Present were:	J.J. Yarrow	Vice-Chairman
	W.J. Baillie	Alderman
	C.F. Kline	Alderman
	A. Ferri	Alderman
	Mrs. D. Sutter	Alderman
	Mrs. E. Mitchell	Alderman

Staff Present were: L.W.H. Laine Planning Director

Approximately 15 members of the public were in attendance. The Chairman asked the Planning Director if notices were sent to the public and advertisements were placed in local newspapers. The Chairman welcomed the members of the public to the meeting and gave a brief explanation of the lands in question. The Planning Director then gave a few comments on the purpose of the meeting.

The Chairman requested the views of the public.

Mr. Philp in Lot 12, Concession 2, W.H.S. requested that the rural setting should remain.

A matter respecting the rezoning of all the lands contained within

the west halves of Lots 11, 12 and 13, Concession 1, W.H.S. was clarified in that when rezoning did take place it would be applied only to the applicant's lands.

Concern was expressed by Alderman Ferri and also from Mr. Shore, Lot 13, Concession 1, W.H.S. about the nature of buffer zones and level of noise from industry.

Mr. Shore also stated that he would first like to see plans for the lands before they went ahead with development. This viewpoint was also expressed by Mrs. Little of Lot 14 and Mrs. Shorter.

Mr. Macella of Lot 14, Concession 1, W.H.S. expressed a fear concerning the property devaluation that might occur and voiced the opinion that to develop industry on agricultural lands would reduce the production of food of which the cost is always going up.

Mr. Whitehouse, with an interest in lands located in Lot 13, Concession 2, W.H.S., inquired as to the availability and capacity of services to handle adjacent lands.

Mr. Muncton, with land in Lot 17, Concession 2, W.H.S. was of the opinion that additional industry would reduce taxes. He also felt that there is a need for industry in the Brampton area since it is very scarce in this area.

Mr. P. Robertson, representing Tempson Holdings, owner of lands in Lot 15, Concession 1, W.H.S., expressed the view that their lands as well should be included in this proposed industrial area.

The meeting was adjourned at 8:40 p.m.



The Corporation Of The  
**City Of Brampton**

OFFICE OF THE PLANNING DIRECTOR

## NOTICE OF PUBLIC MEETING

The Planning Committee of the City of Brampton will hold a public meeting with respect to three applications to amend the Official Plan and/or Restricted Area By-laws applied for by the following:

1. Armbro Materials and Construction Limited
2. Degalo Developments Limited
3. Mel Ostro

The meeting will be held in the Municipal Council Chambers, 2nd Floor 24 Queen Street East, Brampton, Ontario on Tuesday, December 9, 1975. The applications will be considered in the order shown above, and will run consecutively. The hearing of the first application will commence at 7:30 p.m.

This notice has been sent to you as an assessed owner of property in the vicinity of, or a person who has stated an interest in the application of Armbro Materials and Construction Limited.

A brief explanation of the application is:

The parcel of land is located on part of Lots 11, 12, and 13, Concession 1, W.H.S. The area of the parcel is about 308.9 acres and it is bounded on the south side by Highway Number 7, on the east side by Canadian Pacific Railway right-of-way, and on the west side by First Line West (see attached plan).

The proposal is to permit the development of lands for industrial purposes and to rezone the lands occupied by an existing legal non-conforming industrial use to a conforming status, presently situated within an agricultural zoned area.

The Planning Committee is holding this public meeting for the information of the public and to obtain the views and opinions of residents in the vicinity of and of other interested parties. Any person, interested owner, resident or their solicitor

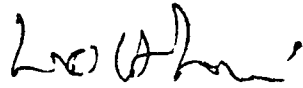
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wishing to make a submission to the Planning Committee with respect to the above is invited to do so at the aforesaid meeting.

If you are aware of any persons who may be interested in the proposal, you are invited on behalf of the Council to extend an invitation to them to attend the hearing if they so wish.

Yours very truly,



L.W.H. Laine  
Planning Director  
City of Brampton

LWHL/jn

6. Application to Amend the Official Plan and Restricted Area By-law. Part of the West Half of Lots 11, 12, 13, Concession 1 W.H.S. (Chinguacousy Township) Armbro Materials and Construction Limited. File C1W11.3.

Planning Committee considered a report from the Planning Director.

Recommendation: It is recommended that a public meeting be held on Tuesday, December 9th, 1975 at 7:30 p.m.

Planning Committee Meeting - May 20th, 1975

8. Application to Amend the Official Plan and Restricted Area By-law. Part of Lots 11, 12 and 13, Concession 1, W.H.S. (former Township of Chinguacousy). Armbro Materials and Construction Limited. C1W11.3.

Planning Committee considered a report from the Planning Director.

Mr. Webb, Solicitor for the applicant addressed the Planning Committee.

Recommendation: It is recommended that the application of Armbro Development be deferred until May 26th., so that the Planning Committee can study the problem and report to Council on that day.

May 15th., 1975

To: J. Galway,  
Senior Administrative Officer

From: Planning Director

Re: Application to Amend the Official Plan  
and Restricted Area By-law.  
Part of Lots 11, 12 and 13, Conc. 1, W.R.S.  
(former Township of Chinguacousy)  
Armbro Materials and Construction Limited  
Our File C1W11.3.

At the Planning Committee meeting of April 8th., 1975,  
a planning report dealing with the above noted application  
was deferred, as per a request by the applicant, Armbro  
Materials and Construction Limited.

With respect to the recommendation of the Planning  
Department the applicant and his agents have suggested that  
there is merit to this application. On the basis of policies  
expressed in two Official Plan Amendments previously approved  
by the Township of Chinguacousy (O.P.A. #31, O.P.A. #52 prior  
to Minister's modification) and in consideration that there is  
an existing 27" sanitary sewer which presently terminates on  
the south side of Highway Number 7, west of and adjacent to the  
Canadian Pacific Railway right-of-way, plans for the development  
of these lands for industrial use are said to have been contemplated  
by the applicant.

It was further argued by the applicant that the Canadian  
Pacific Railroad right-of-way should not be recognized as the  
west limit to urban development (between Highway Number 7 and  
15th. sideroad) on the basis that (1) McLaughlin Road could  
function as the west limit to urban development, (2) an internal  
road system could be designed to minimize the function of McLaughlin  
Road, and (3) the subject lands could be developed independently  
and without any significant costs. It was also suggested that  
the recommendations of the Planning Department were contrary to  
the policies expressed in Official Plan Amendment Number 52 (as  
approved by the former Township of Chinguacousy) as well as to

municipal policy regarding industrial development.

Notwithstanding all of the above noted concerns as expressed by the applicant and his agents, there would appear to be no valid basis for an amendment to the Official Plan and restricted area by-law to permit the development of industrial uses on the subject lands.


To submit that policies contained in Official Plans (prior to the approval of the Minister of Housing) are a basis for legitimate development considerations is not valid, nor is the availability of services an adequate justification for the development of land.

In our opinion, McLaughlin Road would not function as the west limit of development in this area of the City of Brampton.

Further, to suggest that an internal road system could be designed to minimize the function of McLaughlin Road does not in itself suggest that access from the subject lands to McLaughlin Road would be restricted. To recognize this area for industrial land uses would naturally create strong pressure to develop both the abutting lands to the north, as well as lands to the west of McLaughlin Road, in the second concession west.

Recommendation: It is recommended that the planning report of April 3rd., 1975 be submitted to Planning Committee, and that Planning Committee (a) endorse the change in land use designation (agricultural to industrial) for those lands presently used for industrial purposes, and (b) set a date, time, and location for holding a public meeting prior to the preparation of an amendment to the Official Plan.

PH/LWHL/sn  
Encl.

  
L.W.H. Laine  
Planning Director

Planning Committee Meeting - April 8th, 1975

3. Application to Amend the Official Plan and Restricted Area By-law. Part of Lots 11, 12 and 13, Concession 1, W.H.S., (Chinguacousy Township). Armstrong Bros. Construction Ltd.,  
File: C1711.3

The applicant asked that this item be deferred.

Recommendation: That Planning Committee defer this item.

