



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 196-86

To adopt Amendment Number 96
and Amendment Number 96 A to
the Official Plan of the City of
Brampton Planning Area.

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

1. Amendment Number 96 and Amendment Number 96 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 96 and Amendment Number 96 A to the Official Plan of the City of Brampton Planning Area.

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

this 14th day of July, 1986

APPROVED
AS TO FORM
LAW DEPT.
BRAMPTON
[Signature]
DATE

[Signature]
KENNETH G. WHILLANS - MAYOR

[Signature]
LEONARD J. MIKULICH - CLERK

ORIGINAL

87-44 196-86

AMENDMENT NUMBER 96
to the Official Plan of the
City of Brampton Planning Area
and

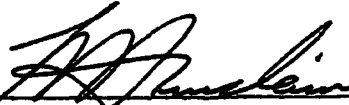
AMENDMENT NUMBER 96 A
to the Consolidated Official Plan of the
City of Brampton Planning Area

21-0P - 0031 096

Amendment No. 96A
to the
Consolidated Official Plan for the
City of Brampton Planning Area and
Amendment No. 96 to the
Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 96A to the Consolidated Official Plan and Amendment No. 96 to the Official Plan for the Brampton Planning Area.

Date *Oct. 23, 1986.*


L. J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 196-86

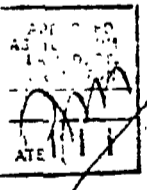
To adopt Amendment Number 96
and Amendment Number 96 A to
the Official Plan of the City of
Brampton Planning Area.

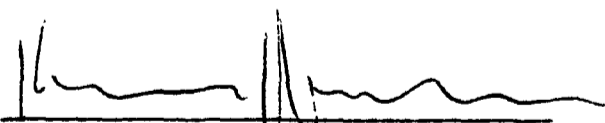
The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 96 and Amendment Number 96 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 96 and Amendment Number 96 A to the Official Plan of the City of Brampton Planning Area.

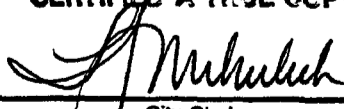
READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

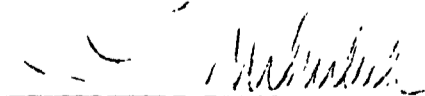
this 14th day of July, 1986




KENNETH G. WHILLANS - MAYOR

CERTIFIED A TRUE COPY


City Clerk
City of Brampton


LEONARD J. MIKULICH - CLERK

JUL 21 1986 19

AMENDMENT NUMBER 96

and

AMENDMENT NUMBER 96 A

TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to provide land use and policy direction for the development of a 176.0 hectare industrial precinct, within the Bramalea North Industrial Secondary Plan Area.

2.0 LOCATION

The lands subject to this amendment:

- are bounded by Highway Number 7 to the south, Williams Parkway to the north, Airport Road to the east and Torbram Road to the west;
- are more particularly described as Part of Lots 6, 7 and 8, Concession 6, E.H.S.; and
- are delineated on Schedule "C" to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

3.1 Amendment Number 96 :

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

- (i) by changing, on Schedule "H" thereto, the alignment of the collector roads on the lands shown outlined on Schedule A to this amendment from the alignments now shown on Schedule "H", to the alignments shown on Schedule A to this amendment;
- (ii) by changing, on Schedule "I" thereto the alignment of the collector roads on the lands shown outlined on Schedule B to this amendment from the alignments now shown on Schedule "I", to the alignments shown on Schedule B to this amendment;
- (iii) by adding thereto as SP13(a), Schedule "C" to this amendment;
- (iv) by deleting subsection 7.2.7.13, and substituting therefor the following:

"7.2.7.13 BRAMALEA NORTH INDUSTRIAL

Amendment Number 6 to the Consolidated Official Plan of the City of Brampton Planning Area, as it applies to Secondary Plan Area Number 13, and Part IV - Chapter 13(a) of this Plan, shall

constitute the Bramalea North Industrial Secondary Plan."

- (v) by adding to Part IV a new chapter title, namely:
"Chapter 13: THE BRAMALEA NORTH INDUSTRIAL SECONDARY PLAN;
and

- (vi) by adding the following chapter to PART IV - SECONDARY PLANS,
as Chapter 13(a):

"Chapter 13(a): THE BRAMALEA NORTH INDUSTRIAL SECONDARY PLAN

1.0 PURPOSE:

The purpose of this chapter, together with Schedule SP13(a) is to implement the policies of the Official Plan by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP13(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly industrial development.

This chapter will form part of the Bramalea North Industrial Secondary Plan.

2.0 LOCATION:

The subject lands comprise a total area of approximately 176.0 hectares, and are bounded by Highway Number 7 to the south, Williams Parkway to the north, Airport Road to the east, and Torbram Road to the west, as delineated on Schedule SP13(a).

3.0 DEVELOPMENT PRINCIPLES:

3.1 Industrial Policies

3.1.1 Lands designated on Schedule SP13(a) for industrial purposes are intended to be developed with a broad range of Prestige and General Industrial Uses in accordance with the provisions of CHAPTER 2, Section 2.3 of this Plan.

3.1.2 The uses permitted on lands designated Prestige Industrial on Schedule SP13(a) shall be:

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

- (ii) office space directly associated with an industrial activity, within the same structure;
- (iii) business and administrative office buildings;
- (iv) government service buildings;
- (v) research and development facilities; and,
- (vi) product showroom and display facilities.

3.1.3 The permitted uses within the Prestige Industrial designation shall be established on landscaped lots in a park like surrounding. A high standard of conceptual building design shall be required, and undeveloped portions of lots shall be landscaped to achieve the intended prestige image. In this regard, no outside storage shall be permitted.

3.1.4 The primary uses permitted on lands designated General Industrial on Schedule SP13(a) shall be:

- (i) manufacturing, processing, assembling, packaging, fabricating, repairing, construction, warehousing;
- (ii) office space directly associated with the General Industrial activity;
- (iii) business and administrative office buildings;
- (iv) automotive repair and body shops; and,
- (v) operations such as structural steel and plate fabricating, lumber yards, truck and transportation terminals, public utility installations, government uses and works.

3.1.5 Business and administrative office buildings shall only be permitted provided such uses do not interfere with, nor are detrimental to the development of the area predominantly for industrial use.

3.1.6 Lands designated for General Industrial purposes may include uses that have outdoor storage areas. In instances where outdoor storage is provided, visual screening shall be required in the form of landscaping or fencing.

3.1.7 Development of lands designated for industrial purposes shall proceed on the basis of registered plans of subdivision or the consent policies of this Plan, in accordance with a design acceptable to Council.

- 3.1.8 Development will proceed only when Council is satisfied that all necessary services and utilities are adequate.
- 3.1.9 The design of development shall reflect a degree of flexibility regarding industrial site layout, and the size of industrial parcels.
- 3.1.10 In consideration of the potential impact of aircraft noise on the lands subject to this amendment, it shall be the policy of the municipality to ensure that the minimum standards of the Ministry of the Environment are satisfied.
- 3.1.11 Only those industries which meet the air and noise pollution standards of the Ministry of the Environment shall be permitted within lands designated for industrial purposes.
- 3.1.12 To provide protection to adjacent residential dwellings, it shall be the policy of the City to require adequate measures such as the reservation of abutting lands for buffering, landscaping, berming and screening to minimize potential conflicts between non-compatible uses.
- 3.1.13 In accordance with CHAPTER 7, section 7.7, site plan control shall be applied to all industrial development.

3.2 Commercial Policies

- 3.2.1 Lands designated "Commercial" on Schedule SP13(a) are intended to be used for retail and service establishments designed to provide a direct service to industrial uses and their personnel, and shall be subject to the following:
- (i) Direct access to arterial roads shall be restricted. Access to such sites shall be achieved primarily from the internal road system;
 - (ii) Development of lands for commercial purposes shall be subject to site plan control. In this regard, a high degree of visual amenity shall be achieved with regard to siting, the massing and conceptual design of buildings, parking provisions and amenities; and
 - (iii) Development of lands for commercial purposes shall be encouraged on the basis of joint sharing of facilities such as access and parking so that preference shall be given to developments proposing the grouping of these facilities, rather than individual site development.

3.2.2 Development of lands designated Commercial shall proceed only when Council is satisfied that all necessary services and utilities are adequate.

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

3.2.4 The City shall ensure that appropriate measures will be taken to regulate the location size and type of signs.

3.2.5 The City shall implement the appropriate regulations to ensure that development on commercially designated lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

3.3 Open Space

3.3.1 Lands designated Open Space on Schedule SP13(a) are intended to be used for recreational activities, storm water management purposes, and/or as a land use buffer.

3.3.2 The lands designated Open Space abutting the easterly limits of Torbram Road, the southerly limits of Williams Parkway and the westerly limits of Airport Road are intended to provide a land use buffer between potentially incompatible residential uses, and to achieve a high degree of visual amenity from abutting arterial roads. Accordingly, landscape and buffering treatments will be required, as deemed appropriate by the City.

3.4 Special Policy Areas

3.4.1 Notwithstanding the Industrial designation for lands shown outlined as "Special Policy Area Number 1", on Schedule SP13(a) existing single family residential uses may be permitted subject to the provisions of CHAPTER 7, section 7.11, NON-CONFORMING USES, of this Plan. In this regard, Council shall encourage the development of these lands, in conjunction with abutting land for industrial purposes in accordance with CHAPTER 2, subsection 2.3.3.2 of this Plan. If such redevelopment does not occur, Council may require owners of abutting land to establish appropriate buffers from developing Industrial uses by means of landscaped areas, fencing and screening.

3.4.2 Lands shown on Schedule SP13(a) as "Special Policy Area Number 2"

shall be used only as a new and used car sales establishment, together with related facilities.

3.4.3 Lands shown on Schedule SP13(a) as "Special Policy Area Number 3" shall be used only as a tool and equipment rental establishment with no outside storage, a motor vehicle parts retail outlet, an automobile service and sales establishment and a fast food restaurant with drive-through facilities, provided that only one common driveway facility is used for access purposes to Highway Number 7.

3.4.4 Within "Special Policy Area Number 4" as indicated on Schedule SP13(a), the uses permitted are a bakery, garden centre, fruit and vegetable market, delicatessen, grocery store and an office accessory to the retail business. The following development principles shall also apply:

- (i) The scale and design of development or redevelopment shall be appropriate for the location along a main highway;
- (ii) Appropriate landscaping and fencing shall be provided on the site to minimize adverse impact on surrounding properties and to minimize visual impact from Highway Number 7; and,
- (iii) Off-street parking spaces, in accordance with accepted standards for the uses proposed shall be provided.

3.4.5 Lands shown on Schedule SP13(a) as Special Policy Area Number 5 shall be used as a standard restaurant and a gas bar. The development of the gas bar may precede the development of the standard restaurant which may not be constructed until:

- (a) That portion of the subject lands which is necessary for channelization and maintenance of Mimico Creek has been conveyed to the City and the channelization of Mimico Creek across the subject lands has been completed;
- (b) Municipal water and sewage disposal services are available for the standard restaurant; and,
- (c) The City has approved a site plan for the subject lands with both the gas bar and standard restaurant shown thereon.

