



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW


*Number* 196-89  
To adopt Amendment Number 166  
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 166 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 166 to the Official Plan of the City of Brampton Planning Area.

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

this 26th day of June, 1989.

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

Amendment Number 166

to the  
Official Plan  
for the  
City of Brampton

This amendment to the 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 Section 21 of The Planning Act as follows:

1. Section 4.5.4 is modified to read as follows:

"As a general guideline, OFFICE development may occur at a Floor Space Index of 1.0. However, it is recognized that traffic impact on the road network may reduce the actual floor space capacity of specific sites designated for OFFICE purposes on Schedule SP 32 (A). Accordingly no office development shall be permitted until traffic impact studies have been carried out to the satisfaction of the City and other road authorities having jurisdiction and no further lands shall be zoned for office development until Peel Regional Council is satisfied that a comprehensive transportation study has demonstrated that the surrounding road network can accommodate the proposed office development."

2. Section 4.6.3 is modified to read as follows:

"Building setbacks may be imposed from the margin of OPEN SPACE/HAZARD LANDS where appropriate, so as to have regard for the extent and severity of potential hazards related to flood and erosion susceptibility, and the preservation of the natural environment. The setbacks shall be determined, if required by the appropriate conservation authority, the Ministry of Natural Resources and the City, prior to development approval, and shall be incorporated into the implementing zoning by-law."

3. Section 4.6 is modified by the addition of the following subsection:

"4.6.4 Proposed alterations to watercourses within lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) shall be subject to review and approval by the Ministry of Natural Resources under the Lakes and Rivers Improvement Act."

4. Section 4.10 is modified by the addition of the following subsection:

"4.10.5 Special Policy Area Number 5 applies to those lands designated PRESTIGE INDUSTRIAL and OFFICE CENTRE on Schedule SP32(A) which are situated at the south-west corner of Steeles and Finch Avenue. It is the intent of this plan to develop these lands predominantly for PRESTIGE INDUSTRIAL and OFFICE CENTRE purposes. However, these lands may also be used for BUSINESS purposes in accordance with section 4.2 of this plan provided that the following conditions are satisfied:

- (i) Notwithstanding any other policy in this plan, the maximum gross floor area devoted to BUSINESS purposes shall not exceed 25 percent of the total gross floor area designated on the lands identified as "Special Policy Area Number 5";
- (ii) The designation of lands devoted for BUSINESS purposes in the implementing zoning by-law shall only be approved in conjunction with the designation of the remaining lands within "Special Policy Area Number 5" in the zoning by-law for OFFICE CENTRE and PRESTIGE INDUSTRIAL purposes;
- (iii) Development approval for the BUSINESS purposes permitted by this section, shall be subject to the submission of a tertiary plan in a manner acceptable to the City, in accordance with the site development criteria set out in section 4.2 of this plan; and;

(iv) Development approval for the BUSINESS purposes permitted in this section for "Special Policy Area Number 5", shall be conditional on the submission of a traffic impact study which demonstrates that the additional traffic generated from the proposed development can be accommodated within the capacities of the surrounding road network. Such traffic studies shall be approved by the road authorities having jurisdiction."

5. Section 4.10 is further modified by the addition of the following subsection:

"4.10.6 Special Policy Area Number 6 applies to those lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A), which are located in the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the MIXED INDUSTRIAL/COMMERCIAL category by section 4.3.2 of this chapter, a fast food restaurant with a drive through facility shall be permitted on lands designated as Special Policy Area Number 6."

6. Section 5.5 is modified to add the following subsection:

"5.5.2 As part of the development approval process certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of proposed developments meet provincial noise guidelines."

7. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Prestige Industrial" the area outlined in red and labelled as Modification 7.

8. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Special Site Area 5" the area outlined in red and labelled as Modification 8.

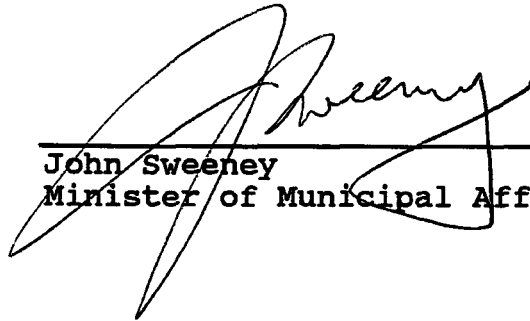
9. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Special Site Area 6" the area outlined in red and labelled as Modification 9.

10. Schedule G is modified by redesignating as "Parkway Belt West Policy Area" the site outlined in red and labelled as Modification 10.
11. Schedule H to Official Plan Amendment 166 which is cross referenced as Schedule "SP(32)" on the Schedule is modified by redesignating it as cross reference Schedule "SP32(B)".

As thus modified this amendment is hereby approved pursuant to Section 21 of The Planning Act, as Amendment No. 166 to the Official Plan for the City of Brampton Planning Area.

Date:

June 8, 1990

  
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John Sweeney  
Minister of Municipal Affairs



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Bureau du  
ministre

Ministry of  
Municipal  
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June 8, 1990

Mr. L.J. Mikulich  
City Clerk  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Mikulich:

Further to By-law 196-89, which adopts proposed Official Plan Amendment No. 166 for the City of Brampton, and pursuant to the provisions of Section 9(2) of the Ontario Planning and Development Act, I hereby declare that By-law 196-89 is deemed not to conflict with the Parkway Belt West Plan, 1978.

Official Plan Amendment 166, as modified, is also known as Part IV - Chapter 32 of the Official Plan of the City of Brampton. It contains policies and land use schedules which permit a range of industrial, commercial, open space and linear facility uses. The amendment establishes specific development criteria to implement the goals and objectives of The Parkway Belt West Plan in that part of the Northern Link of the Parkway Belt West Plan located in parts of Lots 14 and 15, Concessions 6, 7 and 8 E.H.S in the former Town of Mississauga, and parts of Lots 1 and 2, Concession 6, E.H.S. in the former Township of Chinguacousy and parts of Lots 1 and 2, Concessions 7 and 8, N.D. in the former Township of Toronto Gore, now all in the City of Brampton. This amendment is consistent with the intent of the Parkway Belt Plan, 1978.

Sincerely,

  
John Sweeney  
Minister

AMENDMENT NUMBER 166  
TO THE OFFICIAL PLAN OF THE  
CITY OF BRAMPTON  
PLANNING AREA



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

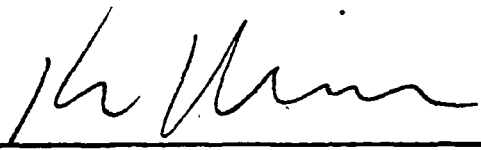
Number 196-89  
To adopt Amendment Number 166  
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City of Brampton Planning  
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The council of The Corporation of the City of Brampton, in accordance with the provisions of the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 166 to the Official Plan of the City of Brampton Planning Area, is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 166 to the Official Plan of the City of Brampton Planning Area.

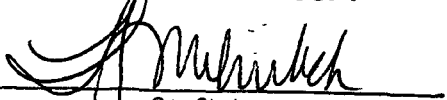
READ a FIRST, SECOND and THIRD TIME and PASSED, in OPEN COUNCIL,

this 26th day of June, 1989.

  
KENNETH G. WHILLANS - MAYOR

  
LEONARD J. MIKULICH - CLERK

CERTIFIED A TRUE COPY

  
City Clerk  
City of Brampton



Amendment Number 166

to the

Official Plan

for the

City of Brampton

This amendment to the 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 Section 21 of The Planning Act as follows:

1. Section 4.5.4 is modified to read as follows:

"As a general guideline, OFFICE development may occur at a Floor Space Index of 1.0. However, it is recognized that traffic impact on the road network may reduce the actual floor space capacity of specific sites designated for OFFICE purposes on Schedule SP 32 (A). Accordingly no office development shall be permitted until traffic impact studies have been carried out to the satisfaction of the City and other road authorities having jurisdiction and no further lands shall be zoned for office development until Peel Regional Council is satisfied that a comprehensive transportation study has demonstrated that the surrounding road network can accommodate the proposed office development."

2. Section 4.6.3 is modified to read as follows:

"Building setbacks may be imposed from the margin of OPEN SPACE/HAZARD LANDS where appropriate, so as to have regard for the extent and severity of potential hazards related to flood and erosion susceptibility, and the preservation of the natural environment. The setbacks shall be determined, if required by the appropriate conservation authority, the Ministry of Natural Resources and the City, prior to development approval, and shall be incorporated into the implementing zoning by-law."

3. Section 4.6 is modified by the addition of the following subsection:

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4. Section 4.10 is modified by the addition of the following subsection:

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- (i) Notwithstanding any other policy in this plan, the maximum gross floor area devoted to BUSINESS purposes shall not exceed 25 percent of the total gross floor area designated on the lands identified as "Special Policy Area Number 5";
- (ii) The designation of lands devoted for BUSINESS purposes in the implementing zoning by-law shall only be approved in conjunction with the designation of the remaining lands within "Special Policy Area Number 5" in the zoning by-law for OFFICE CENTRE and PRESTIGE INDUSTRIAL purposes;
- (iii) Development approval for the BUSINESS purposes permitted by this section, shall be subject to the submission of a tertiary plan in a manner acceptable to the City, in accordance with the site development criteria set out in section 4.2 of this plan; and;

(iv) Development approval for the BUSINESS purposes permitted in this section for "Special Policy Area Number 5", shall be conditional on the submission of a traffic impact study which demonstrates that the additional traffic generated from the proposed development can be accommodated within the capacities of the surrounding road network. Such traffic studies shall be approved by the road authorities having jurisdiction."

5. Section 4.10 is further modified by the addition of the following subsection:

"4.10.6 Special Policy Area Number 6 applies to those lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A), which are located in the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the MIXED INDUSTRIAL/COMMERCIAL category by section 4.3.2 of this chapter, a fast food restaurant with a drive through facility shall be permitted on lands designated as Special Policy Area Number 6."

6. Section 5.5 is modified to add the following subsection:

"5.5.2 As part of the development approval process certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of proposed developments meet provincial noise guidelines."

7. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Prestige Industrial" the area outlined in red and labelled as Modification 7.

8. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Special Site Area 5" the area outlined in red and labelled as Modification 8.

9. Schedule G to Official Plan Amendment 166 is modified by redesignating as "Special Site Area 6" the area outlined in red and labelled as Modification 9.

10. Schedule G is modified by redesignating as "Parkway Belt West Policy Area" the site outlined in red and labelled as Modification 10.
11. Schedule H to Official Plan Amendment 166 which is cross referenced as Schedule "SP(32)" on the Schedule is modified by redesignating it as cross reference Schedule "SP32(B)".

As thus modified this amendment is hereby approved pursuant to Section 21 of The Planning Act, as Amendment No. 166 to the Official Plan for the City of Brampton Planning Area.

Date: June 8, 1990

  
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John Sweeney  
Minister of Municipal Affairs



Ontario

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Bureau du  
ministre

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Affairs  
  
Ministère des  
Affaires  
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June 8, 1990

Mr. L.J. Mikulich  
City Clerk  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Mikulich:

Further to By-law 196-89, which adopts proposed Official Plan Amendment No. 166 for the City of Brampton, and pursuant to the provisions of Section 9(2) of the Ontario Planning and Development Act, I hereby declare that By-law 196-89 is deemed not to conflict with the Parkway Belt West Plan, 1978.

Official Plan Amendment 166, as modified, is also known as Part IV - Chapter 32 of the Official Plan of the City of Brampton. It contains policies and land use schedules which permit a range of industrial, commercial, open space and linear facility uses. The amendment establishes specific development criteria to implement the goals and objectives of The Parkway Belt West Plan in that part of the Northern Link of the Parkway Belt West Plan located in parts of Lots 14 and 15, Concessions 6, 7 and 8 E.H.S in the former Town of Mississauga, and parts of Lots 1 and 2, Concession 6, E.H.S. in the former Township of Chinguacousy and parts of Lots 1 and 2, Concessions 7 and 8, N.D. in the former Township of Toronto Gore, now all in the City of Brampton. This amendment is consistent with the intent of the Parkway Belt Plan, 1978.