April 4th., 1975

To: J. Galway,  
Senior Administrative Officer

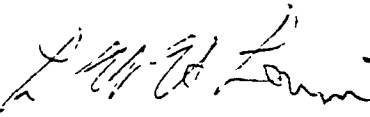
From: Planning Director

Re: Application to Amend the Official Plan  
and Restricted Area By-law.  
Part of Lots 11, 12 and 13, Concession 1  
W.H.S. (Chinguacousy Township)  
Armbro Materials and Construction Limited  
Our File C1W11.2.

Attached is a report prepared by planning staff with regard to the above application.

It is recommended that the report be presented to Planning Committee and that Planning Committee (a) endorse the change in land use designation for those lands presently used for industrial purposes and (b) set a date, time and location for holding a public meeting prior to the preparation of an official plan amendment.

LWHL/sn  
Att.

  
L.W.H. Laine  
Planning Director

April 3rd, 1975

To: L.W.H. Laine  
Planning Director

From: P. Hungerford  
Planner

Subject: Application to Amend the Official Plan  
and Restricted Area By-law.

Our File: CIV11.3

1.0 General

- 1.1 Purpose: The purpose of this application is to amend the Official Plan and Restricted Area By-law, to recognize an existing industrial use situated within the municipality which will have the effect of legalizing a non-conforming use.
- 1.2 Owner: Armbro Materials and Construction Limited, and Armstrong Brothers Construction Limited.
- 1.3 Area of Application: 308.9 acres
- 1.4 Status: The area is presently designated as an agricultural area (Official Plan - former Township of Chinguacousy) and zoned A1 - agriculture (Restricted Area By-law 361, as amended).

2.0 Preamble

- 2.1 Background: An application was submitted on December 4th, 1974, by Armbro Materials and Construction Limited, to amend the Official Plan and Restricted Area By-law. This application was in response to a request by Council for the same, subsequent to consideration by the municipality of an application for a minor variance (A50/74), to permit the erection of a one storey masonry concrete building of approximately 2,500 square feet in area.

This application for a minor variance was approved by the Committee of Adjustment on November 5th, 1974. On November 21, 1974, a report was submitted to Council with a recommendation to appeal the decision of the Committee of Adjustment.

On November 25th, 1974, Council resolved not to appeal the decision of the Committee of Adjustment subject to an application by Armbro Materials and Construction Limited for an Amendment of the Official Plan and Restricted Area By-law.



2.2 Site Analysis: The area of this application is located in part of Lot 11, 12 and 13, Concession 1, W.H.S. The whole of the area of this application is an area of Class 1 soil capability.

The activity which currently occurs on the bulk of the property is agriculture. (See plan). A portion of the property is used for a variety of industrial uses including both the indoor and outdoor storage of vehicles and materials and various buildings associated with the operation of a materials and construction company. Some agricultural uses occupy part of the west half of the west half of Lot 11, Concession 1, W.H.S. The abutting land uses are as follows: industrial to the south and to the east and generally agriculture to the north and to the west. In addition, some non-farm residential uses are located on both the east and west side of McLaughlin Road (First Line West), north of Highway Number 7.

The Canadian Pacific Railway right-of-way bounds the subject property along the whole of the eastern limits of the property.

3.0 Analysis: The subject property is located on the periphery of what is recognized to be the limit of urban development within the City of Brampton. The current role of the Canadian Pacific Railway right-of-way as the obvious west limit to urban development north of Highway Number 7 and west of Highway Number 10 is most important in assessing the merits and deficits of this proposal to recognize industrial land uses west of the Canadian Pacific Railway right-of-way.

Should an amendment to the Official Plan recognize all of these lands for industrial use, it is questionable whether McLaughlin Road (First Line West) could function successfully as the natural west limit of urban development, north of Highway Number 7.

It is reasonable to expect that future applications would be

submitted requesting that the remaining two hundred acres north of the subject property (west of the Canadian Pacific Railway right-of-way, east of First Line West and south of 15th Sideroad) and lands to the west of First Line West be designated for industrial uses, should this application be approved in its entirety.

Furthermore, to recognize this entire five hundred acre parcel as a future industrial area would necessitate improvements to First Line West (a widening of 27 feet, per City Engineer) to accommodate increased traffic, as well as a possible grade separation across the Canadian Pacific Railway tracks to provide access to the five hundred acres located between the Canadian Pacific Railway right-of-way and Highway Number 10, Highway Number 7 and Fifteenth Sideroad.

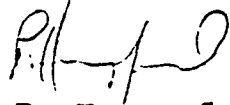
To justify such capital expenditures it would be necessary to consider the possibility of designating land west of First Line West for industrial uses. However, these lands west of First Line West are part of a sizable agricultural operation, where long term economic commitments have been made.

Furthermore, to recognize these lands for industrial use would be contrary to both the Official Plan Amendment Number 52 to the former Township of Chinguacousy Planning Area, and municipal policy with regards to industrial development.

Recommendation: It is recommended that in consideration of all of the above, this report be submitted to Planning Committee with the recommendation that only that part of the subject property generally described as the East half, and part of the West half, of the West half of Lot 11, Concession 1, W.H.S., (approximately 55-60 acres) be the subject of an Amendment to the Official Plan and Zoning By-law, that the remainder of the subject property continue to be recognized as an agricultural area, and further, that Planning staff be directed to prepare

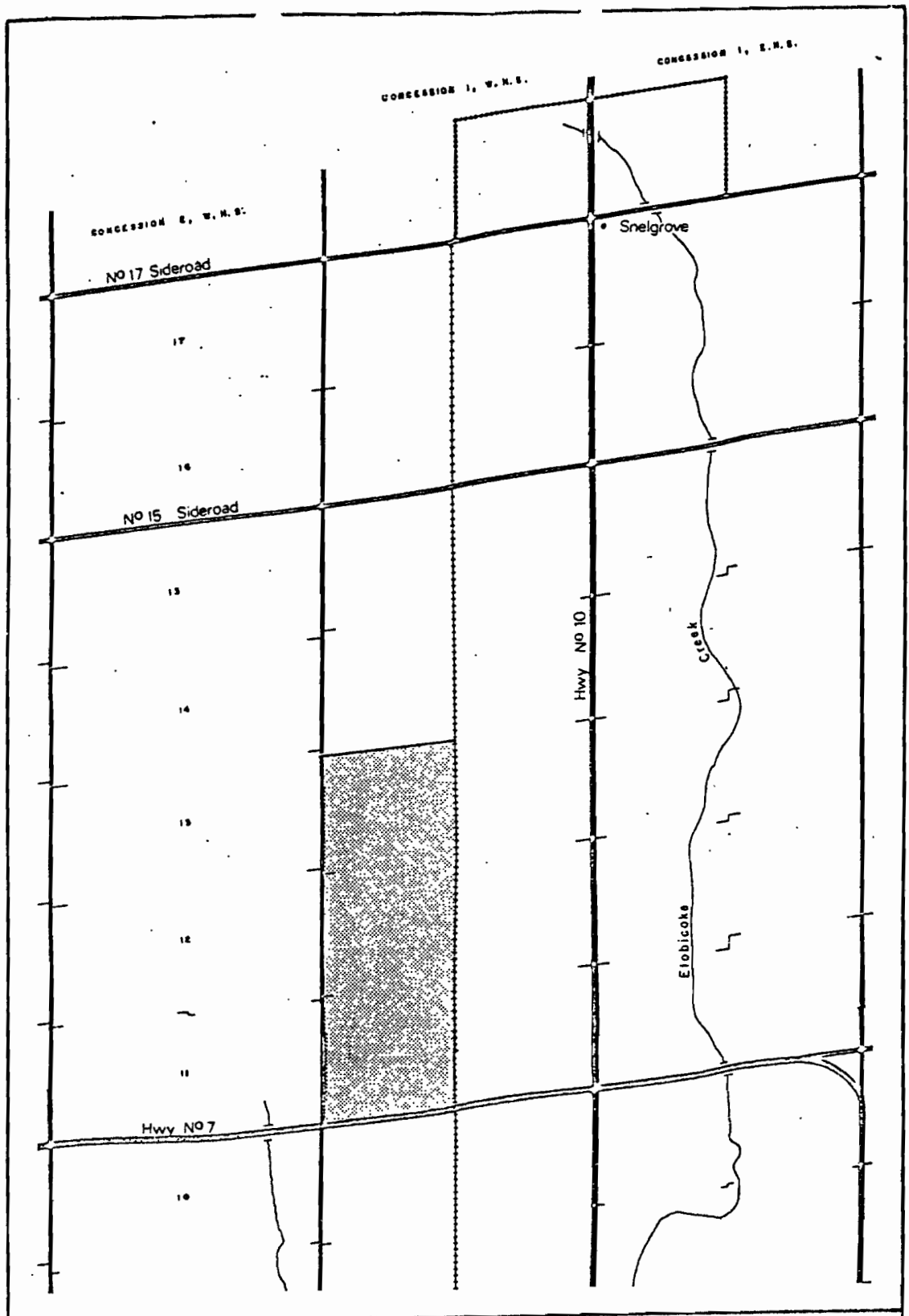
the necessary documents for consideration by Planning Committee prior to the holding of a public meeting.