3.4.6 Lands designated "Commercial" and identified on Schedule SP13(a) as Special Policy Area Number 6 shall be used as a convenience commercial plaza in accordance with the provisions of CHAPTER 2, subsection 2.2.3.20 of this Plan.

3.5 Transportation Policies

- 3.5.1 Road alignments delineated on Schedule SP13(a) are intended to develop and function in accordance with the provisions of CHAPTER 4, section 4.2 of this Plan.
- 3.5.2 The local road system shall be subject to approval as part of the development approval process.
- 3.5.3 To enhance the arterial road functions of Williams Parkway, Torbram Road, Airport Road, and Highway Number 7, it shall be the policy of the City to restrict access to these roads. Vehicular access shall be oriented towards the interior road system. To this end, 0.3 metre reserves shall be employed to minimize access onto arterial roads.

4.0 Municipal Services

- 4.1 All development shall be subject to an approved comprehensive storm water management plan, approved by the City and the Metropolitan Toronto and Region Conservation Authority.
- 4.2 All development shall be subject to the provision of piped municipal water and sanitary sewers.

5.0 Implementation and Interpretation

The provisions of CHAPTER 7 of this Plan shall apply to the implementation and interpretation of this chapter."

3.2 Amendment 96 A:

The Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 6, as it relates to the Bramalea North Secondary Plan, is hereby amended:

- (1) by deleting the land use designations shown on Schedule A thereto, for those lands outlined on Schedule "C" to this amendment, and by noting thereon, the following: "See Official Plan, Chapter 13(a)".

Schedule A to Official Plan Amendment No. 8, A

NOTE: There are no residential lots in this area for an extension of Highway No. 10 to the road.

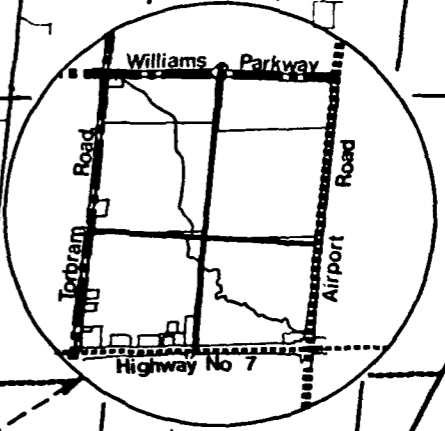
DEFERRED Under Section 14(3) of The Planning Act No. 06

SEE PLAN 4213

REFERRED to OMB No. R39

REFERRED to OMB No. R39

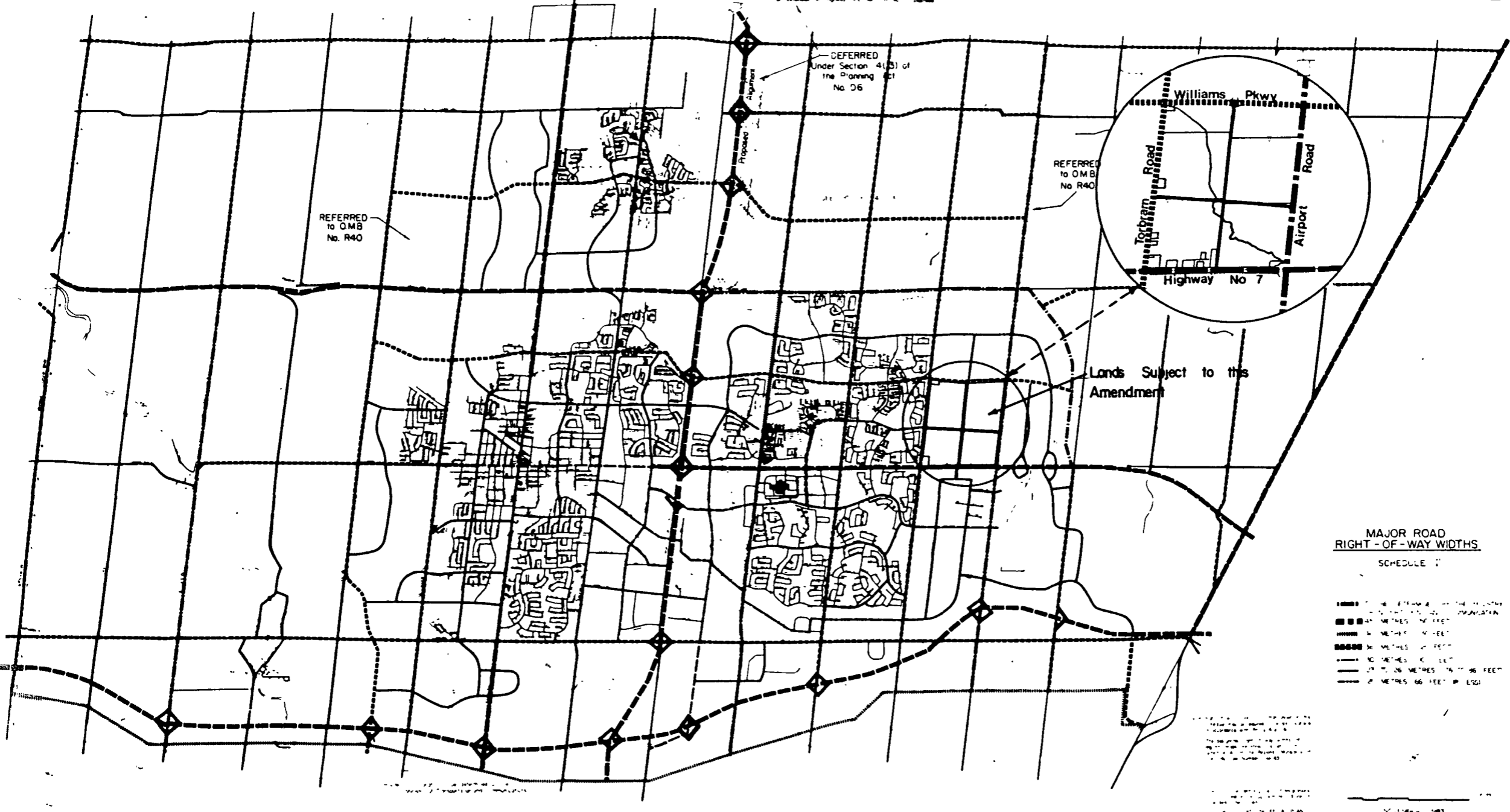
SUBJECT TO STUDY



Lands Subject to this Amendment

MAJOR TRANSPORTATION ELEMENTS AND MAJOR ROAD NETWORK SCHEDULE, H'

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



MAJOR ROAD
RIGHT-OF-WAY WIDTHS
SCHEDULE B

- 1. 40 METRES (131 FEET)
- 2. 30 METRES (98 FEET)
- 3. 20 METRES (66 FEET)
- 4. 10 METRES (33 FEET)
- 5. 7.5 METRES (25 FEET)
- 6. 6 METRES (20 FEET)

APPROVED BY THE BOARD OF
CITY ENGINEERS AND SURVEYORS
ON BEHALF OF THE CORPORATION
OF THE CITY OF BRAMPTON
MAY 14 1983

APPROVED BY THE BOARD OF
CITY ENGINEERS AND SURVEYORS
ON BEHALF OF THE CORPORATION
OF THE CITY OF BRAMPTON
MAY 14 1983
City of Brampton Planning Department

BACKGROUND MATERIAL TO
AMENDMENT NUMBER AND A

Attached hereto is a copy of a staff report dated March 13, 1986 dealing with a development application to amend the Official Plan. Also attached, is a further staff report forwarding a copy of the notes of a public meeting held on April 9, 1986, in connection with the development application, subsequent to placing notices in two local newspapers and the mailing of notices to property owners within 120.0 metres of the subject lands.

C 10

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

March 13, 1986

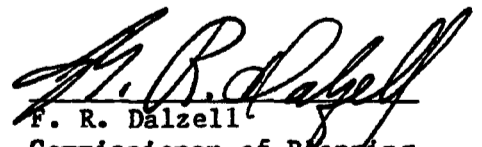
TO: Chairman and Members of the Planning Committee

FROM: Planning and Development Department

RE: Draft Plan of Proposed Subdivision
and Application to Amend the Zoning By-law
Part of Lots 6, 7 and 8
Concession 6, E.H.S.
BRAMALEA LIMITED
Ward Number 11
Region of Peel File Number 21T-81031B
Our File Number C6E6.7

The attached report addressing the above noted application contains discussion and recommendations regarding the implementation of a pedestrian and bicycle trail system, through the channelized Mimico Creek.

The applicant has expressed reservations about the implications of such a trail system at this location. Since the trail system and related draft conditions have been recommended by the Community Services Department, Planning Committee may wish to defer consideration of only this aspect of the proposal until the Commissioner of this department is present. This will enable the processing of the application to the public meeting stage, if Committee so desires, and any resulting amendments to the draft conditions could be entertained subsequent to the public meeting, if required.


F. R. Dalzell
Commissioner of Planning
and Development

Attachment - 1

JC/thk/1

C10-2

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

March 13, 1986

TO: The Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Proposed Subdivision
and Application for Amendment to
the Zoning By-law
Part of Lots 6, 7 and 8
Concession 6, E.H.S.
BRAMALEA LIMITED
Ward Number 11
Region of Peel File Number 21T-81031B
Our File Number C6E6.7

1.0 Introduction

The Region of Peel has circulated the above mentioned draft plan of proposed subdivision. An application by Bramalea Limited requesting amendments to the zoning by-law has been referred to staff for a report and recommendation.

2.0 Site Description and Surrounding Land Uses

The subject lands:

- are bounded by Highway Number 7 to the south, Williams Parkway to the north, Airport Road to the east and Torbram Road to the west;
- have an area of approximately 176.0 hectares;
- are irregularly shaped with a frontage of approximately 360.0 metres along Highway Number 7; and,

C10-3

- are predominantly undeveloped.

Abutting land uses include:

- highway commercial development along Highway Number 7 including, among others, a neighbourhood shopping centre (northeast corner of Torbram Road at Highway Number 7); an automobile sales lot; a restaurant, a fruit market and residential holdings;
- three residential holdings on the east side of Torbram Road; and,
- a Municipal Service Centre adjacent to the southwest corner of Williams Parkway at Airport Road.

Surrounding land uses are as follows:

To the North: future industrial (American Motors assembly plant currently under construction)

To the East: undeveloped and industrial uses

To the South: industrial uses

To the West: residential uses

3.0 Proposal

The applicant proposes an industrial plan of subdivision for the subject lands, consisting of:

- 6 blocks for industrial development (141.5 hectares);
- 3 blocks for commercial development (12.32 hectares);

C10-4

- 3 -

- 3 blocks for open space purposes (9.87 hectares); and,
- easements, road widenings and right-of-ways (12.32 hectares).

4.0 Official Plan and Zoning Status

The subject lands are currently designated "Industrial", "Commercial" and "Open Space" on Schedule "A" of the Official Plan. The Secondary Plan for the subject lands, as embodied in Official Plan Amendment Number 6 (to the Consolidated Official Plan), also designates the subject lands for "Industrial", "Commercial" and "Open Space" purposes.

Block Number 8 (southeast corner of Torbram Road and Williams Parkway) which is a proposed commercial use area in the draft plan of subdivision, is symbolically designated for "Neighbourhood Commercial" purposes on Schedule "F" of the Official Plan.