Sincerely,

  
John Sweeney  
Minister

AMENDMENT NUMBER 166  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON

1.0 PURPOSE

This document establishes a secondary plan for lands situated in south-east Brampton within the Parkway Belt West Planning Area. More specifically, these lands are subject to the provisions of Amendment Number 4 to the Parkway Belt West Plan which:

- permit a range of industrial and commercial uses; and,
- establish specific development criteria to implement the goals and objectives of The Parkway Belt West Plan.

A comprehensive review of the Amendment Number 4 provisions has resulted in the formulation of a secondary plan which is intended to:

- provide detailed land use and policy direction for the development of the subject lands as a specialized industrial/commercial precinct within the City;
- revise the development criteria contained in Amendment Number 4 to the Parkway Belt West Plan to ensure a high standard of industrial/commercial development in context of the City's urban structure; and,
- reflect the general purpose and intent of The Parkway Belt West Plan to maintain these lands for a multi-purpose utility and transportation corridor.

2.0 LOCATION

The lands subject to this amendment:

- are comprised of approximately 724 hectares (1,790 acres);
- are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East; and,
- are more particularly described as parts of Lots 14 and 15, Concessions 6, 7 and 8 E.H.S. in the former Town of Mississauga, and parts of Lots 1 and 2, Concession 6, E.H.S. in the former Township of Chinguacousy and Concessions 7 and 8, N.D. in the former Township of Toronto Gore.

3.0 AMENDMENTS AND POLICIES RELATIVE THERETO:

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

- (i) by deleting the designation of Parkway Belt West on the portion of Schedule "A" - General Land Use Designations thereto, that is coincident with the area shown as the "Subject Lands" on Schedule A to this amendment, and substituting therefor, the designations indicated on Schedule A to this amendment;
- (ii) by adding to Schedule "F", - Commercial thereto a "Specialty Office - Service Commercial" designation in the locations shown within the area identified as the "Subject Lands" on Schedule B to this amendment;
- (iii) by adding to Schedule "G" - Open Space thereto, a "Public Open Space" designation in the locations shown within the area identified as the "Subject Lands" on Schedule C to this amendment;
- (iv) by adding to Schedule "H" - Major Transportation Elements and Major Road Network thereto, the alignment of the collector roads within the area identified as the "Subject Lands" on Schedule D to this amendment;
- (v) by adding to Schedule "I" - Major Road Right-of-Way Widths thereto, the designation of the road right-of-way widths within the area identified as the "Subject Lands" on Schedule E to this amendment;
- (vi) by adding to Schedule "K" - Secondary Plan Areas the boundaries of "Secondary Plan Area 32" as shown on Schedule F to this amendment;
- (vii) by renumbering section 2.9.2 (Parkway Belt West - Churchville) thereto as section 2.9.3;
- (viii) by adding thereto, the following as section 2.9.2:

"2.9.2 Parkway Belt West Industrial Area - Secondary Plan Area  
32

Further to section 2.9.1, Part IV - Chapter 32 and Schedules SP32(A) and SP32(B) constitutes the secondary plan for the area identified as the Parkway Belt West Industrial Area - Secondary Plan Area 32, as shown outlined on Schedule "K" to this plan. In this regard, the Minister of Municipal

Affairs has been requested to deem that Part IV Chapter 32 of this plan does not conflict with the Parkway Belt West Plan.

- (ix) by adding to section 7.2.7 thereto, the following as section 7.2.7.32:

"7.2.7.32 Parkway Belt Industrial Area

Chapter 32 of Part IV of the Official Plan shall constitute the Parkway Belt Industrial Area Secondary Plan."

- (x) by adding to Part IV Chapter 32 thereof, as Schedules "SP32(A)" and "SP32(B)", Schedules "G" and "H" to this amendment; and,
- (xi) by adding the following text to Part IV - Secondary Plans as Chapter 32:

"CHAPTER 32: The Parkway Belt West Industrial Secondary Plan Area

1.0 PURPOSE

The purpose of this chapter, together with Schedules SP32(A) and SP32(B) is to:

- establish detailed land use and policy guidelines for the development of lands shown outlined on Schedule SP32(A);
- specify the desired pattern of land use, transportation network and related policies to achieve high quality efficient and orderly industrial/commercial development;
- implement the goals and objectives of the Parkway Belt West Plan to maintain a portion of the subject lands as an integral segment of a multi-purpose utility and transportation corridor; and,
- provide more specific planning and development policies than are prescribed by the Parkway Belt West Plan, and Amendment Number 4.

2.0 LOCATION

The lands subject to this chapter:

- are comprised of approximately 724 hectares (1,790 acres);



- are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East; and,
- are shown outlined on Schedule SP32(A).

### 3.0 SCOPE AND EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE PARKWAY BELT WEST PLAN

The lands subject to this chapter are located within the Parkway Belt West Planning Area. In this regard, the Parkway Belt West Plan forms part of the Official Plan, and is applicable to the subject lands. The Parkway Belt West Plan was approved to manage growth within the regions surrounding Metropolitan Toronto. In particular, the goals of the Plan are as follows:

- to define and separate urban areas;
- to provide a continuous open space system through the preservation of major environmental features; and,
- to reserve a multi-purpose utility corridor for major linear facilities (highways and hydro transmission corridors).

This chapter is intended to reflect the intent of The Parkway Belt West Plan, while providing for the orderly development of the subject lands as a specialized industrial and commercial precinct within the City's urban structure. In this regard, the Minister of Municipal Affairs has deemed that this chapter is not in conflict with The Parkway Belt West Plan.

### 4.0 LAND USE

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

The PRESTIGE INDUSTRIAL category of land use is intended to foster a high standard of amenity and building design in a landscaped setting in accordance with the objectives of The Parkway Belt West Plan.

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

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

The HIGHWAY COMMERCIAL designation is established to provide for the orderly development of automobile service stations, and related facilities, in accordance with planning criteria set out in the Brampton Official Plan.

This plan establishes a strategy for OFFICE development within the PRESTIGE INDUSTRIAL AND BUSINESS categories. Small concentrations of relatively low density INTERMEDIATE OFFICE uses are encouraged in the PRESTIGE INDUSTRIAL and BUSINESS designations to foster office specialization within the locality. Higher density OFFICE CENTRES are encouraged with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities.

This chapter also provides policy direction with respect to other permitted uses, and an amenity and design strategy to ensure that the objectives of The Parkway Belt West Plan are implemented.

#### 4.1 PRESTIGE INDUSTRIAL

4.1.1 The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) shall be:

- (i) Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;
- (ii) Intermediate office uses, subject to section 5.7 of this plan;
- (iii) Public and utility uses or structures;
- (iv) Research and development facilities;
- (v) Recreation facilities or structures;
- (vi) Accessory retail uses which are directly associated with a permitted industrial operation and occupy a small area in terms of floor space or site coverage relative to the size of the associated industrial plant; and,
- (vii) Day nurseries.

4.1.2 The permitted uses within the PRESTIGE INDUSTRIAL designation shall be established on landscaped lots in a park-like setting. 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.

4.1.3 The uses permitted by section 4.1.1 shall not preclude the establishment of other industrial operations provided that such uses are in keeping with the intended prestige image, and/or satisfy the following criteria:

- (i) limited to industrial operations within enclosed buildings;
- (ii) a high standard of conceptual building and site design;
- (iii) utilize natural features and extensive landscaping to create a park-like setting;
- (iv) no outside storage of goods and materials;
- (v) a low level of noise or air pollution; and,
- (vi) are compatible with adjacent land uses.

4.1.4 Development approved under the PRESTIGE INDUSTRIAL designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

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

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

#### 4.2 BUSINESS

4.2.1 Lands designated for BUSINESS purposes on Schedule SP32(A) shall be used for a wide range of service and retail commercial uses to provide support to the surrounding PRESTIGE INDUSTRIAL community. In this regard, the permitted uses shall include:

- (i) Intermediate office uses, subject to the provisions of section 5.7 of this plan;
- (ii) Banks, trust companies or financial institutions;
- (iii) Retail establishments;
- (iv) Personal service shops;

- (v) Dry cleaning and laundry establishments;
- (vi) Dining room, standard and take-out restaurants;
- (vii) Convenience stores;
- (viii) Community clubs;
- (ix) Recreation facilities or structures;
- (x) Hotels or motels; and,
- (xi) Banquet halls.

4.2.2 Lands designated for BUSINESS purposes on Schedule SP32(A) are situated in locations with exposure to arterial roads to increase accessibility and service potential to the PRESTIGE INDUSTRIAL COMMUNITY. However, access to BUSINESS areas shall only be permitted from the internal industrial road system as designated on Schedule SP32(B).

4.2.3 High quality building and site design shall be required in BUSINESS areas to ensure compatibility with adjacent PRESTIGE INDUSTRIAL areas. In this regard, fencing and landscaping may be required as a condition of development approval where BUSINESS AREAS directly abut PRESTIGE INDUSTRIAL uses.

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

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a BUSINESS area;
- (ii) parking shall be provided, where feasible, in side and rear yards to enhance streetscape amenity and design;
- (iii) where parking is provided in the front yard, landscaping shall be required to provide adequate screening from the abutting road;
- (iv) uniform building setbacks shall be employed to create a harmonious and integrated streetscape;
- (v) the reservation of appropriate road right-of-way widths shall be accommodated in development proposals to provide for landscaping and pedestrian access;

- (vi) outdoor display areas shall not be permitted in front yards or abutting roads;
- (vii) service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping; and,
- (viii) restaurants permitted in the BUSINESS designation shall be subject to an appropriate site development plan which demonstrates that:
  - (a) the restaurant design is harmonious with adjacent development;
  - (b) the road network is adequate to accommodate traffic generated by the restaurant; and,
  - (c) ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

4.2.5 To evaluate the merits of a development proposal within a BUSINESS area, Council shall require the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed in accordance with the site development criteria set out in section 4.2.4 of this Plan.

4.2.6 When establishing the parking requirements for a development proposal in a BUSINESS area, the requirements of section 5.2 of this chapter shall be applied.

4.2.7 Development approval under the BUSINESS designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

#### 4.3 MIXED INDUSTRIAL/COMMERCIAL

4.3.1 Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A) shall be used for non-obnoxious industrial uses, activities that combine industrial and commercial purposes or specialized or space-extensive commercial purposes.

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

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

- (ii) Retail warehousing, discount merchandising outlets and other retail activities that are space extensive, or which by their function are not accommodated by the retail hierarchy for non-industrial areas specified in section 2.2 of the Official Plan, and require exposure to major transportation facilities;
- (iii) Home furnishings and home improvement retail warehouses;
- (iv) Recreation facilities or structures;
- (v) Community clubs;
- (vi) Garden centre sales establishments;
- (vii) Public or utility uses;
- (viii) Service shops; and,
- (ix) Banquet halls.

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

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a MIXED INDUSTRIAL/COMMERCIAL area;
- (ii) parking shall be provided, where feasible, in side or rear yards to enhance streetscape amenity design;
- (iii) where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
- (iv) outdoor display areas shall not be permitted in front yards or abutting arterial roads or a highway right-of-way; and,
- (v) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping.

4.3.4 Development approval under the MIXED INDUSTRIAL/COMMERCIAL designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

4.3.5 When determining the parking requirements for a development proposal in a MIXED/INDUSTRIAL COMMERCIAL area, the requirements of section 5.2.1 of this chapter shall be applied.

4.3.6 Further to section 4.3.2 (ii) of this chapter, commercial uses shall not be permitted within the MIXED INDUSTRIAL/COMMERCIAL designation which duplicates or would impact on the viability of those uses permitted within the retail hierarchy set out in section 2.2 of the Official Plan.

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

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

#### 4.4 HIGHWAY COMMERCIAL

4.4.1 Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP32(A) shall be used for automobile service stations, gas bars and related activities.

4.4.2 Proposals for automobile service stations beyond these sites designated on Schedule SP32(A), shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.

#### 4.5 OFFICE CENTRES

4.5.1 Schedule SP32(A) symbolically identifies concentrations of OFFICE CENTRES within the PRESTIGE INDUSTRIAL and BUSINESS designations. These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image. The permitted uses are:

(i) Business, professional or administrative office buildings;

(ii) The uses permitted in the underlying BUSINESS or PRESTIGE INDUSTRIAL designation.