PH/ds



P. Hungerford  
Planner

c:c A.K. Macdonald

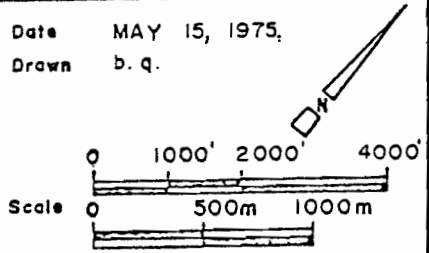


Legend  AREA OF APPLICATION

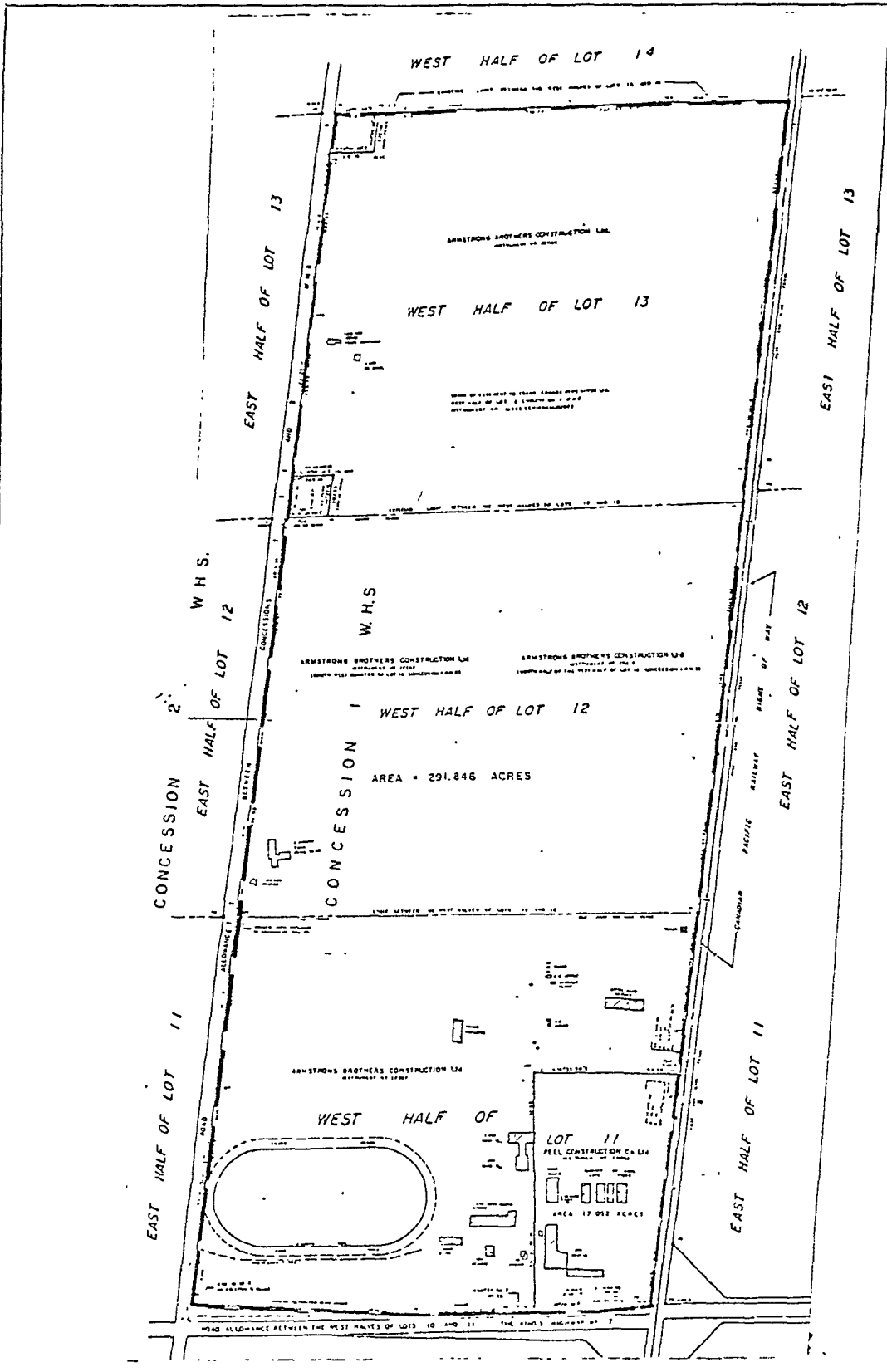
Date MAY 15, 1975.  
 Drawn b. q.

LOCATION PLAN

Application  
 ARMBRO MATERIALS &  
 CONSTRUCTION LTD.  
 CIW11.3



CITY OF BRAMPTON PLANNING DEPARTMENT



LEGEND

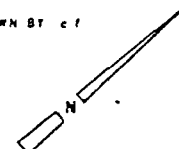
 BOUNDARY OF APPLICATION

APPLICATION

ARMBRO MATERIALS &  
CONSTRUCTION LIMITED  
CIW11-3

DATE APRIL 4, 1975

DWN BY c f



SCALE 1" = 600'

December 11, 1975

TO: The Planning Committee - City of Brampton  
FROM: Tempson Holdings Ltd.  
RE: Armbro - re-zoning application

1/10/1/3

Dear Members:

We wish to remind you that one of the early applications for re-zoning that came before the present Brampton Planning Committee was an industrial subdivision from Tempson Holdings. In fact it was approved March 28, 1972 by the former Chinguacousy Planning Board, but along with Amendment #52 it was never given final approval by the Province. Last year the Planning Committee and staff recommended that our application be held until a more comprehensive plan was submitted on those lands immediately west of the railway right of way between 15th side road and #7 Hwy. We hope that time has come.

It is very important to us that you consider including into the amendment the two hundred acres immediately to the north of Armbro. For the sake of comprehensive planning, particularly of internal road patterns, it seems essential to consider how this development will link with the 15th side road so that all the traffic is not funnelled southward onto #7 Hwy.

Tempson Holdings Ltd. supports the application of Armbro to re-zone their 300 acres to industrial, and we request that you include in this amendment, the lands immediately north to the 15th side road.

Thank you for considering this matter.

Respectfully,



Peter Robertson  
President

RECEIVED  
12/11/75  
PLANNING DEPT.

Dec 10/75

Dear Sir:

I'm writing this letter out of deep concern for the value of our house and property situated on the First Line West Lot 12 within about 75 ft. of Armstrong property.

My husband Mr. Donald Philip and Mrs. Alice Philip are very opposed to Arambo Materials and Construction Limited to rezone 308' across to industrial zoning.

The value of our property will drop. The noise of any industry will be noisy and definitely unsightly and also unpleasant to others from most industries.

We have lived here for years and we felt quite safe from any thought of industrial land being developed across the road from us up until this time. The decision is our right to oppose this and we will fight for the value of our house and property.

RECEIVED

Mr. Mrs. Donald Philip  
RR #2 Brompton Ont.

16/11/75

PLANNING DEPT.

843-2945

December 15, 1975.

Mr. L.W.H. Laine,  
Planning Director,  
City of Brampton,  
24 Queen Street E.,  
Brampton, Ontario.