Lands within the watershed of the Mimico Creek are designated as "Hazard Lands" on Schedule "B", and as "Public Open Space" on Schedule "C" of the Official Plan.

It should be noted that both Schedule "H" of the Official Plan (Major Transportation Elements and Road Network) and the Secondary Plan identify specific alignments for the internal collector road system. The draft plan of subdivision indicates a proposed collector road system which deviates significantly from that prescribed in the Official Plan and Secondary Plan. Accordingly, an Official Plan Amendment will be required if this application is approved, as currently proposed.

The subject lands are zoned "Agricultural Class One (A1)" by By-law 861 as amended.

5.0 Results of Circulation

The draft plan of proposed subdivision and application to amend the

zoning by-law has been circulated to a number of agencies and departments, and the following comments were obtained:

5.1 The Consumers Gas Company has advised that:

- they have no comments.

5.2 The Peel Regional Police Force has advised that:

- this application will have no adverse affect on any of their future plans.

5.3 The Region of Peel Planning Department - Regional Economic Planning Division has advised that:

- they have no objections to the proposal.

5.4 The Region of Peel Planning Department - Regional Transportation Policy Division has advised that:

- access from Street "B" onto Torbram Road and Airport Road should be channelized;
- access from Street "A" onto Highway Number 7 and Williams Parkway should be channelized;
- 0.3 metre reserves should be established along all arterial roads; and,
- all access to industrial blocks should be provided from the internal road system.

5.5 The Regional Public Works Department has advised that:

- sanitary sewers are available at Coventry Road and Airport

C10-6

- 5 -

Road. Sewer capacity is also available north of North Park Drive, subject to the construction of the Brampton East Industrial Trunk and some external sewer construction. External easements will be required;

- a trunk sanitary sewer is required from Gatewood Drive and Torbram Road to the existing outlet on Airport Road;
- a preliminary report indicating the method of servicing the plan of subdivision will be required;
- a 41.0 cm watermain on Highway Number 7 from Gateway Boulevard easterly to Airport Road will be required;
- a 41.0 cm watermain on Airport Road from Highway Number 7 north to Williams Parkway will also be required;
- watermain frontage charges apply on Williams Parkway from Torbram Road to Airport Road;
- a 9.4 metre road widening is required along the west side of Airport Road;
- 15.0 metre daylight triangles are required at all intersecting streets and 0.3 metre reserves along the widened limit shall be conveyed to the Region;
- the developer shall be required to carry out improvements on Airport Road at intersecting streets;
- funds shall be provided to the Region for the installation of traffic signals at all new street connections at Regional Roads; and,
- the applicant shall be responsible for the construction of

C10-7

turning lanes and associated work on Airport Road at Street "B".

5.6 The Metropolitan Toronto Region Conservation Authority has advised that:

- they have no objections to draft approval being granted, subject to the following conditions:

(1) Prior to the initiation of grading and prior to the registration of this plan, or any phase thereof, that the owner shall submit for the review and approval of the M.T.R.C.A. the following:

(a) a detailed engineering report that describes the storm drainage system for the proposed development on the subject lands. This report should include:

- plans illustrating how this drainage system will conform to the requirements of Official Plan Amendment Number 6 and the Master Drainage Plan;
- storm water management techniques which may be requested to control minor or major flows;
- proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction; and,
- location and description of all outlets and other facilities which may require permits under Ontario Regulation 170.

(b) plans for the treatment of the watercourse affecting the site;

C10-8

- 7 -

- (c) overall grading plans for the subject lands; and,
 - (d) detailed engineering drawings for all road crossings of the valley.
- (2) That the owner agree in the subdivision agreement, in wording acceptable to the M.T.R.C.A.:
- (a) to carry out, or cause to be carried out, to the satisfaction of the M.T.R.C.A., the recommendations referred to in the report(s), as required in Condition (1); and,
 - (b) to obtain a permit for the works described in Condition (1).
- 5.7 Canadian National Railway has advised that they have no objection.
- 5.8 Ontario Hydro has advised that they have no objections.
- 5.9 The Ministry of the Environment has advised that:
- Policy 3.1.5 of Official Plan Amendment Number 6 be implemented related to buffering, landscaping, berming and screening;
 - only those industries with little or no air or noise pollution shall be permitted to locate adjacent to residential uses; and,
 - provided that development takes place in accordance with the policies of the Official Plan amendment, they will have no objection to its approval.

C10-9

5.10 The Ministry of Transportation and Communications has advised that:

- a dedication of a 8.23 metre road widening along Highway Number 7 is required, along with the conveyance of a 0.3 metre reserve across the entire highway frontage of Block 7;
- no direct access to Highway Number 7 will be permitted;
- with regard to Street "A", it would appear that only one-half of the right-of-way is being established. A full right-of-way must be provided for a public road entrance permit to be issued; and,
- the centre line of Street "A" must enter Highway Number 7 directly opposite Gateway Boulevard.

5.11 The Public Works and Building Department - Zoning and By-law Enforcement Division has advised that:

- they have no comments.

5.12 The Public Works and Building Department - Traffic Engineering Services Division has advised that:

- the cul-de-sac Street "C" must not intersect Williams Parkway.

5.13 The Public Works and Building Department - Development and Engineering Services Division has advised that:

- they require 26.0 metre right-of-ways for the two major roads and 14.0 metre pavements and sidewalks on both sides;
- they require cash-in-lieu for sidewalks where this plan is abutting Torbram Road, Airport Road and Highway Number 7;
- they require a 1.0 metre road widening along the existing east

C10-10

- 9 -

limit of Torbram Road; and

- they require funds for the installation of traffic signals at all new street intersections with City roads, including the new intersections of Street "A" and "B", if warranted, and at Central Park Drive and Williams Parkway.

5.14 The Commissioner of Community Services has advised that:

- the applicant should make suitable arrangements with the City to provide sufficient land to provide sport fields;
- the applicant is required to install bus stop pads at locations indicated by the Director of Transit or provide cash-in-lieu of bus stop pads;
- there is potential in this area to provide a pedestrian/bicycle trail system in the watercourse area running from Torbram Road opposite Gatewood Drive, down to the corner of Highway Number 7 and Airport Road. In this regard, the applicant should provide a tableland strip along one side of this watercourse to accommodate a trail system. The applicant should also be required to provide a landscape plan which will include fencing, tree and shrub planting; and,
- landscaped areas shall also be provided where the channelized watercourse intersects with Streets "A" and "B". Such landscaped areas shall consist of 15.0 metre triangles abutting each quadrant of the intersection.

6.0 Background

The proposed draft plan of subdivision was originally submitted in 1981. This draft plan included lands immediately to the north of Williams Parkway which were subsequently deleted to facilitate the development of the American Motors Plant (our File Number C6E8.2).

In addition, lands within the proposed plan of subdivision are the subject of three other zoning by-law and/or official plan amendment applications as follows:

- Block 7 for Highway Commercial Uses;
- Block 8 for a self-serve gas bar and car wash, approved by Council on February 24, 1986 (our File Number C6E8.1); and,
- Block 9 for commercial purposes. This application has been deferred, by the applicant, pending the identification of specific uses for the site.

7.0 Discussion

The merits of the proposed draft plan of subdivision may be assessed relative to specific land use and transportation factors, as follows:

7.1 Land Use Factors

Official Plan Amendment Number 6 (to the Consolidated Official Plan) being the applicable secondary plan for this area, provides detailed development principles for each land use area of the draft plan of proposed subdivision.

7.1.1 Industrial Use Area

The development principles established for the Industrial Use Area primarily relate to the protection of existing uses from potentially incompatible industrial development.

In this regard, the attached land use map indicates the presence of 3 residential properties fronting on Torbram Road. The Official Plan promotes under the ideal circumstances, the acquisition of these properties for development in conjunction with the Industrial Use Area. However where acquisition is not feasible, the Secondary Plan requires the establishment of a buffer area to minimize the

C10-12

- 11 -

adverse effects of industrial development. The proposed buffering method would include berming, and landscape plantings to minimize the loss of visual privacy and establish a space separation between the industrial and residential uses. It is recommended that a buffer width of 30.0 metres is adequate to provide the necessary protection.

Lands to the west of Torbram Road are developed predominantly with single family and semi-detached dwellings. The protection of these uses from incompatible industrial operations is of paramount importance when planning for the development of the subject lands. Satisfactory protection can be achieved through:

- establishing a landscaped area, 15.0 metres, in width along the westerly property boundary abutting Torbram Road; and,
- permitting only "prestige" industrial uses within 300 metres of Torbram Road.

Such a prestige industrial designation should be established in the secondary plan for the area in addition to specific development criteria such as:

- development shall be limited to industrial operations within enclosed buildings;
- a high standard of building design shall be achieved;
- natural features and extensive landscaping shall be utilized to create a park-like setting;
- no outside storage of goods or materials shall be permitted; and,
- only industrial operations with little or no air or noise

pollution shall be permitted.

Further, industrial uses within the interior of the subject lands will be visible from the perimeter arterial roads. It is important that the lands abutting these roads be developed to achieve a high degree of visual amenity. Accordingly, the 15.0 metre landscaped area should be continued along both Williams Parkway and Airport Road. In addition, a prestige industrial designation in the secondary plan, would also be appropriate for lands, 200 metres in width, abutting Airport Road.

Services, sidewalks and boulevard tree planting should be installed on all perimeter and collector roads internal to the site, in keeping with City policy.

7.1.2 Commercial Use Area

As previously noted, the proposed draft plan of subdivision includes 3 blocks for commercial development; namely, Blocks 7, 8 and 9.

Block 7

Block 7 of the proposed draft plan of subdivision:

- is situated adjacent to the northwest corner of Highway Number 7 and Airport Road;
- has frontage along Highway Number 7 of approximately 342 metres;
- has an area of 9.75 hectares; and,
- is designated "Industrial" in both the Official Plan and Secondary Plan for the area.

The applicant has submitted a separate rezoning application to permit highway commercial uses on Block 7. An official plan

C10-14

- 13 -

amendment will be required to redesignate these lands. Other highway commercial uses in the vicinity include:

- a convenience shopping centre, restaurant, automobile sales lot and other similar uses along the north side of Highway Number 7, east of Torbram Road;
- an automobile service station on the southeast corner of Airport Road and Highway Number 7; and,
- an automobile sales lot and industrial uses along the south side of Highway Number 7.

It should be noted that lands abutting Block 7 to the east is subject to another rezoning application to permit highway and service commercial uses (gas bar and donut shop - approved by Council on September 23, 1985). Accordingly, the establishment of highway commercial uses within Block 7, would result in the "infilling" of similar existing and planned development in the immediate vicinity. However, there appears to be some question as to the appropriate means of access to future commercial uses on Block 7. The Ministry of Transportation and Communications has requested the conveyance of a 0.3 metre reserve along the widened limit of Highway Number 7, thereby restricting access to/from this roadway. Under these circumstances, access to the block would be through the internal road system, and hence, no direct access to Highway Number 7 will be permitted.

It would appear appropriate to defer the required Official Plan and Zoning By-law amendments for Block 7, until such time as specific uses and the means of access are identified.