4.5.2 In addition to the principal permitted uses set out in policy 4.5.1, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:

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

4.5.3 In accordance with section 7.3.7 of the Official Plan, the OFFICE CENTRE designation contained within a circle is intended to be symbolic. In this manner their extent and location may be interpreted flexibly in accordance with the other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.

4.5.4 As a general guideline, OFFICE development may occur at a Floor Space Index of 1.0. However, it is recognized that traffic impact on the road network may reduce the actual floor space capacity of specific sites designated for OFFICE purposes on Schedule SP32(A). Accordingly no office development shall be permitted until traffic impact studies have been carried out to the satisfaction of the City and other road authorities having jurisdiction and no further lands shall be zoned for office development until Peel Regional Council is satisfied that a comprehensive transportation study has demonstrated that the surrounding road network can accommodate the proposed office development.

4.5.5 Sufficient lands shall be assembled to facilitate co-ordinated development of OFFICE CENTRE sites.

4.5.6 The submission of the tertiary plans may be required by the City, prior to development approval to demonstrate comprehensive plans for entire sites.

4.5.7 Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.



4.6 OPEN SPACE/HAZARD LANDS

4.6.1 The lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) are lands which have inherent environmental hazards due to flood susceptibility, or are required for linear open space or recreation purposes to meet the objectives of The Parkway Belt West Plan.

4.6.2 The uses permitted within the OPEN SPACE/HAZARD LANDS designation are:

- (i) Conservation purposes;
- (ii) Flood control and storm water management;
- (iii) Outdoor recreation facilities;
- (iv) Linear open space systems where appropriate to meet the objectives of The Parkway Belt West Plan; and,
- (v) Other public uses required by the Province of Ontario.

4.6.3 Building setbacks may be imposed from the margin of OPEN SPACE/HAZARD LANDS where appropriate, so as to have regard for the extent and severity of potential hazards related to flood susceptibility, and the preservation of the natural environment. The setbacks shall be determined, if required by the appropriate conservation authority, the Ministry of Natural Resources and the City, prior to development approval, and shall be incorporated into the implementing zoning by-law.

4.6.4 Proposed alterations to watercourses within lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) shall be subject to review and approval by the Ministry of Natural Resources under the Lakes and Rivers Improvement Act.

4.7 ELECTRIC POWER FACILITIES

4.7.1 Lands designated as ELECTRIC POWER FACILITIES on Schedule SP32(A) shall be used for transmission lines and related facilities and shall be subject to the policies of the Parkway Belt West Plan, 1978.

4.8 UTILITY CORRIDOR

4.8.1 Lands designated as UTILITY CORRIDOR on Schedule SP32(A) shall be used for utility uses in accordance with the Parkway Belt West Plan, 1978.

**4.9 PARKWAY BELT WEST POLICY AREA**

4.9.1 The lands designated as PARKWAY BELT WEST POLICY AREA on Schedule SP32(A) shall be subject to section 5.5.1 of the Parkway Belt West Plan, 1978.

**4.10 SPECIAL POLICY AREAS**

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

4.10.1 Lands designated for PRESTIGE INDUSTRIAL purposes, and located within "Special Policy Area Number 1" shown on Schedule SP32(A) shall be developed in accordance with section 4.1 of this chapter and the following:

- (i) notwithstanding the provisions of section 4.1 with respect to PRESTIGE INDUSTRIAL development, and the provisions of section 5.7 related to OFFICE uses, office development shall be permitted within "Special Policy Area Number 1" to a maximum gross floor index of 0.85;
- (ii) a maximum building height of 7 storeys shall be permitted for office development subject to section 5.6 (Airport Height Limitations) of this chapter; and,
- (iii) further to section 4.1.1, a banquet hall shall be permitted on lands designated as "Special Policy Area Number 1."

4.10.2 Lands designated BUSINESS and located within "Special Policy Area Number 2" shown on Schedule SP32(A) shall be developed in accordance with the provisions of section 4.2 of this chapter.

In addition to the uses permitted within the BUSINESS designation, as specified in section 4.2.1, an automobile service station shall also be permitted within "Special Policy Area Number 2." However, prior to development approval for the automobile service station, a tertiary plan shall be prepared to the satisfaction of the City, for the entire Special Policy Area. This tertiary plan shall demonstrate:

- (i) the location and site area dedicated to the automobile service station;

- (ii) the spatial relationship between the automobile service station, and other permitted land uses on the site;
- (iii) the proposed road access to the automobile service station and other developments permitted on the site; and,
- (iv) landscaping and other site design treatments which will project the intended prestige image for the site.

4.10.3 Special Policy Area Number 3 applies to lands situated north of Steeles Avenue between Goreway Drive and Gorewood Drive, and south of the Highway Number 407 right-of-way. Schedule SP32(A) designates these lands for a blend of MIXED INDUSTRIAL/COMMERCIAL, PRESTIGE INDUSTRIAL and OFFICE purposes. Due to the potential traffic impact arising from the development of this site on the surrounding road network, the actual boundaries, and amount of permissible floor space allocated to these designated land uses shall be determined by comprehensive traffic studies.

In this regard, the designations shown outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.

In addition to the site design policies set out in section 4.3.3 for MIXED INDUSTRIAL/COMMERCIAL uses, developments within "Special Policy Area Number 3" shall not have separate access from Steeles Avenue.

A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.

To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road, shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within "Special Policy Area Number 3" can be achieved in accordance with this chapter.

4.10.4 Special Policy Area Number 4 applies to those lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) which are situated west of Goreway Drive, north and east of the existing Canadian National Railway tracks and south of Steeles Avenue. The limits of this OPEN SPACE/HAZARD LANDS designation represent the regional storm flood plain of the Mimico Creek, as delimited by the Metropolitan Toronto and Region Conservation Authority. However, it is recognized that this section of the Mimico Creek may be subject to channelization, which, if approved, would result in a reduction of the existing regional flood plain. In this regard, the limits of the OPEN SPACE/HAZARD LANDS designation outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, provided that the channelization of the Mimico Creek receives the approval of the City, Metropolitan Toronto and Region Conservaton Authority and the Ministry of Natural Resources. Lands taken out of the OPEN SPACE/HAZARD LANDS designation would assume the abutting designation of PRESTIGE INDUSTRIAL.

4.10.5 Special Policy Area Number 5 applies to those lands designated PRESTIGE INDUSTRIAL and OFFICE CENTRE on Schedule SP32(A) which are situated at the south-west corner of Steeles and Finch Avenue. It is the intent of this plan to develop these lands predominantly for PRESTIGE INDUSTRIAL and OFFICE CENTRE purposes. However, these lands may also be used for BUSINESS purposes in accordance with section 4.2 of this plan provided that the following conditions are satisfied:

- (i) Notwithstanding any other policy in this plan, the maximum gross floor area devoted to BUSINESS purposes shall not exceed 25 percent of the total gross floor area designated on the lands identified as "Special Policy Area Number 5";
- (ii) The designation of lands devoted for BUSINESS purposes in the implementing zoning by-law shall only be approved in conjunction with the designation of the remaining lands within "Specialty Policy Area Number 5" in the zoning by-law for OFFICE CENTRE and PRESTIGE INDUSTRIAL purposes;
- (iii) Development approval for the BUSINESS purposes permitted by this section, shall be subject to the submission of a tertiary plan in a manner acceptable to the City, in accordance with the site development criteria set out in section 4.2 of this plan; and

(iv) Development approval for the BUSINESS purposes permitted in this section for "Special Policy Area Number 5", shall be conditional on the submission of a traffic impact study which demonstrates that the additional traffic generated from the proposed development can be accommodated within the capacities of the surrounding road network. Such traffic studies shall be approved by the road authorities having jurisdiction."

4.10.6 Special Policy Area Number 6 applies to those lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A), which are located in the vicinity of the north-east corner of Steeles Avenue and Parkhurst Square. The subject lands are more particularly described as Block 4, Registered Plan 43M-891. Notwithstanding the uses permitted within the MIXED INDUSTRIAL/COMMERCIAL category by section 4.3.2 of this chapter, a fast food restaurant with a drive through facility shall be permitted on lands designated as Special Policy Area Number 6."

## 5.0 OTHER SPECIAL POLICIES

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

### 5.1 AMALGAMATION OF SMALL LAND HOLDINGS

5.1.1 To encourage comprehensive development, lands abutting or adjacent to existing residential and other small properties shall not be approved for uses permitted by this plan, until it is demonstrated that a bona fide offer to purchase the small holdings has been made by the development proponent. In the event that an offer to purchase is not accepted, approval of development on the large holding shall be conditional upon the submission of a site development plan to demonstrate:

(1) The functional and aesthetic relationship between the small and large holdings; and,

(ii) Options available to provide for the eventual redevelopment of the smaller land holding in accordance with this Plan.

### 5.2 PARKING REQUIREMENTS FOR BUSINESS AND MIXED INDUSTRIAL/COMMERCIAL USES

5.2.1 Parking shall be required for development proposals within areas designated for BUSINESS and MIXED INDUSTRIAL/COMMERCIAL purposes to satisfy full zoning by-law requirements. However, it is

recognized that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, Council may consider the approval of a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has been prepared to the satisfaction of the City.

5.3 GENERAL DEVELOPMENT STANDARDS AND GUIDELINES

5.3.1 To ensure that The Parkway Belt West Plan objectives are regarded in the development of the secondary planning area, general development standards and guidelines are established in Table 1 for the major land use categories. These standards and guidelines are intended to:

- (i) reflect the prestige image and open development concept envisaged by The Parkway Belt West Plan; and,
- (ii) provide for a form of industrial and commercial development which is complementary to the urban fabric of Brampton.

TABLE 1

General Development Standards and Guidelines

LAND USE CATEGORY	MINIMUM LOT AREA	LOT COVERAGE	LOT WIDTH	BUILDING HEIGHT *
PRESTIGE INDUSTRIAL	1.2 hectares (3.0 acres)	40-45%	60 metres	13.7 metres
MIXED INDUSTRIAL/ COMMERCIAL	0.8 hectares (2.0 acres)	30-35%	50 metres	13.7 metres
BUSINESS	0.4 hectares (1.0 acres)	25-30%	45 metres	13.7 metres
OFFICE CENTRES	1.2 hectares (3.0 acres)	20-25%	60 metres	8 storeys

\* Refer to section 5.6 of this chapter.

5.3.2 In addition to the General Development Standards and Guidelines set out in Table 1, the following street-line setbacks and landscaping guidelines shall be considered as a condition of development approval.

TABLE 2

Street-line Setback and Landscaped Open Space Guidelines

ROAD	STREET-LINE SETBACK	LANDSCAPE OPEN SPACE ABUTTING RIGHT-OF-WAY
STEELES AVENUE	46.0 metres	12.0 metres
ALL OTHER ROADS	15.0 metres	3.0 metres

These guidelines may be reduced in the block between Goreway Drive and Gorewood Drive, north of Steeles Avenue due to the restrictions imposed by the alignment of the Highway Number 407 right-of-way and the frontage service road requirements outlined in section 4.8.3 to this chapter.

5.3.3 The general development standards and guidelines set out in Table 1 and section 5.3.2 are intended to be approximate values. Minor variations to these standards may be approved without the necessity of amending this plan provided that the intent of this chapter, the Parkway Belt West Plan, and the Brampton Official Plan is clearly respected.

5.4 ENVIRONMENTALLY SENSITIVE AREAS

5.4.1 Schedule C - Environmentally Sensitive Areas to the Official Plan identifies hedgerows and woodlot fragments within the secondary planning area. Development proposals within or adjacent to these sites shall be subject to the requirements of section 1.3 of the Official Plan.

5.5 AIRCRAFT NOISE

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

5.5.2 As part of the development approval process certification shall be provided by a qualified noise consultant to demonstrate that the noise sensitive portions of proposed developments meet provincial noise guidelines.