Gentlemen:

Re: Application to Amend the Official Plan and Restricted  
Area Bylaw.  
Part of Lots 11, 12, and 13, Conc. 1. W.H.S.  
(former Township of Chinguacousy)  
Armbro Materials and Construction Ltd.  
Your file C1W11.3

We the residents of the 1st Line West oppose the above mentioned application for the following reasons:

1. We don't believe that there should be an industrial area among residences.
2. Truck and automobile traffic on the 1st line west would be increased.
3. There would be an increase in air, soil and water pollution (many shallow wells).
4. The resale value of our homes would decrease.
5. Concern for our children re pollution, traffic, and proximity to an industrial area.
6. We are concerned with environmental and aesthetic impact to our residential rural life.

Therefore we recommend that the Planning Committee take into consideration the following:

1. The recommendations in the memo to L.W.H. Laine from P. Humberford, Planner, City of Brampton, dated April 3, 1975, regarding the said application.

PLANNING DEPT  
CITY OF BRAMPTON  
RECEIVED





FOUR SEASONS HOTELS LIMITED  
1100 Eglinton Avenue East  
Toronto Ontario Canada  
M3C 1H8  
Telephone (416) 449-1750 Telex 06-966669

Frederick Eisen VICE PRESIDENT REAL ESTATE

December 15 1975

Chairman,  
Planning Committee,  
CITY OF BRAMPTON.

DELIVERED

Dear Sir,

re: Armstrong Official Plan Amendment  
Proposed Use - Industrial  
Protyle Corporation Inc.

We are the owners of Lot 10, Conc.II, E.H.S., City of Brampton. As such, we were represented at a recent public meeting held at the Brampton Municipal Office when this application was discussed.

At that meeting, very little information was available to support the industrial land use proposed, certainly there was not sufficient material to assess the effects of the proposal on the adjacent area.

Specifically, we are concerned:

- a) That no overall planning and land use study of the area was undertaken. (We are aware of the recent economic study, but do not consider it sufficient to meet these circumstances.)
- b) That this proposal appears, from the information available, to be a spot application of land use, a method that is not usually used by the City and one which is not acceptable to the Minister of Housing or the Municipal Board.
- c) That no provision has been made in the proposal to deal with the increase in traffic in the area if this land use is approved.
- d) That no indication was given if or when these lands would be used for industrial should the land use be approved.

In view of the foregoing, the objections filed at the public meeting and other requests made for land use changes in the immediate vicinity, we respectfully urge the Planning Committee and Council to follow their usual course of action when dealing with matters of this type, to establish a

7Cont'd ...

12543 DEPT.  
Dec. 15/75  
4790  
PL3.72-75

Page Two

Chairman,  
Planning Committee

"study area", including our lands, undertake a comprehensive planning study of that area and from this information, produce an amendment to the official plan.

We are aware of your difficulties in regard to cost of this work, and would therefore advise that we are prepared to pay our share of costs, on a prorated basis, and we are sure other land owners in the "study area" will be willing to do the same.

Yours truly,

PROTYLE CORPORATION INC.

per:

c.c. Mr. J.E. Archdekin  
Mayor, City of Brampton

Mr. S. Levy

FOUR SEASONS HOTELS LIMITED

1100 Eglinton Avenue East  
Toronto Ontario Canada  
M3C 1H8  
Telephone (416) 449-1750 Telex 06-966669

Frederick Eisen VICE PRESIDENT REAL ESTATE

December 15 1975

Chairman,  
Planning Committee,  
CITY OF BRAMPTON.

DELIVERED

Dear Sir,

re: Armstrong Official Plan Amendment  
Proposed Use - Industrial  
Brampton 11-2 Limited

We are the owners of Lot 11, Conc.2, W.H.S., City of Brampton. As such, we were represented at a recent public meeting held at the Brampton Municipal Offices when this application was discussed.

At that meeting, very little information was available to support the industrial land use proposed, certainly there was not sufficient material to assess the effects of the proposal on the adjacent lands.

Specifically, we are concerned:

- a) That no overall planning and land use study of the area was undertaken. (We are aware of the recent economic study but do not consider it sufficient to meet these circumstances.)
- b) That this proposal appears, from the information available, to be a spot application of land use, a method that is not usually used by the City, and one which is not acceptable to the Minister of Housing or the Municipal Board.
- c) That no provision has been made in the proposal to deal with the increase in traffic in the area if this land use is approved.
- d) That no indication was given if or when these lands would be used for industrial should the land use be approved.

In view of the foregoing, the objections filed at the public meeting and other request made for land use changes in the immediate vicinity, we respectfully urge the Planning Committee and Council to follow their usual course of action when dealing with matters of this type, to establish a

/Cont' ...

REC'D  
DATE: Dec 15 1975  
REG. NO. 4789  
FILE NO. PL3-12-75  
CLERKS DEPT

Page Two

Chairman  
Planning Committee

"study area", including our lands, undertake a comprehensive planning study of that area and from this information, produce an amendment to the official plan.

We are aware of your difficulties in regard to cost of this work, and would therefore advise that we are prepared to pay our share of costs, on a prorated basis, and we are sure other land owners in the "study area" will be willing to do the same.

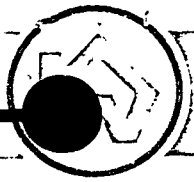
Yours truly,

BRAMPTON 11-2 LIMITED

per: \_\_\_\_\_

c.c. Mr. J.E. Archdekin,  
Mayor, City of Brampton

Mr. S. Levy



Whitehouse

Land and Investments

realty ltd.

533 Eglinton Ave. W., Toronto, Ont. M5N 1B1 • Tel.: 487-2161 - 781-5036

January 28th, 1976

Mr. Len Laine Planning Director  
City of Brampton  
# 24 Queen St. E.  
Brampton, Ontario

Dear Mr. Laine

Re: Armboro Developments, Lot # 11, Conc. # 1 W.H.S.

This area West of the C.P.R. railroad is in the natural drainage area of the Fletcher Creek, and the services for this industrial section should be constructed that way, instead of pumping over on a long term basis, which is unsatisfactory from a common sense or an ecological standpoint.

It is in the best interest of the City of Brampton that all development eastward as far as the seventh Concession not all drain into the Etobicoke system, but wherever an alternative exists - as it exist in the Fletcher drainage area - to use the alternative to relieve the one and only main trunk.

The need for the Fletcher system is brought home time and again, and it should be given urgency by htis application.

Recognizing that the City urgently needs more serviced industrial lands for the benefit that a broader taxation base brings to all of us, and further that only the Etobicoke sewer system is in existence, may I suggest the following:

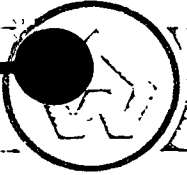
That Armboro be dealt with favourably and building permits be approved using the present sewer system only until the Fletcher sewer system is approved, designed and tendered.

The Fletcher Creek sewer system be given a priority status, and be designed as soon as possible, to service all the areas West of the C.P.R. line, as far North as the 17th, Side Road.

However the storm runoff be designed as of now into the Fletcher Creek, through easenments available from the owners along the alignment of the Creek.

To rezone now the area from the First Line W. to the Second line W. for industrial or other compatible uses, to insure proper long range planning, in the watershed of the Fletcher Creek.

RECEIVED



Whitehouse

Land and Investments

realty ltd.

533 Eglinton Ave. W., Toronto, Ont. M5N 1B1 • Tel.: 487-2161 - 781-5036

Page # 2

I am hereby offering all easement necessary through my lands, at no cost to the City.

Sincerely yours,

RACHTEL DEVELOPMENTS, LIMITED

Per: James R. Phillips

(C1W11.3)

# DI BLASIO BROTHERS CONSTRUCTION LIMITED

TELEPHONE 277-2553

Owner Part lot 13, Conc. 2, W.H.S. City of Brampton

~~456 DUNBAR RD~~

MISSISSAUGA, ONTARIO  
469 Hensall Circle,  
Unit #5

January 30, 1976

Mr. Len Laine,  
Planning Director,  
City of Brampton,  
24 Queen St. E.,  
Brampton, Ontario

Dear Mr. Laine;

Re; Armboro Developments, Lot #11,  
Conc. 1, W.H.S. City of Brampton

This area west of the C.P.R. railroad is in the natural drainage area of the Fletcher Creek, and the services for this industrial section should be constructed that way, instead of pumping over on a long term basis, which is unsatisfactory from a common sense or an ecological standpoint.