Block 8

Block 8 is:

C10-15

- located on the southeast corner of Torbram Road and Williams Parkway (.53 hectares); and,
- subject to a separate rezoning and official plan amendment application (our File Number C6E8.1) to permit a self-service gas bar and automatic car wash. As previously noted, this application was approved by City Council on February 24., 1986.

The subject lands are designated as:

- "Industrial" on Schedule "A" to the Official Plan;
- "Neighbourhood Commercial" on Schedule "F"; and,
- "Industrial" in the secondary plan (O.P.A. No. 6).

The symbolic nature of the "Neighbourhood Commercial" designation on Schedule "F" may be interpreted as applying to either the subject lands, or the northeast corner of Torbram Road and Williams Parkway. The original intent of the designation was to serve the adjacent residential neighbourhoods to the west of the subject lands, particularly with a supermarket type retail outlet.

However, the current validity of the "Neighbourhood Commercial" designation must be evaluated relative to:

- existing market conditions; and,
- site suitability.

Subsequent to the introduction of the subject "Neighbourhood Commercial" designation, other similar facilities were established in the surrounding area. Hence, it would appear that the demand for additional neighbourhood commercial facilities has significantly diminished in this area.

In addition, the planned industrial development to the north and south of Williams Parkway will consume much of the site area

C10-16

- 15 -

required for such neighbourhood commercial uses. The residual parcels, including the subject lands and the northeast corner of Williams Parkway and Torbram Road are of insufficient area for this purpose.

Consequently, it is apparent that the intended "Neighbourhood Commercial" development at this location will not be realized.

Accordingly, to establish the appropriate designations applicable to Block 8, an Official Plan Amendment will be required to:

- redesignate the subject lands from "Industrial" to "Highway Commercial" in the secondary plan; and,
- delete the "Neighbourhood Commercial" designation from Schedule "F" of the Official Plan.

Block 9

This block has an area of 2.03 hectares and is located at the southwest corner of Williams Parkway and Central Park Drive.

The Official Plan designates these lands for "Commercial" purposes on Schedule "A", and more specifically, for "Highway and Service Commercial Uses" on Schedule "F". As well, the applicable Secondary Plan (O.P.A. No. 6) designates these lands as "Commercial" and encourages the establishment of retail and service uses designed to provide a service to the surrounding industrial land use area. The applicant has not specified any commercial uses for this block and requested deferral of rezoning pending the identification of the appropriate uses.

There appears to be merit in the proposed commercialization of Block 9 provided that the uses to be established provide a service to industrial development in the area, in accordance with the secondary plan.

7.1.3 Open Space: Flood and Hazard Land Use Area

As noted previously, the subject lands are traversed by the Mimico Creek. Accordingly, the secondary plan for the area designates these lands, and the attendant floodplain as "Open Space - Flood and Hazard Lands". The policies of the secondary plan requires, prior to the development of the subject lands, the preparation and approval of a storm water management plan.

Such a plan has been prepared which recommends:

- the realignment and channelization of Mimico Creek (Block 10 and 11); and,
- the construction of an on-line detention pond to compensate for the loss in the natural floodplain storage area due to channelization.

It should be required, as a condition of draft plan approval that Blocks 10, 11 and 12 be conveyed to the City for storm water management purposes. The Community Services Department has requested that Blocks 10 and 11 (channelized watercourse) be widened from 25.0 metres to 28.0 metres to facilitate channel maintenance and a pedestrian/bicycle path. However, there are obvious safety concerns with respect to encouraging recreational pursuits along the channelized watercourse, within a relatively isolated industrial area. Accordingly, it would seem more appropriate to enclose the channelized watercourse and detention pond with a 1.8 metre high chain link fence, to prohibit trespass into this potentially hazardous area. Under these circumstances a channel width of 25.0 metres would be acceptable.

While the Storm Water Management Plan has been approved in principle, the applicant will be required to finalize the Plan to the satisfaction of the Metropolitan Toronto and Region Conservation Authority and the City. In addition, the conditions of the Conservation Authority detailed in Section 5.0 of this report, shall also be satisfied by the applicant.

C10-18

- 17 -

In response to the Community Services Department's request that sport fields be provided in the area, a 2.83 hectare open space block is proposed abutting the Municipal Services centre to the east. The provision of this block was facilitated through a proposed land exchange with the City and the applicant which consists of:

- the conveyance of a 4.05 hectare parcel to the City abutting the Municipal Services Centre to the south for expansion purposes; in exchange for,
- a 4.86 hectare block, at the southwest corner of Williams Parkway and Airport Road, to be used for industrial purposes in conjunction with the draft plan of proposed subdivision.

The applicant is to submit and implement a landscape plan for the open space block, to the satisfaction of the Commissioner of Community Services.

In addition the applicant shall provide landscaped berming around the east and south limits of the Municipal Services Centre, to establish adequate visual screening, to the satisfaction of the Commissioner of Public Works.

The effect of this land exchange is shown on Map 4. Accordingly, the draft plan of subdivision should be redline revised to reflect these changes. However, the precise configuration of the blocks implicated in the land exchange shall be established prior to the registration of the plan.

7.2 Transportation Factors

The original draft plan of subdivision submitted in 1981 reflected the collector road alignments prescribed by the Official Plan and Secondary Plan. The proposed draft plan was subsequently revised to reflect the collector road alignment as currently submitted. The

revision to the draft proposed plan was intended to:

- connect Central Park Drive south of Williams Parkway to Highway Number 7. This connection will facilitate anticipated traffic volumes emanating from the American Motors assembly plant to the north; and,
- facilitate an easterly connection from Central Park Drive.

As previously noted, the realignment of the collector road system will necessitate an Official Plan amendment.

The Ministry of Transportation and Communications has noted that only a partial right-of-way is proposed at the intersection of Street "A" and Highway Number "7". This situation is created due to the alignment of Street "A" relative to an intervening residential holding, fronting on Highway Number 7. A full right-of-way may be achieved through the acquisition of the residential holding by the applicant.

The revised draft plan, incorporating the previously mentioned land exchange, also indicates the proposed alignment of "C Place" which is to provide access from Williams Parkway. The final alignment of "A Place" with respect to its intersection with Williams Parkway shall be in a location acceptable to the Commissioner of Public Works and Building. Further, the length of "C Place" may be reduced, to accommodate potential land uses, in a manner acceptable to the City.

8.0 Recommendation

That Planning Committee recommend to Council:

- A. That a public meeting be held to consider the proposed rezoning and official plan amendment for the subject lands, in

C10-20

- 19 -

accordance with City policy.

- B. That subject to the results of the public meeting, staff be directed to prepare the appropriate Official Plan and Zoning By-law Amendments, and that the proposed draft plan of subdivision be recommended for approval, subject to the following conditions:

- (1) That approval be based upon the draft plan dated December 10, 1984 proposed by Johnson, Sustrank, Weinstein and Associates and redline revised as follows:
 - (a) a road widening of 8.23 metres be shown along the entire frontage of Block 7 at Highway Number 7;
 - (b) a road widening of 1.0 metres along the existing east limit of Torbram Road except at Block 8;
 - (c) a widening of Blocks 10 and 11 to 28.0 metres;
 - (d) 0.3 metre reserves along the west limit of Airport Road; the north limit of Highway Number 7; the east limit of Torbram Road; at the southern limit of Williams Parkway excluding Blocks 8 and 9;
 - (e) Blocks 7 & 9 be shown as "Future Development";
 - (f) the inclusion of a 4.86 hectare parcel as Block 15 at the southwest corner of Williams Parkway and Airport Road for industrial purposes;
 - (g) the alignment of "C" Place to provide access to Block 15 from Williams Parkway;
 - (h) a 2.83 hectare parcel abutting City owned property to the east, at the southeast corner of Williams Parkway and Central Park Drive, as Block 16 for open space purposes; and,
 - (i) the deletion of a 4.05 hectare parcel to be shown as Block 17, abutting the existing Municipal Services Centre to the south from the draft plan of subdivision.

C 10-21

- (2) All widenings and 0.3 metre reserves be conveyed to the appropriate authorities;
- (3) All streets, as shown on the draft plan, shall be dedicated as public highways upon registration of the plan;
- (4) All street names shall be subject to approval by the City. Central Park Drive, south of Williams Parkway, shall be renamed in conjunction with Street "A";
- (5) Blocks 10, 11 and 12 be conveyed to the City for stormwater management purposes;
- (6) The applicant shall submit a Storm Water Management Study to be approved by the Metropolitan Toronto and Region Conservation Authority and the City prior to the release of the plan for registration;
- (7) Prior to the registration of the Plan, the applicant shall provide a full right-of-way at Street "A" at Highway Number 7, through the acquisition of abutting lands, to the satisfaction of the Ministry of Transportation and Communications and the City of Brampton;
- (8) The applicant shall dedicate 15.0 metre daylight triangles to the Region, at all intersecting streets at Regional Roads;
- (9) Prior to the registration of the plan, arrangements shall have been made to the satisfaction of the City of Brampton, for the preservation of as many of the existing trees as possible;

C10-22

- 21 -

- (10) The precise configuration of Blocks 15 and 16, as indicated on the redlined revised plan shall be established to the satisfaction of the City, prior to the registration of the plan;
- (11) The final alignment of "C Place" as indicated on the redlined revised plan, with respect to its intersection with Williams Parkway and length, shall be at a location and configuration acceptable to the City of Brampton's Commissioner of Public Works and Building;
- (12) The applicant shall agree by agreement;
 - (1) that no development shall take place on the subject lands prior to the recommendations of the Storm Water Management Study have been complied with;
 - (2) to satisfy all the requirements of the Metropolitan Toronto and Region Conservation Authority;
 - (3) to channelize access from Street "B" onto Torbram Road and from Street "A" onto Highway Number 7 and Williams Parkway;
 - (4) to undertake improvements on Airport Road at intersecting streets to the satisfaction of the Regional Municipality of Peel;
 - (5) to provide funds for the installation of traffic signals at all new street intersections with Regional Roads and City Roads including the new intersections of Streets "A" and "B", if warranted, and at Central Park Drive and Williams Parkway;

- (6) to be responsible for the construction of turning lanes and associated work on Airport Road at Street "B" to the satisfaction of the Region;
- (7) to undertake a traffic report indicating the peak hour turning volumes at the intersection of Highway Number 7 at Street "A" and to carry out any improvements recommended by the traffic report, to the satisfaction of the Ministry of Transportation and Communications;
- (8) to grant all necessary easements for drainage, utility and service purposes, as may be required by the appropriate agency or public authority;
- (9) to provide sidewalks on both sides of Streets "A" and "B" and cash-in-lieu of sidewalks along Torbram Road, Williams Parkway, Airport Road and Highway Number 7, and boulevard tree planting on perimeter and collector roads to the satisfaction of the City;
- (10) to provide a landscape buffer 30.0 metres in width between industrial and residential uses to the satisfaction of the City;
- (11) to provide a landscaped area 15.0 metres in width along Torbram Road, Williams Parkway and Airport Road to the satisfaction of the City;
- (12) to provide a 1.8 metre chain link fence enclosing the detention pond in Block 12 and the channel in Blocks 10 and 11 to the satisfaction of the City;

C10-24

- 23 -

- (13) to convey Blocks 10, 11 and 12 to the City in a condition satisfactory for storm water management and open space purposes;
- (14) to install bus stop pads, or provide cash-in-lieu thereof, to the satisfaction of the Director of Transit;
- (15) to satisfy all legal, financial, engineering, landscaping and other matters for the City of Brampton and the Regional Municipality of Peel;
- (16) to submit a preliminary report indicating the method of servicing the plan of subdivision, to the satisfaction of the Regional Municipality of Peel;
- (17) that the development of the subject lands for industrial purposes shall be subject to the installation of services and roads. Watermain frontage charges shall apply on Williams Parkway from Torbram Road to Airport Road;
- (18) to support appropriate amendments to the Official Plan and zoning by-law to permit the proposed development;
- (19) to submit and implement a landscape plan to provide for the recreational use of Block 16 to the satisfaction of the Commissioner of Community Services;
- (20) to establish a landscape berm along the easterly southerly property boundaries of the Municipal

C10-25

- 24 -


Services, to the satisfaction of the Commissioner of Public Works and Building; and

- (21) to convey Blocks 10, 11 and 12 to the City in a condition satisfactory for a pedestrian/bicycle trail. In this regard, the applicant shall submit and implement a landscape plan for Blocks 10, 11 and 12 to the satisfaction of the Commissioner of Community Services.