5.6 AIRPORT HEIGHT LIMITATIONS

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

5.7 OFFICE USES IN THE PRESTIGE INDUSTRIAL AND BUSINESS DESIGNATIONS

5.7.1 Intermediate office uses permitted by section 4.1.1 (ii) and section 4.2.1 (i) within PRESTIGE INDUSTRIAL and BUSINESS areas are intended to complement the other permitted uses within these designations, and as such shall not be allowed to become a predominant land use.

Intermediate office structures shall be permitted on a free-standing basis, or within industrial buildings or a complex of associated industrial buildings. Office uses within the PRESTIGE INDUSTRIAL and BUSINESS designations shall not exceed a Floor Space Index of approximately 0.5.

5.7.2 Council may approve additional OFFICE CENTRES beyond those designated on Schedule SP32(A), through an amendment to this Plan, subject to section 4.5, provided that the following can be demonstrated:

- (i) there is sufficient market opportunity to support the proposed office development, and there will be no adverse impacts on the viability of other OFFICE CENTRES designated on Schedule SP32(A), or other existing and designated office facilities in the City;
- (ii) there are adequate engineering services available;
- (iii) there is sufficient capacity in the transportation network;
- (iv) traffic access can be arranged in a manner satisfactory to the City and any other road authority having jurisdiction;
- (v) there are adequate transit facilities available to service the additional office employment generated by the proposal; and
- (vi) that the additional OFFICE CENTRE designations do not conflict with the Parkway Belt West Plan and Amendment Number 4.

6.0 THE TRANSPORTATION NETWORK

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



- (i) maximize accessibility to and within the secondary plan area; and,
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts.

The TRANSPORTATION NETWORK within this secondary planning area is comprised of

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

6.1 The Road Network

6.1.1 The Road Network is shown on Schedule SP32(B) and described in Table 3 - Basic Road Characteristics.

TABLE 3  
Basic Road Characteristics

ROAD CLASSIFICATION	JURISDICTION	RIGHT-OF-WAY REQUIREMENT
PROVINCIAL FREEWAY	PROVINCE OF ONTARIO	To be determined by Ministry of Transport
MAJOR ARTERIAL	REGION OF PEEL	45.0 metres (150 feet)
MAJOR ARTERIAL (STEELES AVENUE)	REGION OF PEEL	36.0 metres (120 feet)
MINOR ARTERIAL	REGION OF PEEL	36.0 metres (120 feet)
COLLECTOR ROAD	CITY OF BRAMPTON	23-26 metres (76-86 feet)

6.1.2 Appropriate road widenings necessary to achieve the right-of-way requirement indicated on Table 3 shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes and for utilities in accordance with CHAPTER IV, section 4.2.1.6 of the Official Plan.

6.1.3 The road alignments delineated on Schedule SP32(B) are intended to develop and function in accordance with the provisions of CHAPTER IV, section 4.2 of the Official Plan.

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

- (i) The development of Highway Number 407 as a controlled access provincial freeway;
- (ii) The up-grading of Goreway Drive to a 6 lane major arterial facility within a 45.0 metre (150 feet) right-of-way;
- (iii) The improvement of Steeles Avenue to a 6 lane major arterial facility within the existing 36.0 metre (120 feet) right-of-way; and,
- (iv) The easterly extension of Intermodal Drive from Goreway Drive to Gorewood Drive as a collector road within a 23 to 26 metre right-of-way (76 to 86 feet).

6.1.5 Schedule SP32(B) indicates the following intersection arrangements within the Highway Number 407 right-of-way:

- (i) Grade separations at Torbram Road, Steeles Avenue, Gorewood Drive and the Canadian National Railway;
- (ii) A complete interchange at Airport Road; and,
- (iii) A partial interchange at Goreway Drive.

6.1.6 Access will be restricted on arterial roads in proximity to interchange ramps with Highway Number 407. The extent of these access restrictions shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands adjacent to the Highway Number 407 right-of-way.

6.1.7 Building setbacks shall be required from the limits of the Highway Number 407 right-of-way. The extent of the building setbacks shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands abutting the limits of the Highway Number 407 right-of-way.

6.1.8 The City shall ensure that adequate lands are reserved, as a condition of development approval for grade separations at the following intersections:

- (i) Torbram Road at the Canadian National Railway; and,

(ii) Goreway Drive at the Canadian National Railway.

6.1.9 To protect the arterial road function of Steeles Avenue, Torbram Road, Airport Road, Goreway Drive, and Finch Avenue, it is the policy of the City and the Regional Municipality of Peel to restrict access from individual properties. To this end, a local industrial road system shall be designed to organize access to these roads.

6.1.10 The local road system shall be subject to approval as part of the subdivision approval process.

## 6.2 Railways

6.2.1 Schedule SP32(B) recognizes the alignment of the Canadian National Railway. In this regard, fencing and setback requirements may be required as a condition of development approval for abutting lands.

## 7.0 ENGINEERING SERVICES

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

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

### 7.1 Storm Water Management

7.1.1 A detailed engineering and drainage report shall be undertaken for any development in the secondary planning area, and shall be subject to the approval of the appropriate Conservation Authority, the Ministry of Government Services, and the City. This report shall describe the storm water management techniques which must be implemented to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation in the secondary plan area, and in downstream areas during and after the construction period.

### 7.2 Sanitary Sewage and Water Supply

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

**8.0 IMPLEMENTATION AND INTERPRETATION**

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

6/9/89

AMENDMENT NUMBER 166  
TO THE OFFICIAL PLAN  
OF THE CITY OF BRAMPTON

ORIGINAL DOCUMENT PRIOR  
TO MODIFICATIONS

1.0 PURPOSE

This document establishes a secondary plan for lands situated in south-east Brampton within the Parkway Belt West Planning Area. More specifically, these lands are subject to the provisions of Amendment Number 4 to the Parkway Belt West Plan which:

- permit a range of industrial and commercial uses; and,
- establish specific development criteria to implement the goals and objectives of The Parkway Belt West Plan.

A comprehensive review of the Amendment Number 4 provisions has resulted in the formulation of a secondary plan which is intended to:

- provide detailed land use and policy direction for the development of the subject lands as a specialized industrial/commercial precinct within the City;
- revise the development criteria contained in Amendment Number 4 to the Parkway Belt West Plan to ensure a high standard of industrial/commercial development in context of the City's urban structure; and,
- reflect the general purpose and intent of The Parkway Belt West Plan to maintain these lands for a multi-purpose utility and transportation corridor.

2.0 LOCATION

The lands subject to this amendment:

- are comprised of approximately 724 hectares (1,790 acres);
- are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East; and,
- are more particularly described as parts of Lots 14 and 15, Concessions 6, 7 and 8 E.H.S. in the former Town of Mississauga, and parts of Lots 1 and 2, Concession 6, E.H.S. in the former Township of Chinguacousy and Concessions 7 and 8, N.D. in the former Township of Toronto Gore.

3.0 AMENDMENTS AND POLICIES RELATIVE THERETO:

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

- (i) by deleting the designation of Parkway Belt West on the portion of Schedule "A" - General Land Use Designations thereto, that is coincident with the area shown as the "Subject Lands" on Schedule A to this amendment, and substituting therefor, the designations indicated on Schedule A to this amendment;
- (ii) by adding to Schedule "F", - Commercial thereto a "Specialty Office - Service Commercial" designation in the locations shown within the area identified as the "Subject Lands" on Schedule B to this amendment;
- (iii) by adding to Schedule "G" - Open Space thereto, a "Public Open Space" designation in the locations shown within the area identified as the "Subject Lands" on Schedule C to this amendment;
- (iv) by adding to Schedule "H" - Major Transportation Elements and Major Road Network thereto, the alignment of the collector roads within the area identified as the "Subject Lands" on Schedule D to this amendment;
- (v) by adding to Schedule "I" - Major Road Right-of-Way Widths thereto, the designation of the road right-of-way widths within the area identified as the "Subject Lands" on Schedule E to this amendment;
- (vi) by adding to Schedule "K" - Secondary Plan Areas the boundaries of "Secondary Plan Area 32" as shown on Schedule F to this amendment;
- (vii) by renumbering section 2.9.2 (Parkway Belt West - Churchville) thereto as section 2.9.3;
- (viii) by adding thereto, the following as section 2.9.2:

"2.9.2 Parkway Belt West Industrial Area - Secondary Plan Area  
32

Further to section 2.9.1, Part IV - Chapter 32 and Schedules SP32(A) and SP32(B) constitutes the secondary plan for the area identified as the Parkway Belt West Industrial Area - Secondary Plan Area 32, as shown outlined on Schedule "K" to this plan. In this regard, the Minister of Municipal

Affairs has been requested to deem that Part IV Chapter 32 of this plan does not conflict with the Parkway Belt West Plan.

- (ix) by adding to section 7.2.7 thereto, the following as section 7.2.7.32:

"7.2.7.32 Parkway Belt Industrial Area

Chapter 32 of Part IV of the Official Plan shall constitute the Parkway Belt Industrial Area Secondary Plan."

- (x) by adding to Part IV Chapter 32 thereof, as Schedules "SP32(A)" and "SP32(B)", Schedules "G" and "H" to this amendment; and,
- (xi) by adding the following text to Part IV - Secondary Plans as Chapter 32:

"CHAPTER 32: The Parkway Belt West Industrial Secondary Plan Area

1.0 PURPOSE

The purpose of this chapter, together with Schedules SP32(A) and SP32(B) is to:

- establish detailed land use and policy guidelines for the development of lands shown outlined on Schedule SP32(A);
- specify the desired pattern of land use, transportation network and related policies to achieve high quality efficient and orderly industrial/commercial development;
- implement the goals and objectives of the Parkway Belt West Plan to maintain a portion of the subject lands as an integral segment of a multi-purpose utility and transportation corridor; and,
- provide more specific planning and development policies than are prescribed by the Parkway Belt West Plan, and Amendment Number 4.

2.0 LOCATION

The lands subject to this chapter:

- are comprised of approximately 724 hectares (1,790 acres);

- are generally located south of the planned Highway Number 407 alignment and the Ontario Hydro transmission corridor between Torbram Road and Eighth Line East; and,
- are shown outlined on Schedule SP32(A).

### 3.0 SCOPE AND EFFECT OF THIS CHAPTER AND ITS RELATIONSHIP TO THE PARKWAY BELT WEST PLAN

The lands subject to this chapter are located within the Parkway Belt West Planning Area. In this regard, the Parkway Belt West Plan forms part of the Official Plan, and is applicable to the subject lands. The Parkway Belt West Plan was approved to manage growth within the regions surrounding Metropolitan Toronto. In particular, the goals of the Plan are as follows:

- to define and separate urban areas;
- to provide a continuous open space system through the preservation of major environmental features; and,
- to reserve a multi-purpose utility corridor for major linear facilities (highways and hydro transmission corridors).

This chapter is intended to reflect the intent of The Parkway Belt West Plan, while providing for the orderly development of the subject lands as a specialized industrial and commercial precinct within the City's urban structure. In this regard, the Minister of Municipal Affairs has deemed that this chapter is not in conflict with The Parkway Belt West Plan.

### 4.0 LAND USE

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

The PRESTIGE INDUSTRIAL category of land use is intended to foster a high standard of amenity and building design in a landscaped setting in accordance with the objectives of The Parkway Belt West Plan.

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

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



The HIGHWAY COMMERCIAL designation is established to provide for the orderly development of automobile service stations, and related facilities, in accordance with planning criteria set out in the Brampton Official Plan.

This plan establishes a strategy for OFFICE development within the PRESTIGE INDUSTRIAL AND BUSINESS categories. Small concentrations of relatively low density INTERMEDIATE OFFICE uses are encouraged in the PRESTIGE INDUSTRIAL and BUSINESS designations to foster office specialization within the locality. Higher density OFFICE CENTRES are encouraged with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities.

This chapter also provides policy direction with respect to other permitted uses, and an amenity and design strategy to ensure that the objectives of The Parkway Belt West Plan are implemented.