It is in the best interest of the City of Brampton that all development eastward as far as the seventh concession not all drain into the Etobicoke system, but wherever an alternative exists, as it exists in the Fletcher drainage area, to use the alternative to relieve the one and only main trunk.

The need for the Fletcher system is brought home time and again and it should be given urgency by this application.

Recognizing that the City urgently needs more serviced industrial lands for the benefit that a broader taxation base brings to all of us, and further that only the Etobicoke sewer system is in existence, may I suggest the following:

That Armboro be dealt with favourably and building permits be approved using the present sewer system only until the Fletcher sewer system is approved, designed and tendered.

The Fletcher Creek sewer system be given a priority status, and be designed as soon as possible, to service all the areas west of the C.P.R. line, as far north as the 17th Side Road.

However the storm runoff be designed as of now into the Fletcher Creek, through easements available from the owners along the alignment of the Creek.

To rezone now the area from the First Line W. to the Second Line W. for industrial or other compatible uses, to insure proper long range planning, in the watershed of the Fletcher Creek.

I am hereby offering all easement necessary through my lands, at no cost to the City of Brampton.

Sincerely yours,

*M. D. Blasio*

FIDELITY AND SECURITY OF DI BLASIO

RECEIVED

1976 4 07

PLANNING DEPT





# ROWNTREE FARMS LIMITED



R. R. 2, BRAMPTON, ONTARIO

Telephone 416-843-1128

February 6, 1975

Mr. Len Laine,  
Planning Director,  
City of Brampton,  
24 Queen St. E.,  
Brampton, Ontario.

Dear Mr. Laine:     Re: Armboro Developments, Lot 11, Conc. 1 W.H.S.

With regards to the above proposed development, we at Rowntree Farms Limited feel that such a plan be dealt with favourably by the City of Brampton.

However, subsequent to such plan, we feel that should the City of Brampton be desirous of industrial and/or commercial expansion north along the present C.P.R. railway line, that it is only natural that development also be allowed to flow west, and north, to incorporate the natural drainage system provided by the Fletcher Creek.

We believe that the incorporation of additional serviced land into the City of Brampton would be of benefit to all citizens with the broadening of the taxation base, also, the introduction of a sewage system along the Fletcher Creek would relieve the Etobicoke system, since at present it is the only trunk line in existence.

As regards our farming and embryo transfer operations, it is our desire to expand our present system to 400 or 500 head of cattle. However, due to developments south of us (Hwy. #7, and now east Armboro) we foresee problems from such a move arising out of the fact that we will be an isolated agricultural entity surrounded by industrial/and/or commercial properties, thus leading to complaints of environmentalists.

Therefore our intentions are, that should we expand, such an expansion be done in a more rural area.

In summary, we feel that the City of Brampton should encourage development north and west of the C.P.R. railway line, and that a sewage system be designed to incorporate the Fletcher Creek, and the area from First Line West to Second Line West be rezoned for industrial or other compatible uses, thus insuring a proper long range plan for the drainage area of Fletcher Creek.

The above recommendations are respectfully submitted that you may be aware of our thoughts concerning developments in this area.


RECEIVED

FEB 10 1975

PLANNING DEPT

Yours truly,  
ROWNTREE FARMS LIMITED

*Tom Rowntree*  
Tom Rowntree



*Where Production is Essential*

cc: Mayor J.E. Archdekin

HOLMESTED, SUTTON, HILL, CAMPBELL & MACDONALD  
BARRISTERS & SOLICITORS

7 KING STREET EAST  
TORONTO, CANADA  
M5C 1A2

364-9317, AREA CODE 416  
CABLE ADDRESS "HOSTED"

G. EDWARD HILL, O.C.  
D. L. CAMPBELL, O.C.  
A. R. MACDONALD, O.C.  
DAVID E. HILL, O.C.  
L. W. SCOTT  
J. A. BAIRD  
K. D. MURRAY

March 11, 1976.

Mr. L.W.H. Laine,  
Planning Director,  
City of Brampton Offices,  
24 Queen Street East,  
Brampton, Ontario.  
L6V 1A4

Dear Sir:

RE: Your file 12.2  
Industrial Special Study Area  
Lots 11-15, Con. 1, W.H.S.

---

We are solicitors for Oseco Limited, owners of the south half of the east half of Lot 16, Concession 1, W.H.S., and as such comment on the study of P. Hungerford dated February 9, 1976.

The text of the study refers to the land to the north of the study area as agricultural, and as a consequence suggests restrictive Industrial-Special designation for the land all across the south side of No. 15 Sideroad.

The east half of Lot 16 is now actually zoned Industrial, the 500 feet next to Highway 10 being Industrial Select M1 and all the remainder being Industrial General M2. Our client's existing non-agricultural use is as a seed cleaning plant (not simply seed supply as indicated in the study), which would be an Industrial General use.

We submit that all that part of Lot 16 which is presently zoned Industrial General is most appropriately zoned as it is now, for the following reasons:

- (i) it is interior from the major highway;
- (ii) it is adjacent to the railway;
- (iii) railway spurs can be made available to the whole area;
- (iv) the south portion is not abutted by any residentially or agriculturally zoned lands;
- (v) the south portion has all the characteristics contemplated by paragraph 6.2 of the study.

We also submit that, having regard to the fact the Industrial Zoning now extends somewhat north of the area specifically referred to in the study, the study area should be correspondingly extended northward to include this.

We would appreciate having your response to these comments. If you wish any further or other information we would be pleased to provide it.

Yours very truly,  
HOLMESTED, SUTTON, HILL, CAMPBELL & MacDONALD

  
Linton W. Scott

LWS/mmh

HOLMESTED, SUTTON, HILL, CAMPBELL & MACDONALD  
BARRISTERS & SOLICITORS

7 KING STREET EAST  
TORONTO, CANADA  
M5C 1A2

364-9317, AREA CODE 416  
CABLE ADDRESS "HOSTED"

G. EDWARD HILL, O.C.  
D. L. CAMPBELL, O.C.  
A. R. MACDONALD, O.C.  
DAVID E. HILL O.C.  
L. W. SCOTT  
J. A. BAIRD  
K. D. MURRAY

March 12, 1976.

Mr. L.W.H. Laine,  
Planning Director,  
City of Brampton Offices,  
24 Queen Street East,  
Brampton, Ontario.  
L6V 1A4.

Dear Sir:

RE: Your file 12.2  
Industrial Special Study Area  
Lots 11-15, Con. 1 W.H.S.

---

As indicated in our letter of March 11, we are solicitors for Oseco Limited, which owns the south half of the east half of Lot 16, Concession 1 W.H.S. and is therefore affected by your industrial study referred to above, and the report of P. Hungerford dated February 9, 1976.

In addition to the comments made in our March 11 letter we have the following further comments.

The study area referred to in the report extends northward only as far as No. 15 Sideroad. The existing industrial zoning extends somewhat further north, and the study, to be integral for the area, should also include the industrially-zoned lands adjacent to the north of No. 15 Sideroad.

The water and sewer facilities referred to in paragraph 6.4 of the report, particularly the extension to the Etobicoke Creek sanitary sewer, should be planned in the light of all the industrial acreage in the area.

The industrial acreages referred to in paragraph 6.4 appear on the surface not to be accurate, even for the study area as originally defined.

We would be very much obliged if you would keep us, and Oseco Limited at P.O. Box 219, Brampton, L6V 2L2, informed of all developments in the planning for this area.

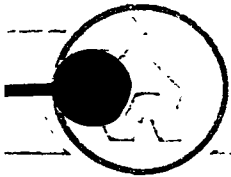
Yours very truly,

HOLMESTED, SUTTON, HILL, CAMPBELL & MacDONALD

  
Linton W. Scott

LWS/mmh

Copies: His Worship Mayor James Archdekin  
Mr. Kenneth Richardson, Clerk  
(with copies of March 11 comments)



Whitehouse

Land and Investments

realty ltd.

533 Eglinton Ave. W., Toronto, Ont. M5N 1B1 • Tel.: 487-2161 - 781-5036

March 15th, 1976

12.2

Mr. Peter Hungerford  
Planner  
Office of the Planning Director  
City of Brampton  
# 24 Queen St. E.  
L6V 1A4

Dear Mr. Hungerford

Your letter makes the point clearly that the study area - at present- is confined to the First Line W, however I feel that the fact that most of the study area drains to the West & S/W should be a major point in the study. While there is reference to the fact that there are two drainage basins within the study area, there is no detail provided to the extent of hte split in hte natural drainage.