Respectfully submitted,


John Corbett, M.C.I.P.
Development Planner

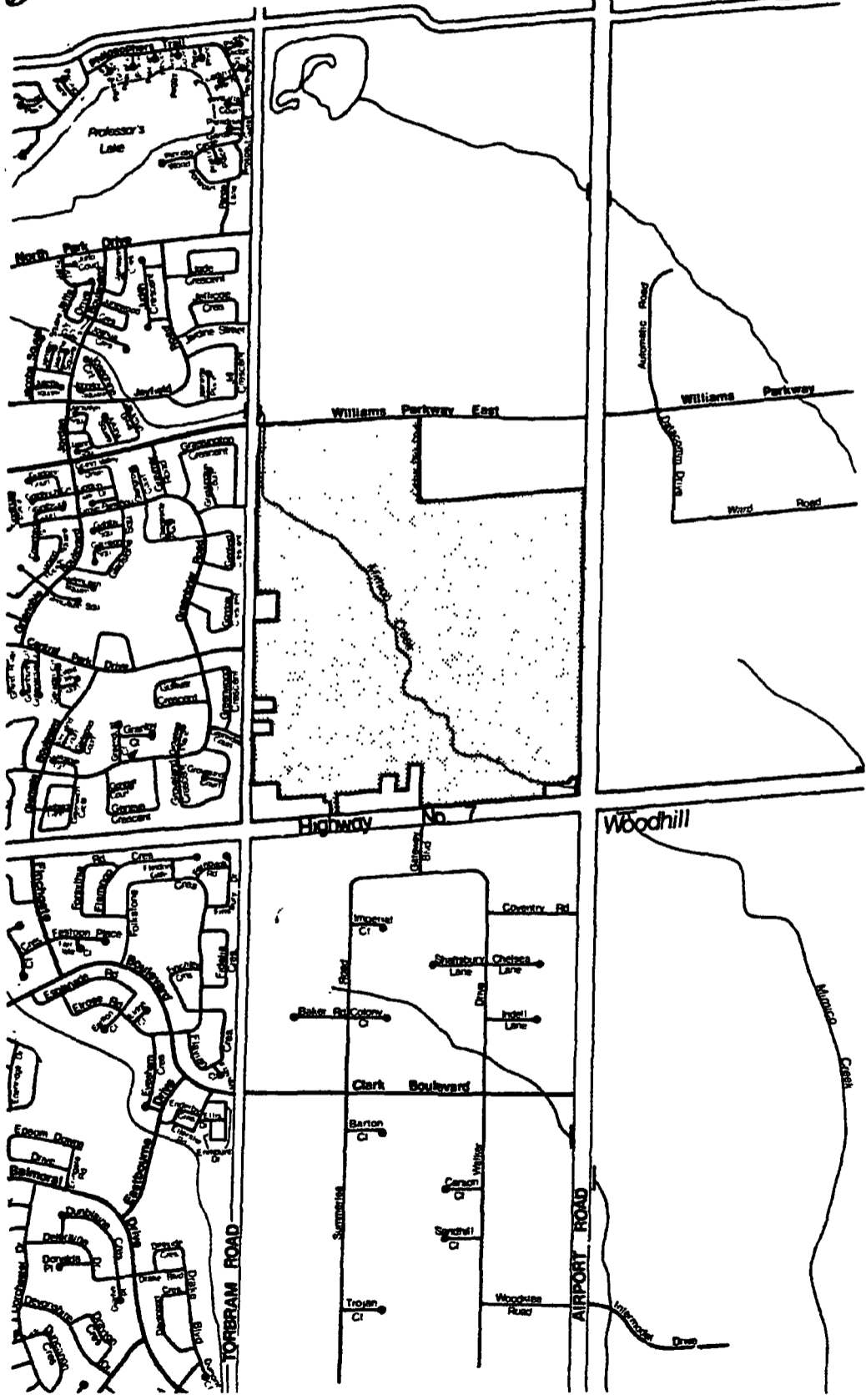
AGREED:


F. R. Dalzell
Commissioner of Planning
and Development


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

JC/thk/1

C10-26



BRAMALEA LIMITED

Location Map

(MAP 1)

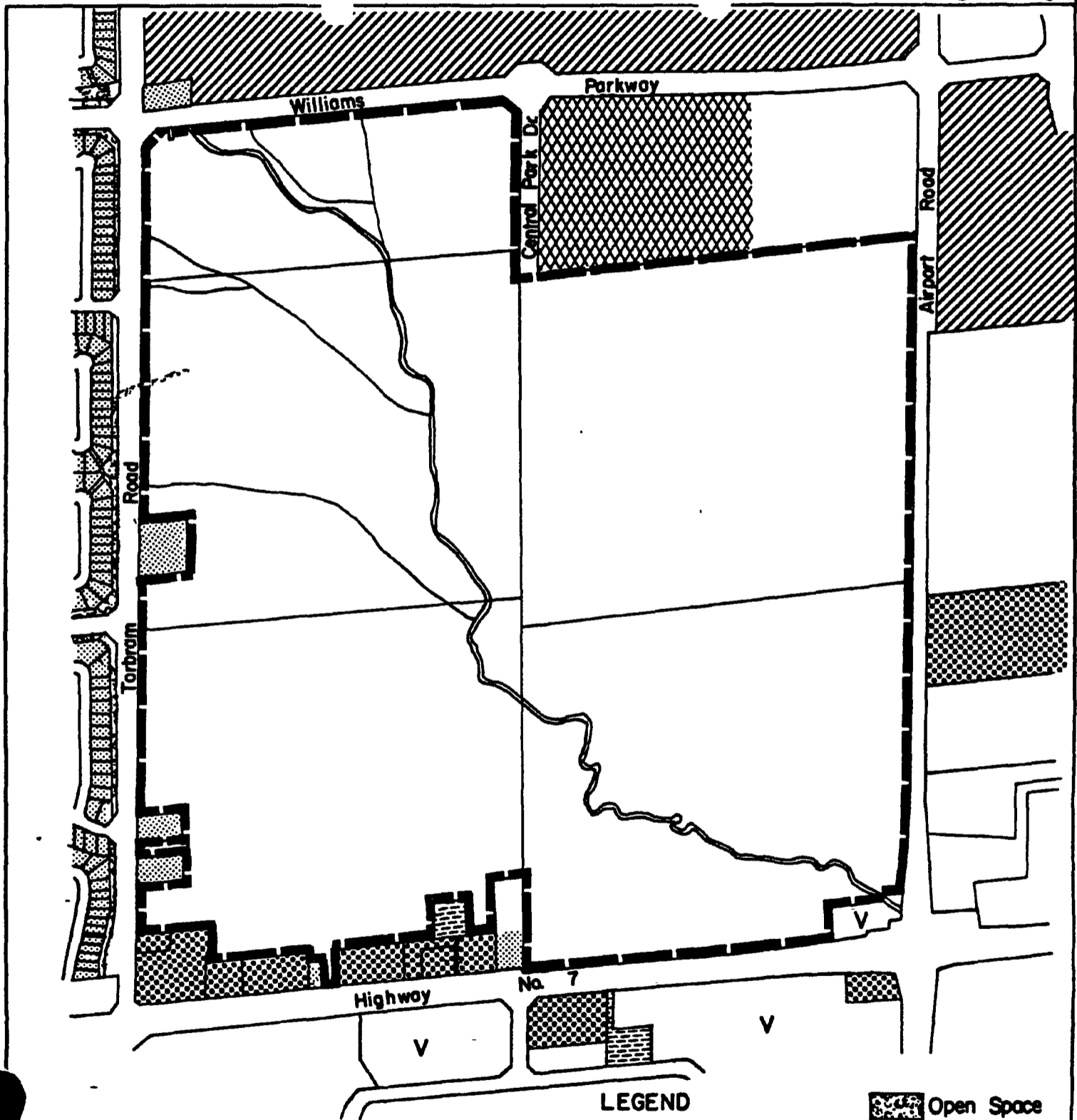


CITY OF BRAMPTON
Planning and Development










Date: 85 07 12 Drawn by: RB
File no. C6E6.1 Map no. 48-11A

1:25000

C10-27



LEGEND

-  Subject Property
-  Open Space
-  Residential
-  Industrial
-  Commercial
-  Utilities
-  Institutional
-  Vacant
-  Agricultural

BRAMALEA LIMITED

Land Use Map

(MAP 2)