#### 4.1 PRESTIGE INDUSTRIAL

4.1.1 The uses permitted on lands designated PRESTIGE INDUSTRIAL on Schedule SP32(A) shall be:

- (i) Manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;
- (ii) Intermediate office uses, subject to section 5.7 of this plan;
- (iii) Public and utility uses or structures;
- (iv) Research and development facilities;
- (v) Recreation facilities or structures;
- (vi) Accessory retail uses which are directly associated with a permitted industrial operation and occupy a small area in terms of floor space or site coverage relative to the size of the associated industrial plant; and,
- (vii) Day nurseries.

4.1.2 The permitted uses within the PRESTIGE INDUSTRIAL designation shall be established on landscaped lots in a park-like setting. 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.

4.1.3 The uses permitted by section 4.1.1 shall not preclude the establishment of other industrial operations provided that such uses are in keeping with the intended prestige image, and/or satisfy the following criteria:

- (i) limited to industrial operations within enclosed buildings;
- (ii) a high standard of conceptual building and site design;
- (iii) utilize natural features and extensive landscaping to create a park-like setting;
- (iv) no outside storage of goods and materials;
- (v) a low level of noise or air pollution; and,
- (vi) are compatible with adjacent land uses.

4.1.4 Development approved under the PRESTIGE INDUSTRIAL designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

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

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

#### 4.2 BUSINESS

4.2.1 Lands designated for BUSINESS purposes on Schedule SP32(A) shall be used for a wide range of service and retail commercial uses to provide support to the surrounding PRESTIGE INDUSTRIAL community. In this regard, the permitted uses shall include:

- (i) Intermediate office uses, subject to the provisions of section 5.7 of this plan;
- (ii) Banks, trust companies or financial institutions;
- (iii) Retail establishments;
- (iv) Personal service shops;

- (v) Dry cleaning and laundry establishments;
- (vi) Dining room, standard and take-out restaurants;
- (vii) Convenience stores;
- (viii) Community clubs;
- (ix) Recreation facilities or structures;
- (x) Hotels or motels; and,
- (xi) Banquet halls.

4.2.2 Lands designated for BUSINESS purposes on Schedule SP32(A) are situated in locations with exposure to arterial roads to increase accessibility and service potential to the PRESTIGE INDUSTRIAL COMMUNITY. However, access to BUSINESS areas shall only be permitted from the internal industrial road system as designated on Schedule SP32(B).

4.2.3 High quality building and site design shall be required in BUSINESS areas to ensure compatibility with adjacent PRESTIGE INDUSTRIAL areas. In this regard, fencing and landscaping may be required as a condition of development approval where BUSINESS AREAS directly abut PRESTIGE INDUSTRIAL uses.

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

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a BUSINESS area;
- (ii) parking shall be provided, where feasible, in side and rear yards to enhance streetscape amenity and design;
- (iii) where parking is provided in the front yard, landscaping shall be required to provide adequate screening from the abutting road;
- (iv) uniform building setbacks shall be employed to create a harmonious and integrated streetscape;
- (v) the reservation of appropriate road right-of-way widths shall be accommodated in development proposals to provide for landscaping and pedestrian access;

- (vi) outdoor display areas shall not be permitted in front yards or abutting roads;
- (vii) service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping; and,
- (viii) restaurants permitted in the BUSINESS designation shall be subject to an appropriate site development plan which demonstrates that:
  - (a) the restaurant design is harmonious with adjacent development;
  - (b) the road network is adequate to accommodate traffic generated by the restaurant; and,
  - (c) ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

4.2.5 To evaluate the merits of a development proposal within a BUSINESS area, Council shall require the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed in accordance with the site development criteria set out in section 4.2.4 of this Plan.

4.2.6 When establishing the parking requirements for a development proposal in a BUSINESS area, the requirements of section 5.2 of this chapter shall be applied.

4.2.7 Development approval under the BUSINESS designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

#### 4.3 MIXED INDUSTRIAL/COMMERCIAL

4.3.1 Lands designated MIXED INDUSTRIAL/COMMERCIAL on Schedule SP32(A) shall be used for non-obnoxious industrial uses, activities that combine industrial and commercial purposes or specialized or space-extensive commercial purposes.

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

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

- (ii) Retail warehousing, discount merchandising outlets and other retail activities that are space extensive, or which by their function are not accommodated by the retail hierarchy for non-industrial areas specified in section 2.2 of the Official Plan, and require exposure to major transportation facilities;
- (iii) Home furnishings and home improvement retail warehouses;
- (iv) Recreation facilities or structures;
- (v) Community clubs;
- (vi) Garden centre sales establishments;
- (vii) Public or utility uses;
- (viii) Service shops; and,
- (ix) Banquet halls.

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

- (i) common access arrangements and linked parking areas may be employed to serve multiple land uses within a MIXED INDUSTRIAL/COMMERCIAL area;
- (ii) parking shall be provided, where feasible, in side or rear yards to enhance streetscape amenity design;
- (iii) where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
- (iv) outdoor display areas shall not be permitted in front yards or abutting arterial roads or a highway right-of-way; and,
- (v) service and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping.

4.3.4 Development approval under the MIXED INDUSTRIAL/COMMERCIAL designation shall be subject to the General Development Standards and Guidelines established by section 5.3 of this chapter.

- 4.3.5 When determining the parking requirements for a development proposal in a MIXED/INDUSTRIAL COMMERCIAL area, the requirements of section 5.2.1 of this chapter shall be applied.
- 4.3.6 Further to section 4.3.2 (ii) of this chapter, commercial uses shall not be permitted within the MIXED INDUSTRIAL/COMMERCIAL designation which duplicates or would impact on the viability of those uses permitted within the retail hierarchy set out in section 2.2 of the Official Plan.
- 4.3.7 No use that is likely to cause air pollution, odour, or excessive noise shall be permitted adjacent to lands designated for PRESTIGE INDUSTRIAL purposes.
- 4.3.8 Prior to development approval in the MIXED INDUSTRIAL/COMMERCIAL designation, provisions shall be made to ensure that there is adequate capacity in the transportation network, and sufficient water, sewer and storm drainage facilities to serve the proposed development.

#### 4.4 HIGHWAY COMMERCIAL

- 4.4.1 Lands designated for HIGHWAY COMMERCIAL purposes on Schedule SP32(A) shall be used for automobile service stations, gas bars and related activities.
- 4.4.2 Proposals for automobile service stations beyond these sites designated on Schedule SP32(A), shall be evaluated on a site specific basis in accordance with the criteria set out in section 2.2 of the Official Plan.

#### 4.5 OFFICE CENTRES

- 4.5.1 Schedule SP32(A) symbolically identifies concentrations of OFFICE CENTRES within the PRESTIGE INDUSTRIAL and BUSINESS designations. These OFFICE CENTRES are intended to be designed in a manner that presents a highly visible prestige image. The permitted uses are:
- (i) Business, professional or administrative office buildings;
  - (ii) The uses permitted in the underlying BUSINESS or PRESTIGE INDUSTRIAL designation.
- 4.5.2 In addition to the principal permitted uses set out in policy 4.5.1, the following accessory uses shall be permitted only within an office building, provided that the floor area devoted to these uses does not exceed 15 percent of the total gross floor area of the office building:

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

4.5.3 In accordance with section 7.3.7 of the Official Plan, the OFFICE CENTRE designation contained within a circle is intended to be symbolic. In this manner their extent and location may be interpreted flexibly in accordance with the other policies and intent of this plan. More precise locations for OFFICE CENTRES shall be defined in subsequent stages of the development approval process.

4.5.4 As a general guideline, OFFICE development may occur at a Floor Space Index of 1.0. However, it is recognized that traffic impact on the road network, may reduce the actual floor space capacity of specific sites designated for OFFICE purposes on Schedule SP32(A). Accordingly, the total amount of office space permitted in the OFFICE CENTRE designation shall be determined by comprehensive transportation studies. No development shall be permitted until such studies have been carried out to the satisfaction of the City, or other road authorities having jurisdiction.

MODIFICATION  
NO. 1  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1988

4.5.5 Sufficient lands shall be assembled to facilitate co-ordinated development of OFFICE CENTRE sites.

4.5.6 The submission of the tertiary plans may be required by the City, prior to development approval to demonstrate comprehensive plans for entire sites.

4.5.7 Traffic access arrangements shall be established in accordance with the requirements of the City and other road authorities having jurisdiction.

#### 4.6 OPEN SPACE/HAZARD LANDS

4.6.1 The lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) are lands which have inherent environmental hazards due to flood

susceptibility, or are required for linear open space or recreation purposes to meet the objectives of The Parkway Belt West Plan.

4.6.2 The uses permitted within the OPEN SPACE/HAZARD LANDS designation are:

- (i) Conservation purposes;
- (ii) Flood control and storm water management;
- (iii) Outdoor recreation facilities;
- (iv) Linear open space systems where appropriate to meet the objectives of The Parkway Belt West Plan; and,
- (v) Other public uses required by the Province of Ontario.

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

MODIFICATION

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

MODIFICATION

NO. 3  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

**ADD 4.6.4**

**4.7 ELECTRIC POWER FACILITIES**

4.7.1 Lands designated as ELECTRIC POWER FACILITIES on Schedule SP32(A) shall be used for transmission lines and related facilities and shall be subject to the policies of the Parkway Belt West Plan, 1978.

**4.8 UTILITY CORRIDOR**

4.8.1 Lands designated as UTILITY CORRIDOR on Schedule SP32(A) shall be used for utility uses in accordance with the Parkway Belt West Plan, 1978.

**4.9 PARKWAY BELT WEST POLICY AREA**

4.9.1 The lands designated as PARKWAY BELT WEST POLICY AREA on Schedule SP32(A) shall be subject to section 5.5.1 of the Parkway Belt West Plan, 1978.

**4.10 SPECIAL POLICY AREAS**

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



4.10.1 Lands designated for PRESTIGE INDUSTRIAL purposes, and located within "Special Policy Area Number 1" shown on Schedule SP32(A) shall be developed in accordance with section 4.1 of this chapter and the following:

- (i) notwithstanding the provisions of section 4.1 with respect to PRESTIGE INDUSTRIAL development, and the provisions of section 5.7 related to OFFICE uses, office development shall be permitted within "Special Policy Area Number 1" to a maximum gross floor index of 0.85;
- (ii) a maximum building height of 7 storeys shall be permitted for office development subject to section 5.6 (Airport Height Limitations) of this chapter; and,
- (iii) further to section 4.1.1, a banquet hall shall be permitted on lands designated as "Special Policy Area Number 1."

4.10.2 Lands designated BUSINESS and located within "Special Policy Area Number 2" shown on Schedule SP32(A) shall be developed in accordance with the provisions of section 4.2 of this chapter.

In addition to the uses permitted within the BUSINESS designation, as specified in section 4.2.1, an automobile service station shall also be permitted within "Special Policy Area Number 2." However, prior to development approval for the automobile service station, a tertiary plan shall be prepared to the satisfaction of the City, for the entire Special Policy Area. This tertiary plan shall demonstrate:

- (i) the location and site area dedicated to the automobile service station;
- (ii) the spatial relationship between the automobile service station, and other permitted land uses on the site;
- (iii) the proposed road access to the automobile service station and other developments permitted on the site; and,
- (iv) landscaping and other site design treatments which will project the intended prestige image for the site.

4.10.3 Special Policy Area Number 3 applies to lands situated north of Steeles Avenue between Goreway Drive and Gorewood Drive, and south of the Highway Number 407 right-of-way. Schedule SP32(A) designates these lands for a blend of MIXED INDUSTRIAL/COMMERCIAL, PRESTIGE INDUSTRIAL and OFFICE purposes. Due to the

potential traffic impact arising from the development of this site on the surrounding road network, the actual boundaries, and amount of permissible floor space allocated to these designated land uses shall be determined by comprehensive traffic studies.

In this regard, the designations shown outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.

In addition to the site design policies set out in section 4.3.3 for MIXED INDUSTRIAL/COMMERCIAL uses, developments within "Special Policy Area Number 3" shall not have separate access from Steeles Avenue.

A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.

To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road, shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within "Special Policy Area Number 3" can be achieved in accordance with this chapter.