May I point out that only 20% of the whole study area falls naturally into the Etobicoke basin while four fifth falls West & S/W into the Fletcher Creek basin.

Therefore it is vital to point out now that the next Concession to the West is an integral part of the task we are adressing ourselves to, and should be considered now along with the subject study area.

The study prepared by you recognized this to some extent, by providing an open space zoning on the West side of the First Line W. The result of that would be that owners on the West side will provide or be obliged to provide open space so the development of the East side could go ahead.

Or is there a suggestion here that all the owners of the present study area together and jointly bear the cost of providing open space for themselves.

But more properly, we should provide for the zoning and servicing of hte Second ~~KIXX~~ Concession W., where the Fletcher Creek stretches along the whole of the area to be developed.

Chopping away the West half of the drainage basin is no solution to the study area on a permanent basis.

Therefore it is imperative that on the land-use study and the zoning level we do all we can to encourage the design and building of the Fletcher Creek system:

The First Step should therefore be to broaden the study area to the Second Line W. Certainly we must point that out - now -.

Perhaps the open space planned on the West side of the First Line W., would take on a more balanced look, since then we would be talking of a comprehensive area planning.

It is my humble opinion that the city of Brampton as a whole would benefit if we plan the width of the watershed instead of just a part of it.

Trusting that you take my points as both an owner in the area and as a citizen who cares about how things are made to work,

Sincerely yours,

Charles W. H. H. H.

102



# ROWNTREE FARMS LIMITED

---

R. R. 2, BRAMPTON, ONTARIO

Telephone 416-843-1128



March, 19, 1976

Mr. Peter Hungerford, Planner  
Office of the Planning Director  
24 Queen Street E.  
Brampton, Ont.

Re: Industrial Special Study Area #12..2

Dear Mr. Hungerford;


We at Rowntree Farms Limited and Mr. Louis Whitehouse are quite interested in any actions taken with regard to the above proposed study. While we do not oppose any development plans, we cannot be disassociated from the area under study—even tho the reference of your study is limited to Lots # 11-15 Con. 1 W.H.S. We on the west side of the 1st Line W. are made to give up a large regional park area, shown on your map # 3, and also have to take the surface runoff of oils and chemicals plus asphalt plants that are being contemplated for the E/S of the 1st Line W.

Without reference to the future use of the lands on the West side of the 1st Line W., which cannot stay agricultural due to the neighbouring developments, the study area is incomplete. Perhaps it should be pointed out that the lands in the area between 1st and 2nd Lines W. are part and parcel of the problems facing the study area, and therefore inseperable from it, if a proper planning is to be done of that particular watershed.


Even if a storm sewer is built under McLaughlin Rd. and provides lots of catchbasins along the length of the road, it would trap only half the chemical and liquid runoff from west of the C.P.R. rail line, to the edge of McLaughlin Rd. ( 500 acres ), and would leave the larger half of the watershed circumvented from proper usage.

While the drainage runoff is a major concern, there is also the question of traffic flows and patterns, both from the area to the south of Hwy. #7 and the area now developing in the Heart Lake development.

It is our suggestion that the study area be broadened to include the lands west to the 2nd Line W., norhtward to at least the main collector road running E-W, leading to the Heart Lake developments shopping centre, or safer yet, all the way to the 15th Sideroad. This then would be a more realistic and



*Where Production is Essential*





-- continuation

more futuristic approach to any development in this area and would compliment your present short term plan whereby half of the present natural watershed would be severed from its natural position, due to the limitations of your present reference.

Hoping that you are cognizant of the essence of our argument, we remain:

Sincerely yours

Rowntree Farms Limited, per;

Tom Rowntree

Louis Whitehouse,

Louis Whitehouse

cc; James Archdekin  
Aldo Ferri  
Fred Dalzell

Paul Theil Associates Limited  
Consulting Engineers

I2.2  
PAUL E. THEIL P. ENG.  
DAVID G. DODWELL C. E. T.  
PATRICK R. FALBY P. ENG.  
RICHARD J. STOLTZ P. ENG.

May 3rd, 1976.

City of Brampton,  
Planning Department,  
24 Queen Street, East,  
BRAMPTON, Ontario.

ATTENTION: Mr. Peter Hungerford,  
Planner

RE: INDUSTRIAL SPECIAL STUDY AREA LOTS  
11-15 CONC. I WHS

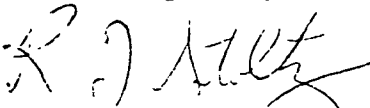
Dear Sir:

Further to our meeting last week, we were commissioned by our Client, Armbro Holdings Limited, to write a short brief outlining the new concepts for storm water management.

The concepts have been discussed with Armbro, and they have instructed us to forward you a copy for your review.

Hopefully at our meeting on Thursday we can reach agreement as to the content of the text related to storm water management required for the Official Plan Amendment.

Yours very truly,



R.J. STOLTZ, P. ENG.,  
SENIOR ASSOCIATE,  
PAUL THEIL ASSOCIATES LIMITED.

RJS:mc  
Enclosure  
7601

c.c. Mr. J. Maudsly  
Mr. D. Williams

NEW CONCEPTS FOR STORM WATER MANAGEMENT

1.0 INTRODUCTION

Present practices and standards governing design of urban storm drainage systems follows basic parameters that were set at the turn of the century. For the most part, they have remained unquestioned since that time. General practice in most of Canada conforms to standards which upon closer examination would appear to fall short of our present day expectations for such systems.

2.0 PRESENT PHILOSOPHY

The present philosophy in most Canadian Municipalities stress the importance of collecting as much of the storm water as fast as possible for discharge through the sewer system to our streams and lakes. Many have the opinion that the optimum system is one where roof water leaders are connected directly to storm sewers and where catch basins are spaced relatively close together, not only to serve the streets and parking areas, but also to serve runoff from parks and rear lots. The weaknesses of this method can be summarized as follows:

2.0 PRESENT PHILOSOPHY (Cont'd)

- (a) High Peak flows in storm sewers and streams, requiring larger facilities at higher cost.
- (b) Lowering of water table, with a detrimental effect on existing vegetation.
- (c) Reduction in base flows in receiving streams affecting aquatic life.
- (d) High discharge velocities resulting in erosion of streams and sedimentation in lakes.
- (e) Increased pollution of receiving streams and lakes due to industrial fallout on roofs, fertilizers from lawns and debris from streets and paved areas.
- (f) Increased danger of damage due to flooding both locally (basements) and on a regional basis (Grand River, May 1974).

In areas of extensive urban development, these problems are becoming readily noticeable. A recent example of this concern, is the resolution by the Council of the City of Mississauga in August 1975 permitting no further development within the City, unless the rate of runoff from such developments can be limited to the rate existing prior to development. This would appear to be a very high standard to meet, but the experience gained from existing developments where this criteria has been followed indicate that such requirement can be reasonably met, in many instances at great cost savings as well.

3.0 NEW CONCEPTS FOR STORM DRAINAGE

Several new concepts of storm water drainage have developed in recent years, particularly in the United States, but very few have been adopted in Canada as yet. Following is a brief description of concepts which have proven extremely successful:

3.1 MINOR AND MAJOR DRAINAGE SYSTEM

Although seldom recognized, urban areas always have separate and distinct storm drainage systems namely,

(a) THE MINOR SYSTEM

The minor system (or convenience system) consists of carefully designed closed and opened conduits and their appurtenances, with capacity to handle runoff from a storm expected to occur once within a one to five year period and in a way which would cause relatively minor public inconvenience. The criteria for this system is as follows:

- (i) Level of Service. One or two year design curve for normal residential areas, increasing to five years for commercial districts.
- (ii) Design may permit surcharging to road surfaces permitting the hydraulic gradient to follow roadways.
- (iii) No connections other than to catch basins and inlet structures.

3.1 MINOR AND MAJOR DRAINAGE SYSTEM (Cont'd)

(a) THE MINOR SYSTEM (Cont'd)

(iv) Foundation drains must not be connected by gravity to this system.

(v) Downspouts should preferably be discharged to the ground utilizing precast concrete splash pads.