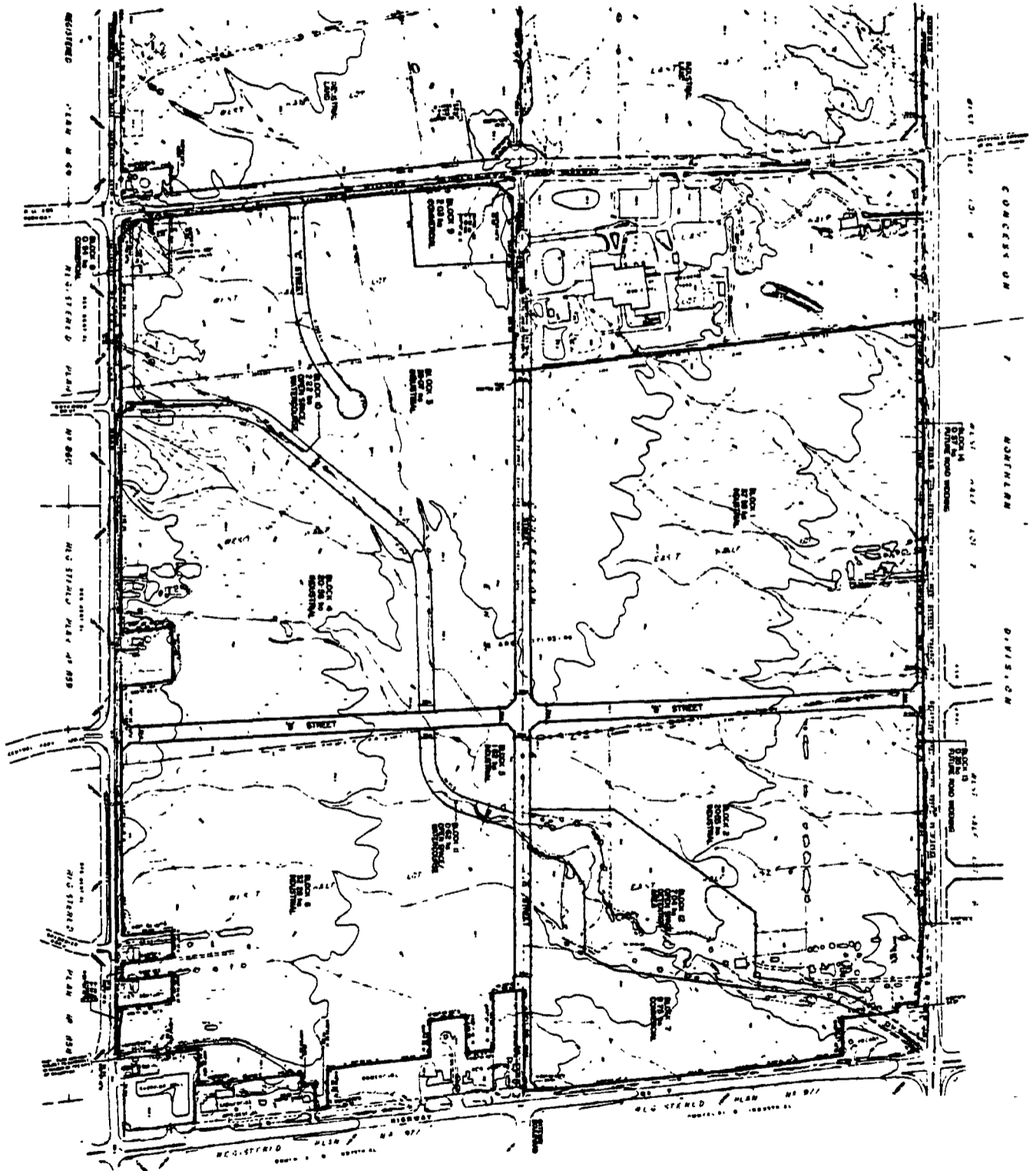
1:9400

CITY OF BRAMPTON
Planning and Development

Date: 85 07 19
File no. C6E6.1

Drawn by: RB
Map no. 48-11B

C10-28



BRAMALEA LIMITED

Subdivision Plan

(MAP 3)



1:10000

CITY OF BRAMPTON
Planning and Development

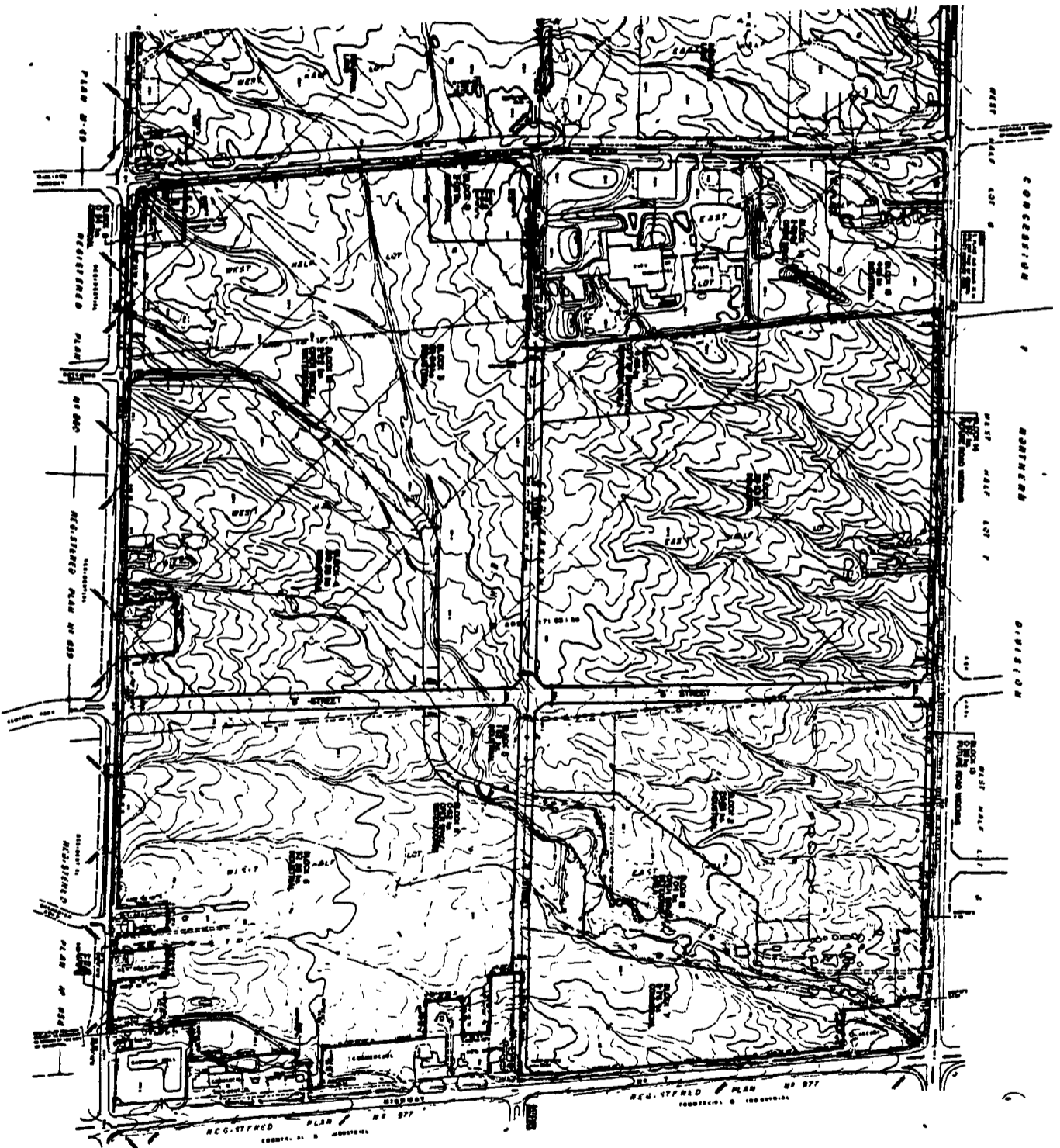
Date: 85 07 22

Drawn by: RB

File no. C6E6.1

Map no. 48-11C

C10-29



BRAMALEA LIMITED
Revised Draft Plan Of Proposed
Subdivision
(MAP 4)

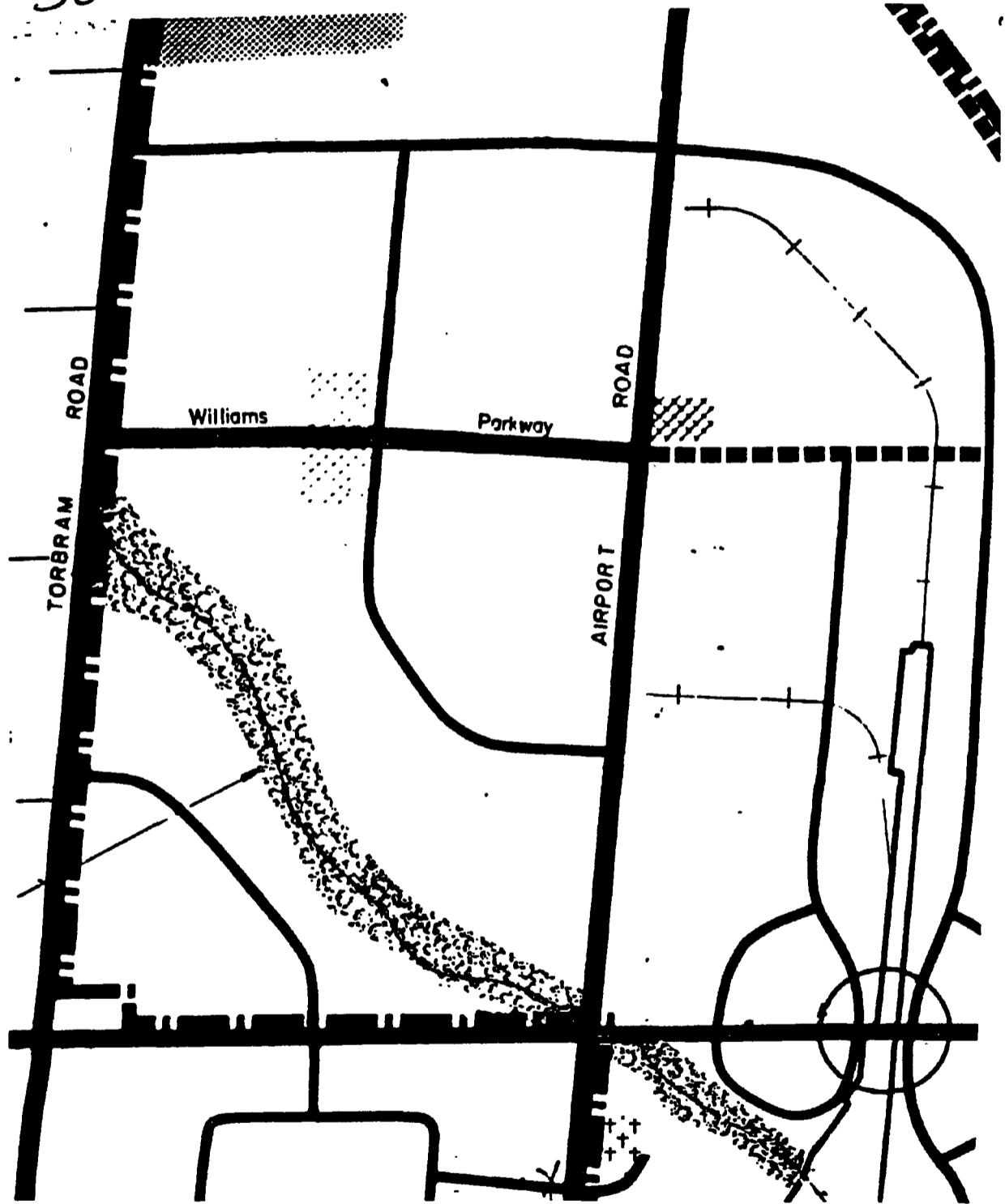


1:10000

CITY OF BRAMPTON
Planning and Development

Date: 86 02 25 Drawn by: K.L.
File no. C6E6.1 Map no. 48-11F

C10-30



LEGEND

- | | | |
|------------|-----------------------------------|------------------------------|
| Industrial | Open Space - Flood & Hazard Lands | Possible Spur Line Locations |
| Commercial | Special Use Area | Grade Separation |
| Cemetery | Proposed Collector | |

BRAMALEA LIMITED
 (MAP 5)