4.10.4 Special Policy Area Number 4 applies to those lands designated OPEN SPACE/HAZARD LANDS on Schedule SP32(A) which are situated west of Goreway Drive, north and east of the existing Canadian National Railway tracks and south of Steeles Avenue. The limits of this OPEN SPACE/HAZARD LANDS designation represent the regional storm flood plain of the Mimico Creek, as delimited by the Metropolitan Toronto and Region Conservation Authority. However, it is recognized that this section of the Mimico Creek may be subject to channelization, which, if approved, would result in a reduction of the existing regional flood plain. In this regard, the limits of the OPEN SPACE/HAZARD LANDS designation outlined on Schedule SP32(A) are intended to be interpreted flexibly, and may be modified without amendment to this plan, provided that the channelization of the Mimico Creek receives the approval of the City, Metropolitan Toronto and Region Conservaton Authority and the Ministry of Natural

MODIFICATION

NO. 4  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

Resources. Lands taken out of the OPEN SPACE/HAZARD LANDS designation would assume the abutting designation of PRESTIGE INDUSTRIAL.

ADD 4.10.5

ADD 4.10.6

MODIFICATION

NO. 5  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

5.0 OTHER SPECIAL POLICIES

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

5.1 AMALGAMATION OF SMALL LAND HOLDINGS

5.1.1 To encourage comprehensive development, lands abutting or adjacent to existing residential and other small properties shall not be approved for uses permitted by this plan, until it is demonstrated that a bona fide offer to purchase the small holdings has been made by the development proponent. In the event that an offer to purchase is not accepted, approval of development on the large holding shall be conditional upon the submission of a site development plan to demonstrate:

- (i) The functional and aesthetic relationship between the small and large holdings; and,
- (ii) Options available to provide for the eventual redevelopment of the smaller land holding in accordance with this Plan.

5.2 PARKING REQUIREMENTS FOR BUSINESS AND MIXED INDUSTRIAL/COMMERCIAL USES

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

5.3 GENERAL DEVELOPMENT STANDARDS AND GUIDELINES

5.3.1 To ensure that The Parkway Belt West Plan objectives are regarded in the development of the secondary planning area, general

development standards and guidelines are established in Table 1 for the major land use categories. These standards and guidelines are intended to:

- (i) reflect the prestige image and open development concept envisaged by The Parkway Belt West Plan; and,
- (ii) provide for a form of industrial and commercial development which is complementary to the urban fabric of Brampton.

TABLE 1

General Development Standards and Guidelines

LAND USE CATEGORY	MINIMUM LOT AREA	LOT COVERAGE	LOT WIDTH	BUILDING HEIGHT *
PRESTIGE INDUSTRIAL	1.2 hectares (3.0 acres)	40-45%	60 metres	13.7 metres
MIXED INDUSTRIAL/ COMMERCIAL	0.8 hectares (2.0 acres)	30-35%	50 metres	13.7 metres
BUSINESS	0.4 hectares (1.0 acres)	25-30%	45 metres	13.7 metres
OFFICE CENTRES	1.2 hectares (3.0 acres)	20-25%	60 metres	8 storeys

\* Refer to section 5.6 of this chapter.

5.3.2 In addition to the General Development Standards and Guidelines set out in Table 1, the following street-line setbacks and landscaping guidelines shall be considered as a condition of development approval.

TABLE 2

Street-line Setback and Landscaped Open Space Guidelines

ROAD	STREET-LINE SETBACK	LANDSCAPE OPEN SPACE ABUTTING RIGHT-OF-WAY
STEELES AVENUE	46.0 metres	12.0 metres
ALL OTHER ROADS	15.0 metres	3.0 metres

These guidelines may be reduced in the block between Goreway Drive and Gorewood Drive, north of Steeles Avenue due to the restrictions imposed by the alignment of the Highway Number 407 right-of-way and the frontage service road requirements outlined in section 4.8.3 to this chapter.

5.3.3 The general development standards and guidelines set out in Table 1 and section 5.3.2 are intended to be approximate values. Minor variations to these standards may be approved without the necessity of amending this plan provided that the intent of this chapter, the Parkway Belt West Plan, and the Brampton Official Plan is clearly respected.

5.4 ENVIRONMENTALLY SENSITIVE AREAS

5.4.1 Schedule C - Environmentally Sensitive Areas to the Official Plan identifies hedgerows and woodlot fragments within the secondary planning area. Development proposals within or adjacent to these sites shall be subject to the requirements of section 1.3 of the Official Plan.

5.5 AIRCRAFT NOISE

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

MODIFICATION

ADD 5.5.2

NO. 6  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

5.6 AIRPORT HEIGHT LIMITATIONS

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

5.7 OFFICE USES IN THE PRESTIGE INDUSTRIAL AND BUSINESS DESIGNATIONS

5.7.1 Intermediate office uses permitted by section 4.1.1 (ii) and section 4.2.1 (i) within PRESTIGE INDUSTRIAL and BUSINESS areas are intended to complement the other permitted uses within these designations, and as such shall not be allowed to become a predominant land use.

Intermediate office structures shall be permitted on a free-standing basis, or within industrial buildings or a complex of associated industrial buildings. Office uses within the PRESTIGE INDUSTRIAL and BUSINESS designations shall not exceed a Floor Space Index of approximately 0.5.

5.7.2 Council may approve additional OFFICE CENTRES beyond those designated on Schedule SP32(A), through an amendment to this Plan, subject to section 4.5, provided that the following can be demonstrated:

- (i) there is sufficient market opportunity to support the proposed office development, and there will be no adverse impacts on the viability of other OFFICE CENTRES designated on Schedule SP32(A), or other existing and designated office facilities in the City;
- (ii) there are adequate engineering services available;
- (iii) there is sufficient capacity in the transportation network;
- (iv) traffic access can be arranged in a manner satisfactory to the City and any other road authority having jurisdiction;
- (v) there are adequate transit facilities available to service the additional office employment generated by the proposal; and
- (vi) that the additional OFFICE CENTRE designations do not conflict with the Parkway Belt West Plan and Amendment Number 4.

## 6.0 THE TRANSPORTATION NETWORK

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

- (i) maximize accessibility to and within the secondary plan area; and,
- (ii) provide for efficient vehicular circulation and reduced traffic conflicts.

The TRANSPORTATION NETWORK within this secondary planning area is comprised of

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

### 6.1 The Road Network

6.1.1 The Road Network is shown on Schedule SP32(B) and described in Table 3 - Basic Road Characteristics.

TABLE 3

Basic Road Characteristics

ROAD CLASSIFICATION	JURISDICTION	RIGHT-OF-WAY REQUIREMENT
PROVINCIAL FREEWAY	PROVINCE OF ONTARIO	To be determined by Ministry of Transport
MAJOR ARTERIAL	REGION OF PEEL	45.0 metres (150 feet)
MAJOR ARTERIAL (STEELES AVENUE)	REGION OF PEEL	36.0 metres (120 feet)
MINOR ARTERIAL	REGION OF PEEL	36.0 metres (120 feet)
COLLECTOR ROAD	CITY OF BRAMPTON	23-26 metres (76-86 feet)

6.1.2 Appropriate road widenings necessary to achieve the right-of-way requirement indicated on Table 3 shall be conveyed to the road authority having jurisdiction as a condition of development approval. Additional right-of-way dedications may be required at main intersections for the construction of turning lanes and for utilities in accordance with CHAPTER IV, section 4.2.1.6 of the Official Plan.

6.1.3 The road alignments delineated on Schedule SP32(B) are intended to develop and function in accordance with the provisions of CHAPTER IV, section 4.2 of the Official Plan.

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

(i) The development of Highway Number 407 as a controlled access provincial freeway;

(ii) The up-grading of Goreway Drive to a 6 lane major arterial facility within a 45.0 metre (150 feet) right-of-way;

(iii) The improvement of Steeles Avenue to a 6 lane major arterial facility within the existing 36.0 metre (120 feet) right-of-way; and,

(iv) The easterly extension of Intermodal Drive from Goreway Drive to Gorewood Drive as a collector road within a 23 to 26 metre right-of-way (76 to 86 feet).

6.1.5 Schedule SP32(B) indicates the following intersection arrangements within the Highway Number 407 right-of-way:

- (i) Grade separations at Torbram Road, Steeles Avenue, Gorewood Drive and the Canadian National Railway;
- (ii) A complete interchange at Airport Road; and,
- (iii) A partial interchange at Goreway Drive.

6.1.6 Access will be restricted on arterial roads in proximity to interchange ramps with Highway Number 407. The extent of these access restrictions shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands adjacent to the Highway Number 407 right-of-way.

6.1.7 Building setbacks shall be required from the limits of the Highway Number 407 right-of-way. The extent of the building setbacks shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval for lands abutting the limits of the Highway Number 407 right-of-way.

6.1.8 The City shall ensure that adequate lands are reserved, as a condition of development approval for grade separations at the following intersections:

- (i) Torbram Road at the Canadian National Railway; and,
- (ii) Goreway Drive at the Canadian National Railway.

6.1.9 To protect the arterial road function of Steeles Avenue, Torbram Road, Airport Road, Goreway Drive, and Finch Avenue, it is the policy of the City and the Regional Municipality of Peel to restrict access from individual properties. To this end, a local industrial road system shall be designed to organize access to these roads.

6.1.10 The local road system shall be subject to approval as part of the subdivision approval process.

## 6.2 Railways

6.2.1 Schedule SP32(B) recognizes the alignment of the Canadian National Railway. In this regard, fencing and setback requirements may be required as a condition of development approval for abutting lands.



## **7.0 ENGINEERING SERVICES**

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

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

### **7.1 Storm Water Management**

7.1.1 A detailed engineering and drainage report shall be undertaken for any development in the secondary planning area, and shall be subject to the approval of the appropriate Conservation Authority, the Ministry of Government Services, and the City. This report shall describe the storm water management techniques which must be implemented to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation in the secondary plan area, and in downstream areas during and after the construction period.