(b) THE MAJOR SYSTEM

The major system is the route followed by run-off waters when the minor system is inoperable or inadequate. It is rarely designed deliberately and as a result often leads to flooding causing severe damage. It is economically unfeasible to enlarge the minor system to obviate the need for the major system. By careful attention from the initial planning stage a major system can usually be incorporated at no additional cost. The criteria for this system is as follows:

(i) Level of protection. From 25 to 100 year storm frequency.

(ii) Continuous road grades or overflow easements to open watercourses.

(iii) No damage may be caused to private structures due to flooding.

(iv) Surface flows on streets to be kept within reasonable limits.

#### 4.0 METHODS TO REDUCE STORM WATER RUN-OFF

In the interest of minimizing the adverse effects of increased storm water run-off due to urbanization, various methods should be considered in the design. The following brief description outlines some methods that have proven effective:

##### 4.1 SURFACE INFILTRATION

One method of reducing runoff is to make maximum use of the pervious surfaces in lawns, green belts and parklands. By discharging roof water onto lawns, a large percentage of the roof run-off may be absorbed into the soil. In fact, in such cases, the designer should use the same run-off factors for roofs as for sodded areas. This will generally mean a reduction in run-off of about 70% for the roof area. To prevent the discharge from the downspouts to reach the foundation drains, it is very important that concrete splash pads be placed below the downspouts, to prevent erosion and to permit water to flow freely away from the foundation wall.

The downspouts should wherever possible be located at the rear of the houses not only to avoid problems as a result of icing of driveways but also to permit the run-off to reach the larger grassed areas. This will also increase the time of concentration resulting in some further reduction in run-off. Additional infiltration and delay in run-off can often be achieved by means of contour grading.

#### 4.2 POROUS PAVEMENTS

Use of interlocking paving stones for parking areas, sidewalks, and driveways will permit infiltration between the stones into the soil. Other porous materials such as clear cut stone, clay brick chips and cinders have successfully replaced impervious surfaces for use in driveways, medians and boulevards.

#### 4.3 SUB-SURFACE DISPOSAL

Recharging storm water back into the ground close to the point of rainfall is one of the more beneficial ways to dispense storm water run-off. This is particularly adaptable to pervious soils, where in some instances the total run-off can be discharged without the need for extensive storm sewers or drainage channels. The rate of percolation varies with the type of soil; sand and gravel, weathered igneous rock and fractured sedimentary rock having a very high percolation rate and clay and silt having the lowest.

In addition to the type of soil, the ground water level is also a significant factor influencing the percolation rate. In an area with flat contours and a high water table or an area that has a perched water table close to the ground surface, the percolation may be low. Highly pervious material on the surface may be underlaid by an impervious layer that limits the total percolation. In other areas this condition may be reversed. In such case the possibility of piercing the impervious layer to permit the storm water run-off to be percolated into the lower material should be investigated. A percolation trench usually will consist of a perforated storm sewer surrounded by a filter material consisting of clear cut stone with a high void ratio.



In order to prevent these voids to be filled by fines from the surrounding soil, an interface material may be required. Polyethylene film and non-woven drainage filter cloth have been used successfully. Where the pervious material is at a substantial lower level, vertical shafts can be installed.

#### 4.4 STORM WATER RETENTION

Retention is the permanent storage in ponds or lakes with an established permanent water level. Such retention ponds planned as an intricate part of the storm water system can be used as year-round recreation facility, including sailing, canoeing, swimming, fishing and ice skating. If a golf course is part of the development the retention basin can be used as water hazards. Trapped storm water might be reused for such purposes as lawn watering and irrigation. A retention basin will act as a "cushion" which will have the effect of decreasing the peak run-off, removal of sediments and treatment of pollutants before discharge to streams and lakes.

#### 4.5 STORM WATER DETENTION

Of the various concepts developed for the control of storm water, few have proven as valuable as a properly designed detention facility which will provide storage of storm water run-off with subsequent slow release of the water to a storm sewer, open watercourse or ground water percolation. Detention can be incorporated with retention by providing storage capability above the permanent water level. Other forms of detention can be created within parks and green belts, tennis courts and parking areas. A very economical and efficient way of obtaining detention is through the use of control drains on flat roofs for industrial, commercial and institutional buildings.

5.0

IMPROVEMENTS TO WATER QUALITY

Storm run-off from urban areas is a major cause of water pollution. The concepts used for detention and reduction of storm water run-off not only regulates the amounts and rate of run-off of the storm factor, but also is an important factor in reducing water pollution.

Sedimentation basins, underground recharge systems and detention facilities all have some treatment capabilities. Run-off from roofs directed over grassed surfaces rather than being piped directly to a storm sewer will receive some reduction in pollution through its travel overland or through percolation into the soil. Perforated storm sewers with a properly designed filter material, will permit initial run-off, which contains most of the pollutants, to be temporarily stored in the underground system for gradual percolation into the soil. The voids in the stones of the filter will permit treatment of pollutants somewhat similar to the action of a septic tile bed.

6.0

CONCLUSIONS

It is now recognized that the past practice of accelerating storm water run-off to storm sewers, streams and lakes as fast as possible is harmful to our environment and often adds unnecessarily to the cost of urbanization. New concepts which have been developed and successfully used in some localities, will result in:

- (i) decrease in peak run-offs, minimizing the effect of erosion of streams and sedimentation in lakes and often reducing capital costs considerably.
- (ii) recharge of rainwater to the soil approaching the condition prior to development without major disturbance to existing vegetation.
- (iii) increase in flood protection even for major storms.
- (iv) maintenance of base flows in streams, preventing damage to aquatic life.

# ROWNTREE FARMS LIMITED

R. R. 2, BRAMPTON, ONTARIO L6V 1A1

Telephone 416-843-1128

June 14, 1976

Mr. L.W.H. Laine,  
Planning Director,  
City of Brampton,  
24 Queen St. East,  
Brampton, Ontario. L6V 1A4

Dear Sir:

With reference to the Industrial Special Study Area, Lots 11-15, Con.1 W.H.S., we are quite concerned with the Special Policy Area as outlined on Plate No. 3. This map shows a line running down both sides of McLaughlin Road to a depth of approximately 500 feet from Lots 11-15.

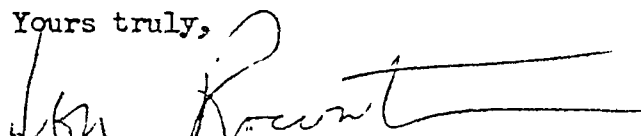
It is our feeling that since the lands on the west side of McLaughlin Road, (East half con.2,W.H.S.) are not included in the present Study Area, that any delineation of lands to be set aside for special uses should not include these lands.

If our land is not included in the above Study Area, then any Special Policy Use Lands should be extracted solely from the Proposed Study Area.

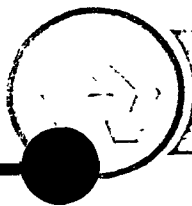
We as farmers are quite concerned as to the effect that the proposed development of the Armbro property will have on our farming operation. In our letter of February 6, 1976 to you regarding the Armbro Development we are not opposed to their future development. It would be our intention if we were to increase our cattle operation to re-locate in a more rural area as the increasing hazards that we would be incurring in our farming operation could be very dangerous to our cattle herd health and ourselves. i.e. - chemical runoff into our cattle water streams, other forms of pollution and increased traffic on the surrounding roads would be hazardous in moving our large farming equipment to nearby fields to harvest crops. Therefore, if the Armbro Development and/or Industrial Special Study Area is accepted, we would ask that our property also be included in the plan.

However, until such time as this is possible we ask that the delineation of lands on the west side of McLaughlin Road referred to as the Special Policy Area be taken off this present proposal.

Yours truly,

  
Don D. Rowntree

DDR:mr  
cc:Mayor Archdekin



Whitehouse

Land and Investments

realty ltd.