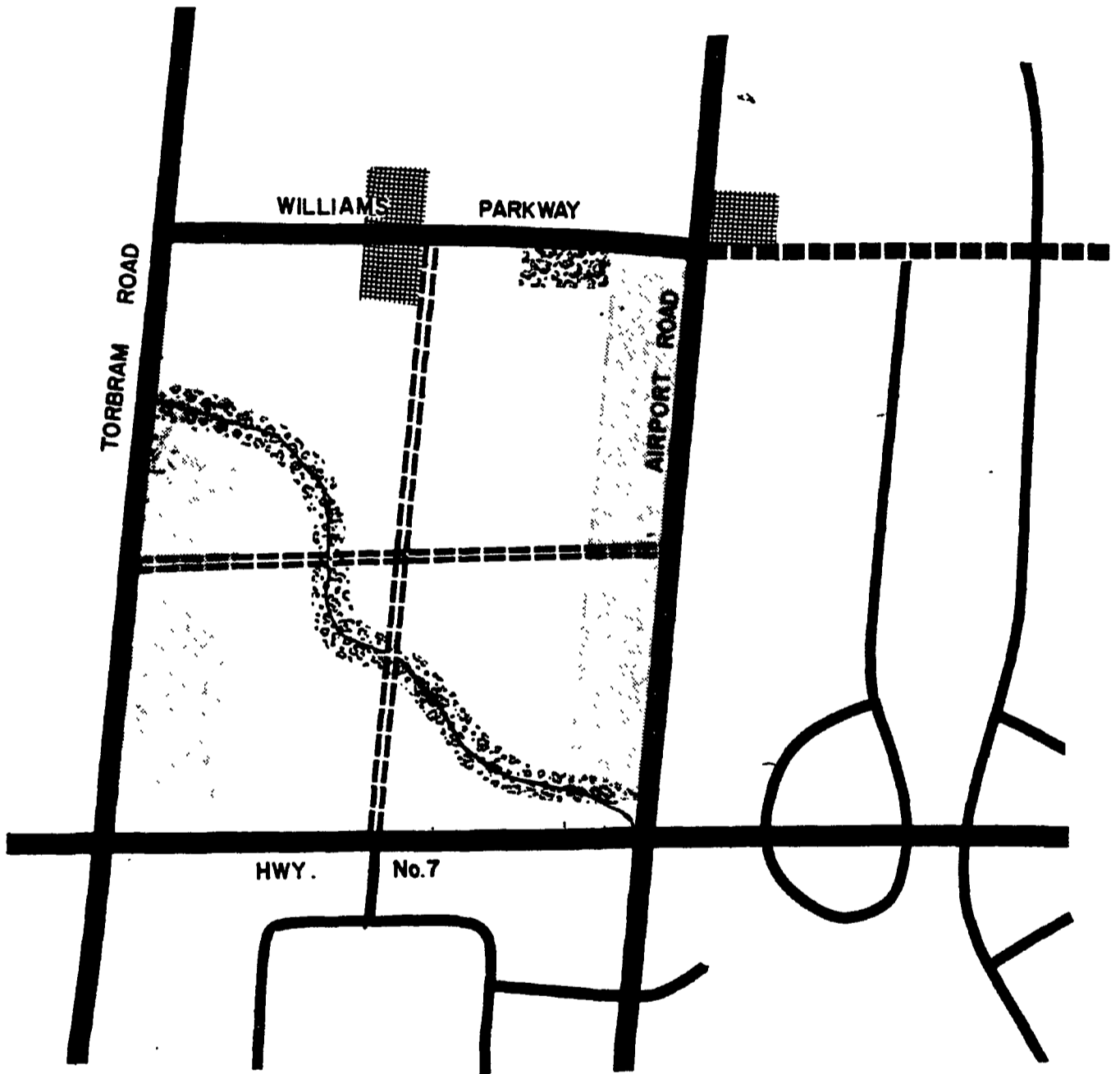


CITY OF BRAMPTON
 Planning and Development






Date: 85 07 22 Drawn by: RB
 File no. 05E6.1 Map no. 48-11D

Schedule A to O.P. Amendment No. 6

C10-31



LEGEND

-  PROPOSED COLLECTOR
-  INDUSTRIAL
-  COMMERCIAL
-  OPEN SPACE
-  PRESTIGE INDUSTRIAL

BRAMALEA LIMITED
 PROPOSED AMENDMENT TO O.P.
 AMENDMENT NO. 6 (MAP 6)



1:6000

CITY OF BRAMPTON
 Planning and Development

Date: 85 08 21 Drawn by: K.L.
 File no. C6E6.1 Map no. 48-11E

E7

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

April 18, 1986

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Proposed Subdivision
and Application for Amendment to
the Zoning By-law
Part of Lots 6, 7 and 8
Concession 6, E.H.S.
Ward Number 11
BRAMALEA LIMITED
Region of Peel File Number: 21T-81031B
Our File Number C6E6.7

The notes of the public meeting held on Wednesday, April 9, 1986, are attached for the information of Planning Committee.

No communications have been received with respect to the application.

At the public meeting, concern was expressed by area residents with respect to:

- the range of uses to be permitted within the industrial subdivision;
 - landscaping and buffering requirements;
 - the disposition of residual residential holdings on the east side of Torbram Road;
 - increased traffic emanating from proposed industrial development;
- and,

E7-2

- 2 -

- public meeting procedures.

LAND USE CONCERNS

The residents present at the public meeting were concerned that industrial uses eventually developed on the subject lands would not be compatible with adjacent residential areas, west of Torbram Road. To achieve a high degree of land use compatibility, it is proposed that a "Prestige Industrial" designation be established in the secondary plan for this area, in addition to specific performance criteria. It is proposed that such a prestige industrial designation shall apply to lands 300.0 metres in width east of Torbram Road and 200.0 metres abutting Airport Road. The prestige industrial designation would be implemented by corresponding zoning restrictions including:

- height limitations;
- specific use exclusions/restrictions; and,
- increased yard requirements.

In accordance with Council procedures, site plan approval will be required for individual industrial proposals, to ensure that development and landscaping standards are incorporated.

It should be noted that all development proposals must satisfy the environmental standards of the appropriate authorities, including the Ministry of the Environment.

LANDSCAPING AND BUFFERING REQUIREMENTS

Residential properties with reverse frontage on Torbram Road require visual screening from the proposed industrial subdivision. Accordingly, a proposed condition of draft plan approval requires the applicant to provide a 15.0 metre (50 foot) landscape strip abutting Torbram Road. This will

achieve a sufficient degree of visual amenity and protection to enhance land use compatibility.

RESIDUAL RESIDENTIAL HOLDINGS

There are 3 residential properties on the east side of Torbram Road, which have not been incorporated within the draft plan of proposed subdivision. The official plan promotes under ideal circumstances, the acquisition of these properties, by the applicant, for development in conjunction with the industrial subdivision. However, where acquisition is not feasible, the applicable secondary plan requires the establishment of a buffer area to minimize the adverse impacts of industrial development.

The proposed buffering method would include berming and landscape plantings to minimize the loss of visual privacy, and establish a space separation between industrial and residential uses.

The possibility of converting these properties to commercial use, and the attendant negative impacts on the community, was also mentioned by some residents. It should be noted that these properties are designated "Industrial" in the City's Official Plan. The secondary plan also specifically discourages access from Torbram Road. It is clear that the commercialization of these properties conflicts with the official plan, and is not consistent with the City's planning intentions for this locality. Any proposal to convert these properties to commercial use would require amendments to both the official plan and zoning by-law, entailing further public meetings.

TRAFFIC CONCERNS

Anticipated increases in traffic along Torbram Road, as a result of industrial development, was a major point of concern at the public meeting. It should be noted that a major source of traffic increase in this area will originate from the American Motors vehicle assembly plant,

E7-4

- 4 -

north of Williams Parkway. In this regard, the NorthEast Industrial Traffic Study undertaken on behalf of the City by the IBI Group (October 1984) identified cross section and intersection improvements at Williams Parkway and Torbram Road to handle additional traffic demands.

The draft plan of proposed subdivision provides for a new north-south collector road connecting Williams Parkway to Highway Number 7. This road will relieve industrial traffic demands, to some extent, on Torbram Road.

It is important to note that access to industrial properties will be achieved from the internal road system. In this regard, access from all perimeter arterial roads, including Torbram Road, will be restricted through the imposition of 0.3 metre reserves.

PUBLIC NOTICE

It has been suggested at the public meeting that:

- additional public meetings should be convened; and,
- the circulation area for public notices of such meetings should be extended beyond the required 400 feet to include properties further to the west.

However, given that the planning implications of the proposed subdivision are primarily local in nature, the public meeting and notice requirements of the Planning Act are sufficient.

Subsequent to Planning Committee's consideration of this application, at its meeting of March 17, 1986, subdivision design modifications to the draft plan of subdivision have been recommended.

These modifications relate to:

- the channelized watercourse (Blocks 10 and 11); and,

- the open space block adjacent to the Municipal Services Centre (Block 16).

With respect to the channelized watercourse it has been recommended to delete reference to the development of a pedestrian/bicycle trail.

Accordingly, the conditions of draft plan approval should be changed as follows:

- the width of Blocks 10 and 11 can remain at 25.0 metres (it was previously recommended to widen the watercourse to 28.0 metres to accommodate the trail system); and,
- the provision of a 1.8 metre high chain link fence, enclosing the watercourse is no longer required. (Fencing requirements shall be established as development proceeds within the subdivision).

However, the Community Service Department requests that a 15.0 metre landscaping triangle be provided where the channelized watercourse intersects the internal street system. The draft plan of proposed subdivision should be redline revised accordingly.

With respect to the open space block (Block 16), the applicant shall submit and implement a landscape plan, at his expense, to the satisfaction of the Commissioner of Community Services.

RECOMMENDATIONS

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

- (A) the notes of the public meeting be received;
- (B) the draft plan of proposed subdivision and application to amend the zoning by-law be approved, subject to conditions contained in the staff report dated March 13, 1986 and modified as follows:

E7-6

- 6 -

- (i) the deletion of condition 1(c) as follows:

"1(c) "... the plan be redline revised to show a widening of Blocks 10 and 11 to 28.0 metres"

- (ii) the addition of the following redline revision:

"to show a 15.0 metre landscaped triangle where Blocks 10 and 11 intersect Streets "A" and "B";

- (iii) the deletion of the requirement (Condition B(12)) that Blocks 10 and 11 be enclosed with a 1.8 metre chain link fence;

- (iv) the addition of the following (as underlined) to Condition B(19):


"B(19) That the applicant agree by agreement to submit and implement, at the applicant's expense, a landscape plan to provide for the recreational use of Block 16, to the satisfaction of the Commissioner of Community Services."

- (v) the modification of Condition B(21) to delete reference to the pedestrian/bicycle trail, so that the condition shall read as follows:


"B(21) The applicant shall agree by agreement to convey Blocks 10, 11 and 12, in a condition satisfactory to the City. In this regard, the applicant shall submit and implement a landscape plan for Blocks 10, 11 and 12 to the satisfaction of the Commissioner of Community Services."

(C) staff be directed to prepare the appropriate documents for the consideration of City Council.

Respectfully submitted,


John B. Corbett, M.C.I.P.
Policy Planner

AGREED:


F. R. Dalzell
Commissioner of Planning
and Development


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

JC/thk/7

E7-8

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, April 9, 1986, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:55 p.m. with respect to an application by BRAMALEA LIMITED (File: C6E6.7 - Ward 11) to amend both the Official Plan and the Zoning By-law to permit the subdivision of the subject property into 6 blocks (approximately 141.5 hectares) for industrial uses, 3 blocks (approximately 9.87 hectares) for open space use, 3 blocks for commercial development (12.32 hectares) and the remainder to be used for road widenings, right-of-ways and easements (approximately 8.07 hectares).