### **7.2 Sanitary Sewage and Water Supply**

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

## **8.0 IMPLEMENTATION AND INTERPRETATION**

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

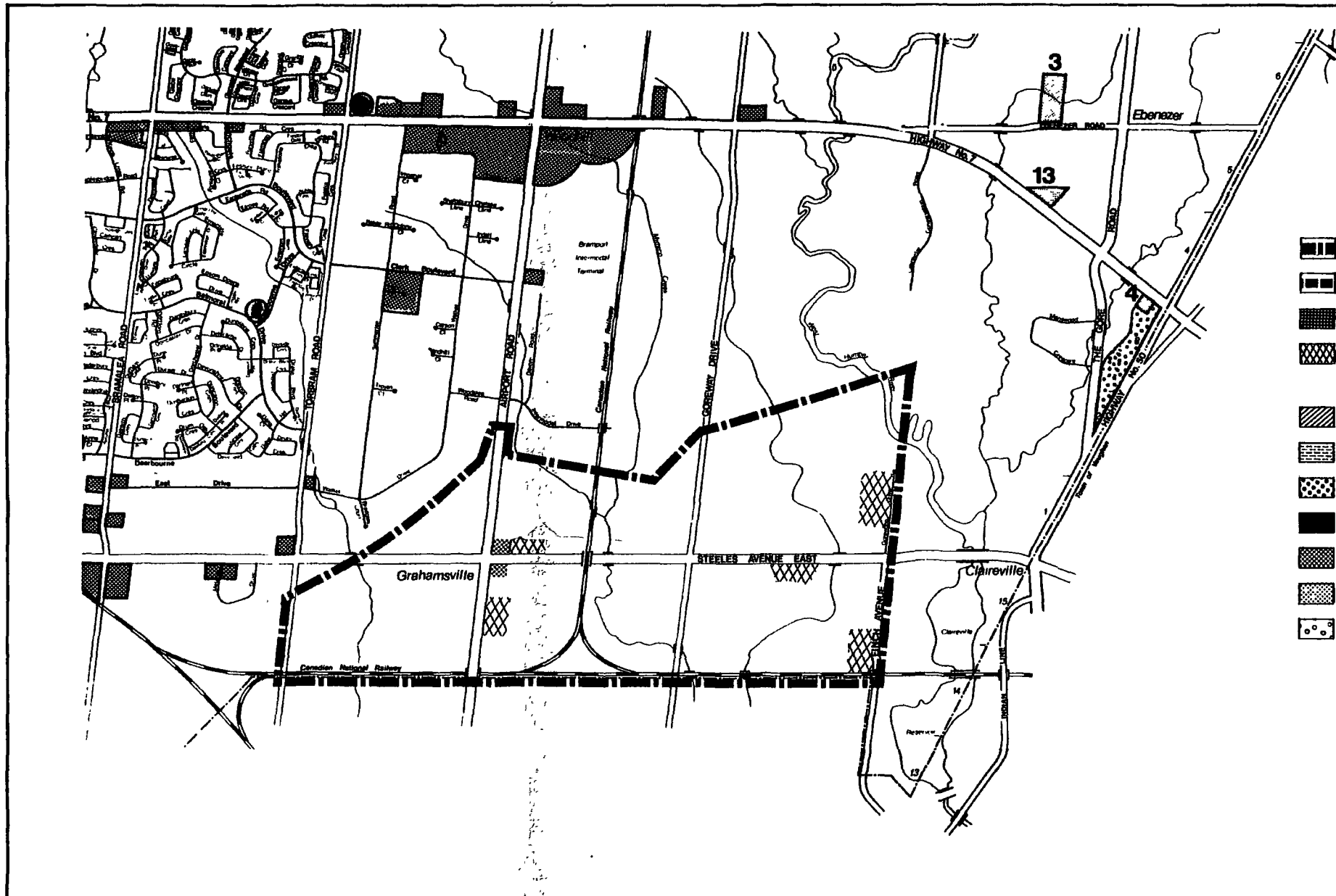
6/9/89



**Schedule A  
to Official Plan  
Amendment No. 166  
GENERAL LAND USE  
SCHEDULE A**












- URBAN BOUNDARY
- ▨ RESIDENTIAL
- ▩ OPEN SPACE
- ▧ COMMERCIAL
- ▦ INDUSTRIAL
- ▤ INSTITUTIONAL
- ▥ PRIVATE COMMERCIAL RECREATION
- AGRICULTURAL
- ▨ RURAL SETTLEMENTS (EXPANSION)
- ▩ RURAL SETTLEMENTS (INFILLING)
- RURAL SETTLEMENTS (MAINTENANCE)
- ▧ PARKWAY BELT WEST
- PROVINCIAL FREEWAY (HWY 410)
- ▨ RURAL ESTATE
- ▩ RURAL ESTATE EXPANSION
- ▧ RURAL - COMMERCIAL
- ▦ OPEN SPACE - CEMETERIES
- ▤ SPECIAL STUDY AREA
- ▥ SPECIALTY AGRICULTURAL
- ▨ SUBJECT LANDS





**Schedule B  
to Official Plan  
Amendment No. 166**





**SCHEDULE C- COMMERCIAL**

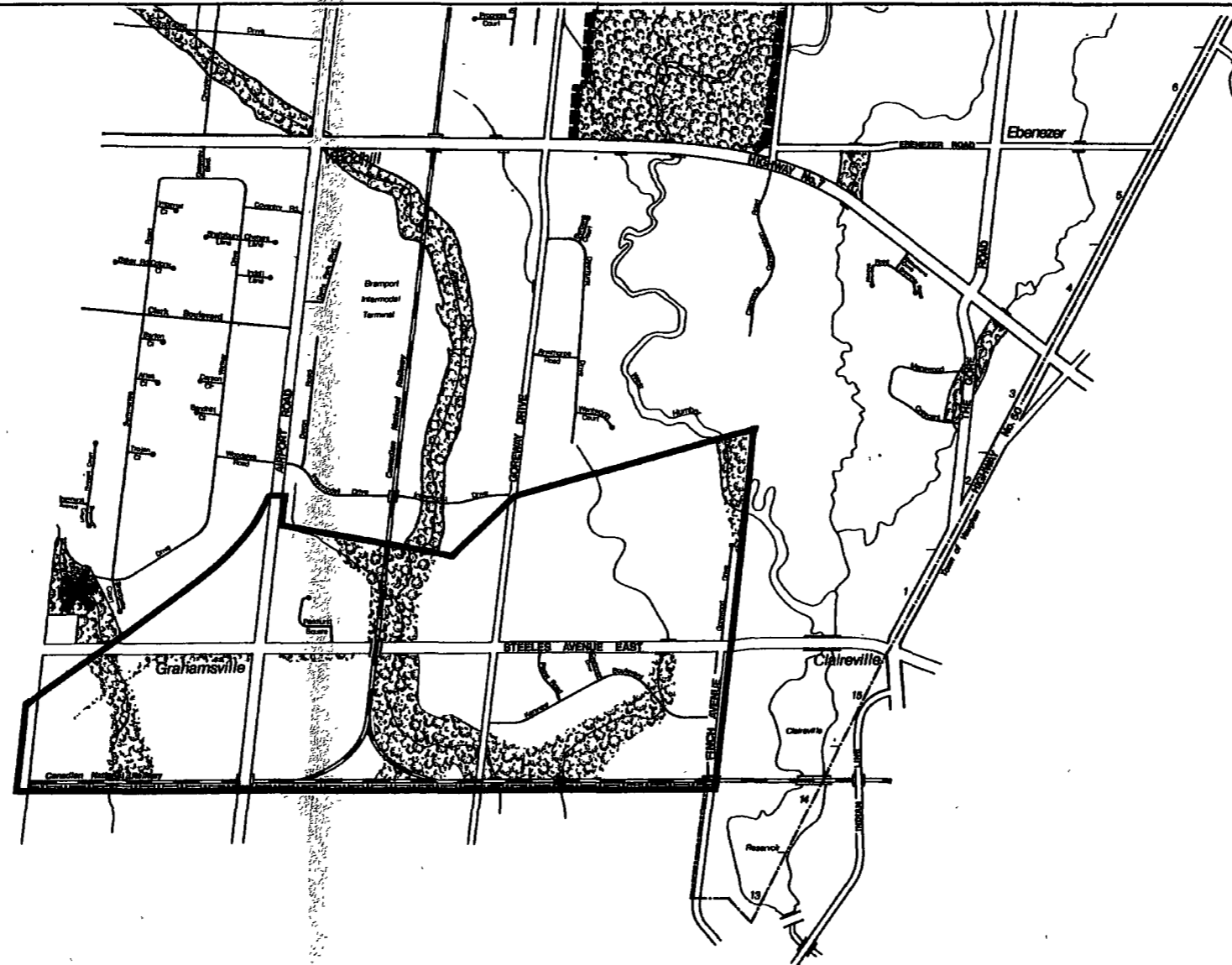
-  SUBJECT LANDS
-  CENTRAL COMMERCIAL CORRIDOR
-  FOUR CORNERS COMMERCIAL
-  SPECIALTY OFFICE SERVICE COMMERCIAL
-  REGIONAL COMMERCIAL
-  DISTRICT COMMERCIAL
-  NEIGHBOURHOOD COMMERCIAL
-  CONVENIENCE COMMERCIAL
-  HIGHWAY & SERVICE COMMERCIAL
-  SITE SPECIFIC DESIGNATIONS
-  RURAL COMMERCIAL



**Schedule C  
to Official Plan  
Amendment No. 166**

**SCHEDULE G- OPEN SPACE**

-  PUBLIC OPEN SPACE
-  CONSERVATION AREA
-  SUBJECT LANDS
-  SPECIALIZED PARK



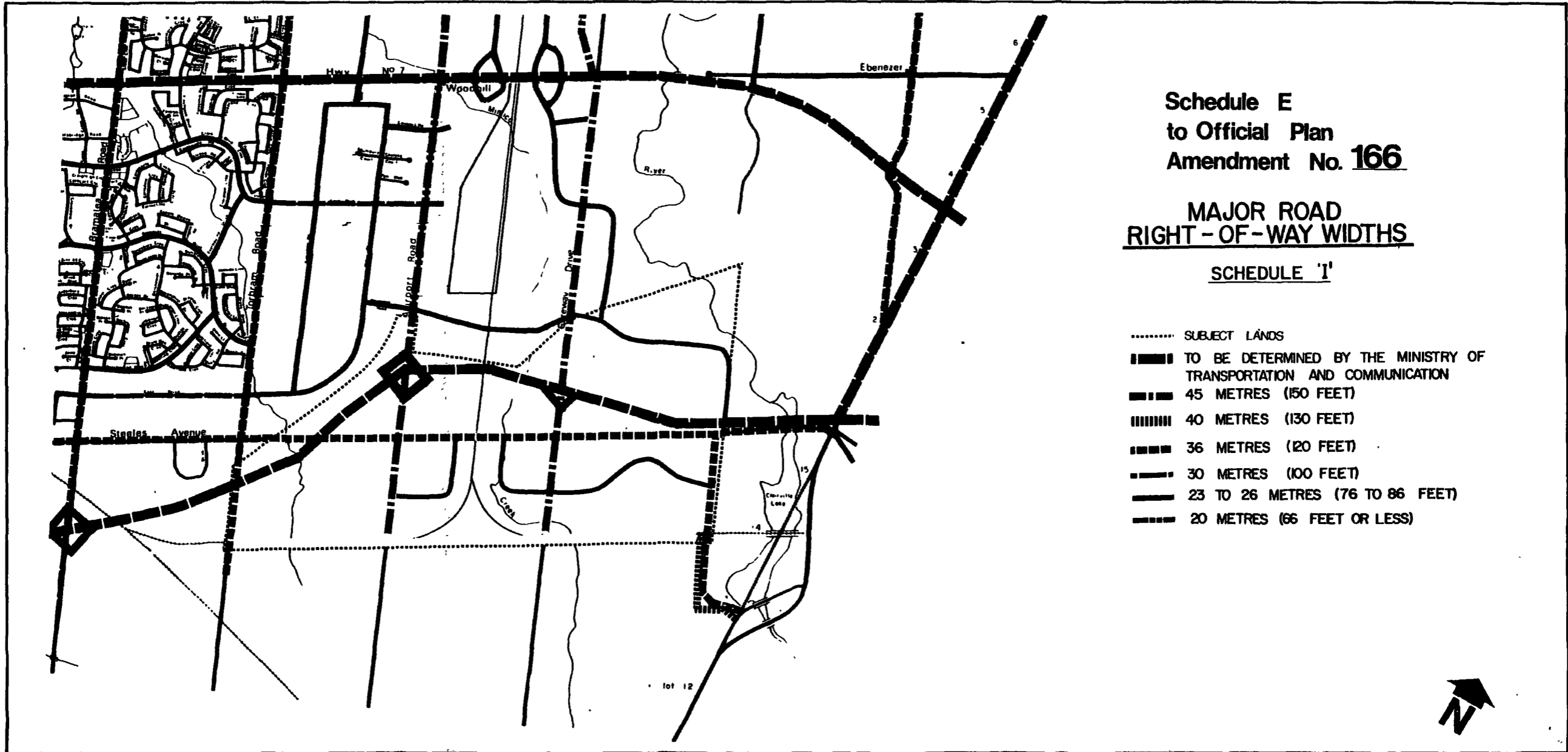
Schedule D  
to Official Plan  
Amendment No. 166