533 Eglinton Ave. W., Toronto, Ont. M5N 1B1 • Tel.: 487-2161 - 781-5036

June 10th, 1976

Mr. W. H. Laine  
Planning Director  
City of Brampton  
# 24 Queen St. E.  
Brampton, L6V 1A4

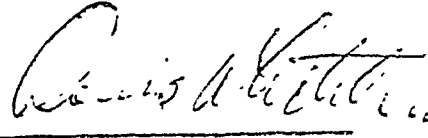
Dear Mr. Lane

Re: Industrial Special Study Area # 12.2

It is in the interest of all concerned to deal with a given drainage area in whole and not in part. In this case we are dealing with the Fletcher Creek drainage system, however your study area only covers the eastern portions thereof, and leaves the Second Concession W, or the west half of the drainage area to suffer all the drawbacks without looking into solutions which is necessary when facing the problems that are being brought on by Armboro on the E/S of McLaughlin Rd.

I am aware that the Planning Board's referenece from Planning Comitee only goes to the First Line W., however it should be pointed out to the Comittee, that the West half of this drainage area is on the West Side of McLaughlin Rd. All problems faced by this area is on both sides of that road, and cannot be cut of by an artifical line.

There are many reasons why this whole drainage area should be considered as one.

Respectfully yours,  


JARVIS, BLOTT, FEJÉR, PEPINO

Barristers, Solicitors

R. E. Jarvis  
A. S. Blott  
B. W. Fejér  
B. B. Papazian  
N. J. Pepino

Telephone (416) 484-1771

Suite 400  
Canada Square  
2200 Yonge Street  
Toronto, Ontario  
M4S 2C6

Please refer to file no. 3-1072

June 11th, 1976.

DELIVERED

Chairman of the Planning Committee,  
City of Brampton,  
24 Queen Street East,  
Brampton, Ontario.

Dear Sir:

Re: Proposed Armstrong Brothers Official  
Plan Amendment Presentation to Planning  
Committee, Scheduled for June 14, 1976

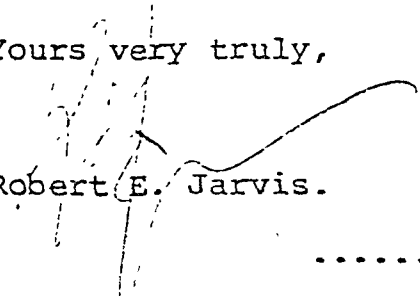
We are solicitors acting on behalf of Brampton 11-2 Limited, Rowntree Farms Limited, Whitehouse & Associates, and Mr. Alex H. McKinney, all owners of property located to the west of the property owned by Armstrong Brothers Limited.

We understand that Planning Committee is to hear a presentation with respect to Armstrong Brothers Limited's proposal at its meeting scheduled for Monday, June 14th, 1976. We further understand that the Planning Staff Report in this matter will not be made available until the night of the meeting. Under these circumstances, we do not feel that we can make a formal presentation at this time.

However, we wish to advise the Planning Committee that we would like to reserve to ourselves the right to make a formal submission on behalf of Brampton 11-2 Limited, Rowntree Farms Limited, Whitehouse & Associates, and Mr. Alex H. McKinney, once we have had an opportunity to examine the Staff Reports and consider the Committee's position with respect to these reports following your meeting of June 14, 1976.

Thank you for your attention to this matter.

Yours very truly,

  
Robert E. Jarvis.

REJ:ja

.....2

JARVIS, BLOTT, FEJÉR, PEPINO

Chairman of the  
Planning Committee  
City of Brampton.

- 2 -

June 11th, 1976.

- c.c. Brampton 11-2 Limited
- c.c. Rowntree Farms Limited
- c.c. Whitehouse & Associates
- c.c. Mr. Alex H. McKinney

JARVIS, BLOTT, FEJER, PEPINO

Barristers Solicitors

R E Jarvis  
A S Blott  
B W Fejer  
B B Papazian  
N J. Pepino

Telephone (416) 484-1771

Suite 400  
Canada Square  
2200 Yonge Street  
Toronto, Ontario  
M4S 2C6

Please refer to file no. 3-1072

June 11th, 1976.

Clerk's Department,  
City of Brampton,  
24 Queen Street East,  
Brampton, Ontario.

Dear Sir:

Re: Whitehouse & Associates

We have been retained by Whitehouse & Associates owner of approximately 100 acres of land being the east half of Lot 13, Concession 2, W.H.S. in the City of Brampton. It is our understanding that Armstrong Brothers Ltd., which owns land to the east of our client's lands, has recently made application to the City of Brampton for an amendment to the Official Plan, which would designate its lands for industrial development. As an adjacent landowner, our client has an interest in the designation and usage of these lands. We would, therefore, request notice of any further proceedings in this matter.

We would ask that you forward on behalf of our client, a copy of the Planning Staff Report in this matter, which we understand will be available after June 14th, 1976.

We would further confirm to you that we have been instructed by our client to make presentations to your Planning Committee after receipt and evaluation of Staff Reports in this matter.

Your attention to this matter is greatly appreciated.

Yours very truly,

*Robert E. Jarvis/jr*  
Robert E. Jarvis

REJ:ja

c.c. Planning Department, Brampton ✓  
Mr. D. Reddington  
Whitehouse & Associates

JARVIS, BLOTT, FEJÉR, PEPINO

Barristers, Solicitors

R. E. Jarvis  
A. S. Blott  
B. W. Fejér  
B. B. Papazian  
N. J. Pepino

Telephone (416) 484-1771

Suite 400  
Canada Square  
2200 Yonge Street  
Toronto, Ontario  
M4S 2C6

Please refer to file no. 3-1072

June 11th, 1976.

Clerk's Department,  
City of Brampton,  
24 Queen Street East,  
Brampton, Ontario.

Dear Sir:

Re: Alex H. McKinney

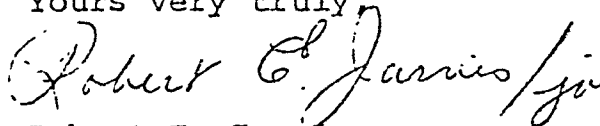
We have been retained by Mr. Alex H. McKinney, owner of approximately 175 acres of land being Lot 13 and Part of Lot 14, Concession 2, W.H.S. in the City of Brampton. It is our understanding that Armstrong Brothers Ltd. which owns land to the east of our client's lands, has recently made application to the City of Brampton for an amendment to the Official Plan, which would designate its lands for industrial development. As an adjacent landowner, our client has an interest in the designation and usage of these lands. We would, therefore, request notice of any further proceedings in this matter.

We would ask that you forward on behalf of our client, a copy of the Planning Staff Report in this matter, which we understand will be available after June 14th, 1976.

We would further confirm to you that we have been instructed by our client to make presentations to your Planning Committee after receipt and evaluation of Staff Reports in this matter.

Your attention to this matter is greatly appreciated.

Yours very truly,



Robert E. Jarvis.

REJ:ja

c.c. Planning Department, Brampton  
Mr. D. Reddington  
Mr. A. H. McKinney



C1 W. ~~...~~  
11.3.

McBRIDE, WALLACE AND LAURENT  
BARRISTERS AND SOLICITORS

2405 LAKESHORE BLVD. WEST  
ETOBICOKE  
TORONTO, ONTARIO  
M8V 1C6

JOSEPH M. McBRIDE, B.A.  
MICHAEL F. WALLACE, B.A. LL.B.  
PAUL R. LAURENT, LL.B.

Telephones 259-3243  
259-0452  
AREA CODE 416

August 16th, 1976.

Mr. Kenneth Richardson,  
Clerk, City of Brampton,  
Box 120,  
24 Queen St. East,  
Brampton, Ontario.  
L6X 1A1.

COPY

Dear Sir:

Re: Property # 060/00118200/0000 - Cleary et al  
First Line W., E. Pt. Lot 14, Conc. 2, WHS

We are solicitors for Dorothy Iamarino, Gerald Cleary, Kathleen McBride and Darnex Investments Ltd., the owners of the above-mentioned property.

We understand that Ambro Developments Ltd. have applied to the City of Brampton to have their lands, located on the east side of the First Line, west of Hurontario Street, north of No. 7 Highway re-zoned.

Our clients do not object to this proposed re-zoning providing their lands are being studied for future re-development.

I would appreciate your advice in this matter.

Yours very truly,

McBRIDE, WALLACE & LAURENT



Joseph M. McBride.

JMMc/ar

c.c. J. E. Archdekin, Mayor, City of Brampton  
Leonard Lane, ~~Solicitor~~, City of Brampton ✓  
A. Iamarino  
Gerald Cleary