Members Present: Councillor F. Russell - Chairman
Councillor N. Porteous
Alderman J. Hutton
Alderman H. Chadwick
Alderman A. Gibson
Alderman J. Shadrach
Alderman L. Bissell
Alderman S. DiMarco

Staff Present: F. R. Dalzell, Commissioner of Planning
and Development
L.W.H. Laine, Director, Planning and
Development Services
J. Robinson, Development Planner
D. Ross, Development Planner
J. Corbett, Policy Planner
C. Brawley, Development Planner
E. Coulson, Secretary

There were approximately 50 members of the public in attendance. The Chairman enquired if notices to the property owners within 120 metres of the subject site were sent and whether notification of the public meeting was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

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

R. Crowley, 24 Grassington Court, commented that the size of the proposal warranted greater notification coverage than the usual 120 metres from the subject site, and that all area residents, particularly to the west should be notified. Also, he said that a separate public meeting should be held for this proposal.

A. Johnston, 62 Groveland Crescent, noted that Mrs. Pollard had been invited to express her comments at a previous public meeting, resulting in her involvement in a law suit, which defeats the purpose and is a real threat to residents. He noted that he did have worthwhile, constructive comments, however, he would express them to the Ontario Municipal Board, where he can speak openly and freely without threat of civil action.

S. Logan, 54 Grassington Crescent, requested clarification of the type of industry being proposed.

J. Corbett explained the gradation of industrial uses, with prestige industry along Torbram Road, compatible with the nature of the area, and general industry in the central part of the site.

P. Comeau, 30 Glenfield Crescent, commented that his residence backs onto Torbram Road and there is a problem of existing traffic noise. Also, he wants the quality of the residential area to be retained. He requested another public meeting be held where the type of industry would be more apparent, as he has no idea of the type of industry, berming, adverse pollution (e.g. a tire plant has been rumoured) effects on the value of his property, noise levels, traffic increase and truck traffic, etc.

Phyllis Adam, 57 Groveland Crescent, objected to the commercial zoning, noting there are at present more than sufficient commercial facilities and their attendant problems. She asked about

E 7-10

- 3 -

the three residences within the subject area and expressed concern that they could be turned into more commercial facilities. She requested clarification of the term prestige industry. Also, she asked about proposed landscaping (berm), particularly on the west side of the subject site. She voiced the opinion that a substantial berm is needed, trees that are not likely to die off as they did at the Rocking Chair Plaza. Also, she requested a traffic study because of potential increased traffic and present difficulty for pedestrians crossing at intersections, vehicular accidents, existing traffic levels, and pedestrian safety. She voiced objection to lack of privacy and was concerned that the proposal would devalue her property to the point where it would be impossible to sell, and requested that the whole area be zoned for light industry only.

Mr. Dalzell responded that the City takes steps to protect the existing homes in a development area, with setbacks, berming, provision in the by-law for excluding some objectionable types of industry, etc. The Ministry of the Environment also has regulations to be followed. With regard to the three residences, he noted that Bramalea Limited could be approached with respect to purchasing the properties or the owner could apply personally for a rezoning.

M. Datson, 33 Gondola Crescent, agreed with the previous speakers, and asked what a group of residents can do about their concerns regarding a development. Also, he voiced concern relating to noxious odours emanating from proposed industry.

Mr. Dalzell explained the procedures for objection to proposals, and noted that industry must comply with the requirements of the Ministry of the Environment, as well as City regulations. He referred to the site plan approval process and zoning by-laws, having specific requirements and exclusions. Also, he explained the difference of the berm at the American Motors property, requirements for berms, and pointed out similar industrial parks.

Mr. Datson commented that the inevitable industrial use was no good for the residents on the west side of the subject site, and

- cont'd. -

any industrial park should be located further east.

Linda Martin, 53 Groveland Crescent, complained about trees dying, refuse, excessive noise, etc. from existing commercial facilities, and requested an effective berm which would be aesthetically pleasing on both sides of Torbram Road to Highway 7. She voiced concern relating to excessive traffic on Torbram Road, and the safety of pedestrians, and requested that truck traffic be stopped at 7 p.m. every night with no truck traffic allowed on Saturday and Sunday. She wanted to know precisely what kind of industry would be allowed, and complained that she was paying enough in taxes for the present aggravation.

It was explained that Bramalea Limited would select the kinds of industry, in accordance with City and Ministry of the Environment requirements, but no decision has been made at this time.

H. Zander, 56 Grassington Crescent, agreed with the previous speakers, and asked what type of industry would not be allowed.

Mr. Dalzell responded that examples of exclusions would be Steel Companies, rendering plants, and scrap yards. Also, he voiced the opinion that Bramalea Limited's reputation of attracting the best prestige type industry is well known, and they have been known to turn down an objectionable industry.

Mr. Zander complained about the traffic problems at Torbram Road and Highway 7, and asked why the City had allowed three plazas to be built in the immediate area.

It was noted that staff did not recommend this condition, however, Council approved the applications.

Mr. Dalzell said that the two major arterial roads within the proposed industrial subdivision may help to relieve traffic problems.

Mr. Zander requested that the proposed industrial park be relocated to the east, and that truck traffic be stopped on Torbram Road.

Mr. Lewanczyk, 14 Glenfield Crescent, referring to the landscaping, asked that the trees and natural state of the creek area within the subject site be preserved. He voiced opposition to the proposal.

E7-12

- 5 -

Mr. Dalzell explained that there was no landscaping shown on the plan, but the creek (tributary) will disappear, however the trees will be looked at.

Mr. Comeau suggested that the proposal was fait compli, because he noted shovels in the ground last Fall.

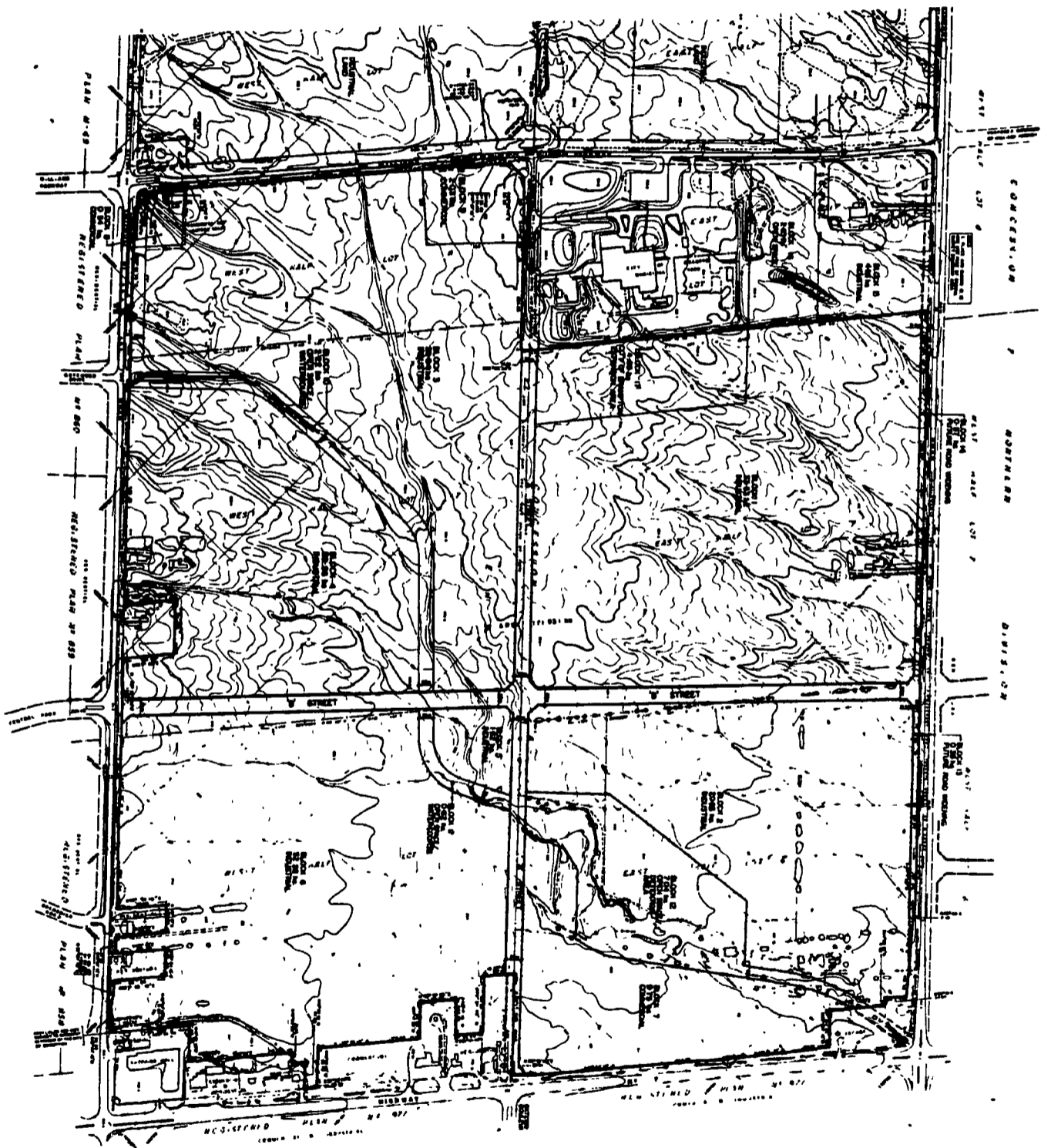
Bruce Kerr, of Bramalea Limited, noted that the ground work was for servicing for the American Motors proposal and had nothing to do with the subject proposal. Also, he noted that the subject site has been designated for industrial development for ten years, and the time has come for industrial development (i.e.) American Motors proposal, and would be the same type of industrial park as exists south of Highway 7. He noted that Bramalea Limited had turned down the sale of a 20 acre site, under existing zoning, because they do not want a type of industry which may jeopardize the idea of a prestige industrial park. Further, he noted that industrial development has to meet the Ministry of the Environment standards, and Bramalea Limited is interested in industry, such as Hi-Tech, computer companies, warehouses, and clean industry, and noted interest in a head office and warehouse for a major department store. Also, he added, there may be a ripple effect from American Motors for windshields, etc. He explained the traffic pattern of internal cross roads for more effective traffic flow.

Mrs. Pollard, 32 Groveland Crescent voiced concern relating to the establishment of objectionable, heavy industry, such as paint manufacture, presses, etc., and asked about the rail spur line on the abutting land. Also, she asked if there is an industrial list of uses, similar to the Highway Commercial list of uses, and what recourse exists if paint manufacturing, for example, is located on the subject property.

Mr. Dalzell referred to the exclusion of specific industrial uses by by-law, but noted that total control is not possible.

Mr. Kerr explained that Bramalea Limited gave up the option to have the rail spur line in the proposed industrial park in favour of its use by American Motors, and that it is not proposed to have heavy industry on the subject site. Further, he noted that the Ministry of the Environment is strict about noise and air pollution. There were no further questions or comments and the meeting adjourned at 8:55 p.m.

E7-13



BRAMALEA LIMITED
Draft Plan Of Proposed
Subdivision



1:10000

CITY OF BRAMPTON
Planning and Development

Date: 86 02 25 Drawn by: K.L.
File no. C6E6.1 Map no. 48-11F