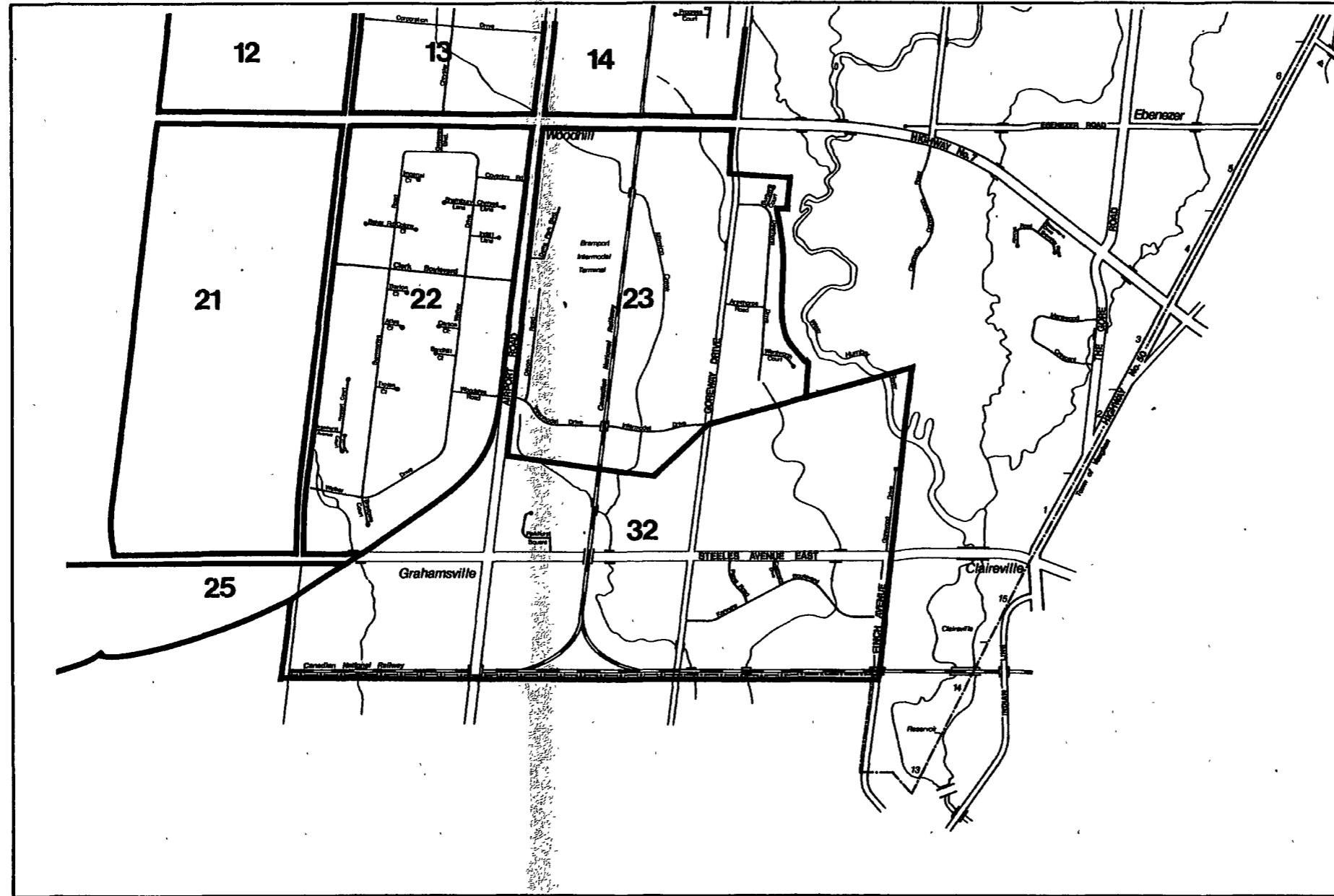
MAJOR TRANSPORTATION ELEMENTS  
AND MAJOR ROAD NETWORK

SCHEDULE 'H'

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



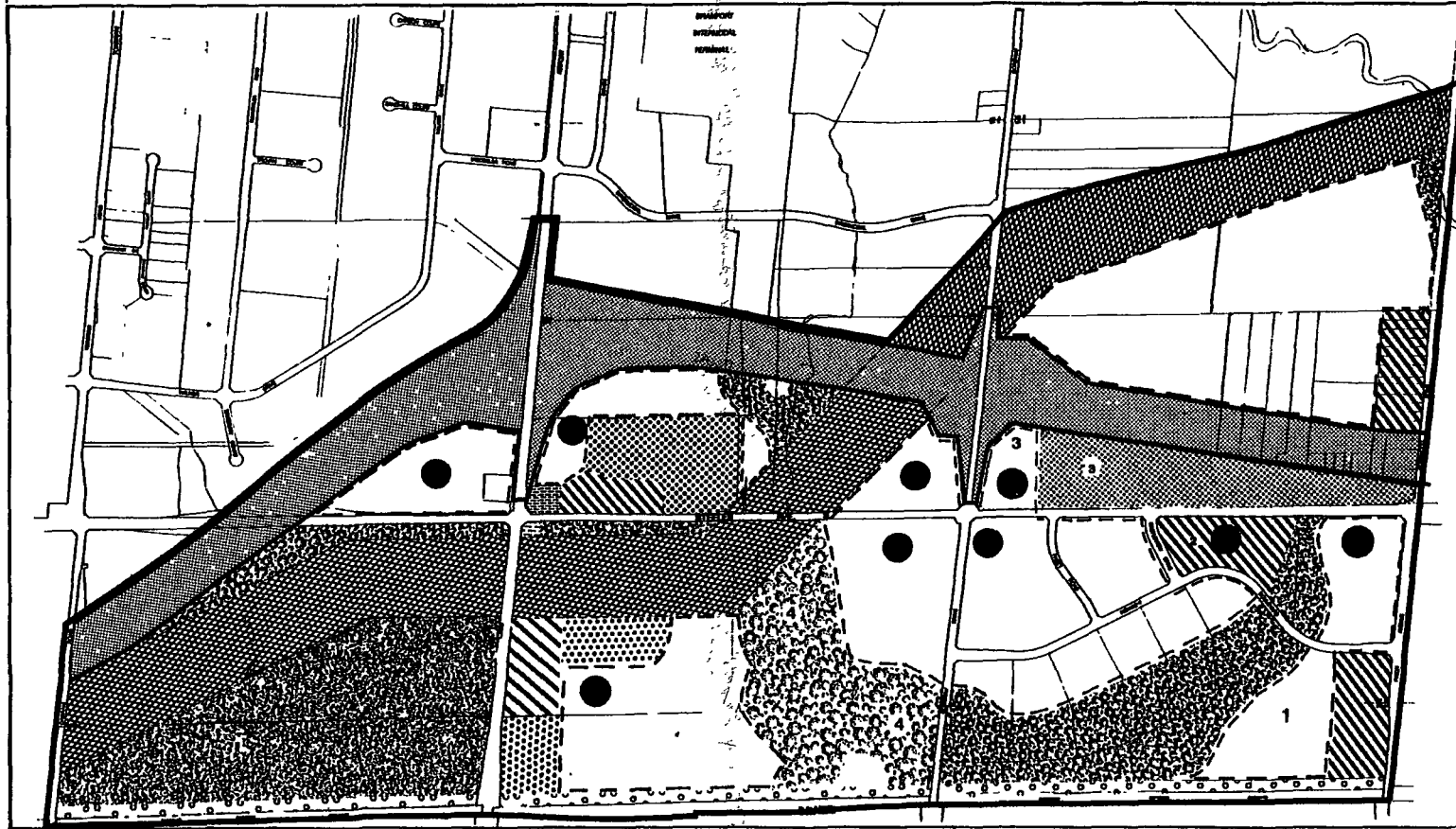




**Schedule F  
to Official Plan  
Amendment No. 166**

Secondary Plan Areas  
SCHEDULE K  
32 — Subject lands



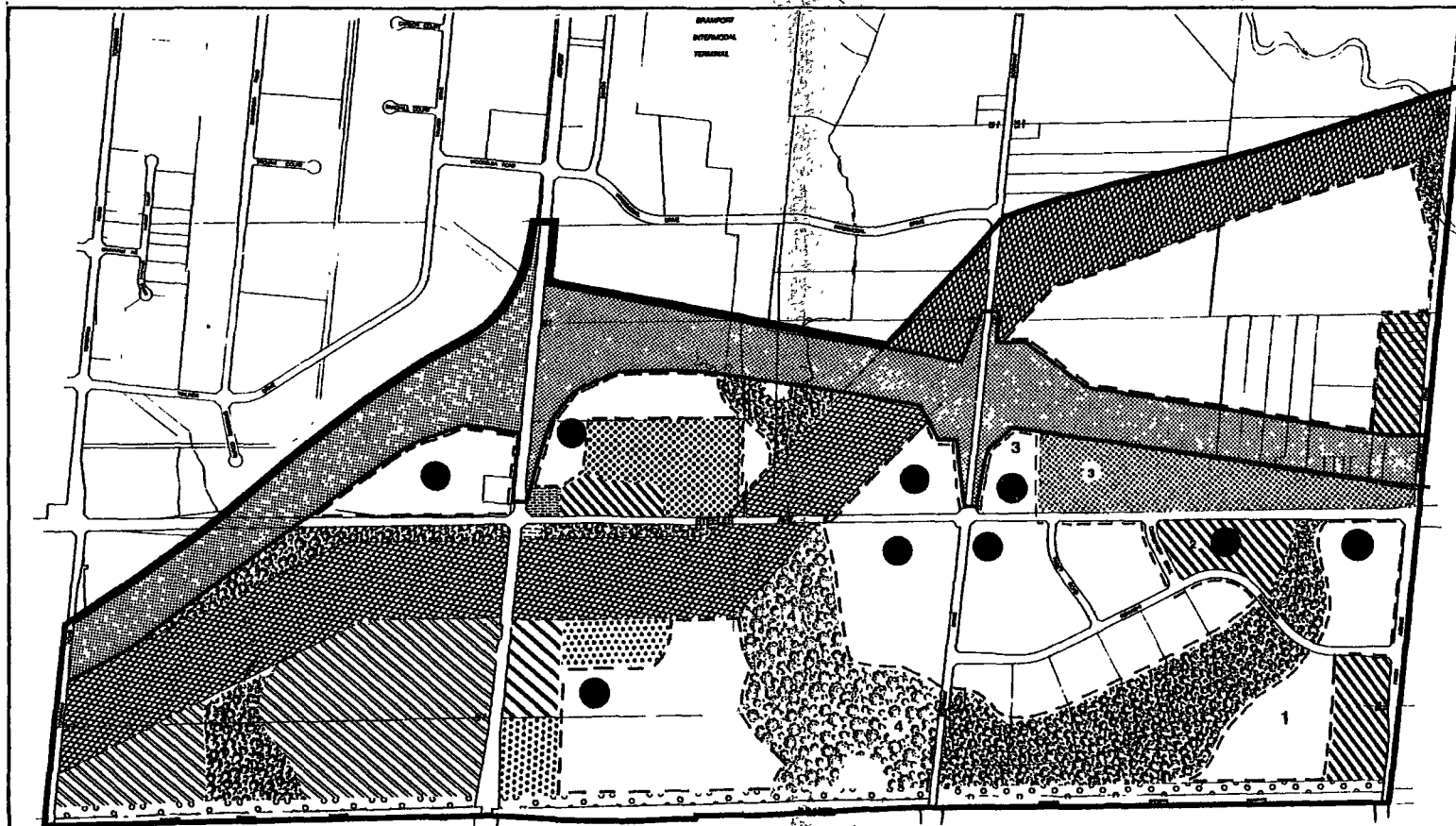


- Schedule G  
to Official Plan Amendment No.166**
- |   |  |  |
|---|--|--|
| MODIFICATION<br>NO. <u>7</u><br>UNDER SECTION 17(9) OF<br>THE PLANNING ACT, 1983  |  | Prestige Industrial                                  |
|   |  | Business   |
| MODIFICATION<br>NO. <u>8</u><br>UNDER SECTION 17(9) OF<br>THE PLANNING ACT, 1983  |  | Mixed Industrial / Commercial                        |
|   |  | Open Space / Hazard Lands                            |
|   |  | Highway Commercial                                   |
|   |  | Office Centre  |
| MODIFICATION<br>NO. <u>9</u><br>UNDER SECTION 17(9) OF<br>THE PLANNING ACT, 1983  |  | Electric Power Facilities                            |
|   |  | Hwy. No.407  |
|   |  | Special Policy Area No.1 Refer To Policy 4.10.1      |
|   |  | Special Policy Area No.2 Refer To Policy 4.10.2      |
|   |  | Special Policy Area No.3 Refer To Policy 4.10.3      |
|   |  | Special Policy Area No.4 Refer To Policy 4.10.4      |
| MODIFICATION<br>NO. <u>10</u><br>UNDER SECTION 17(9) OF<br>THE PLANNING ACT, 1983 |  | Utility Corridor                                     |
|   |  | Parkway Belt West Policy Area<br>Refer to Policy 4.9 |
|   |  | Secondary Plan Area Boundary                         |

















SCHEDULE SP32(A)





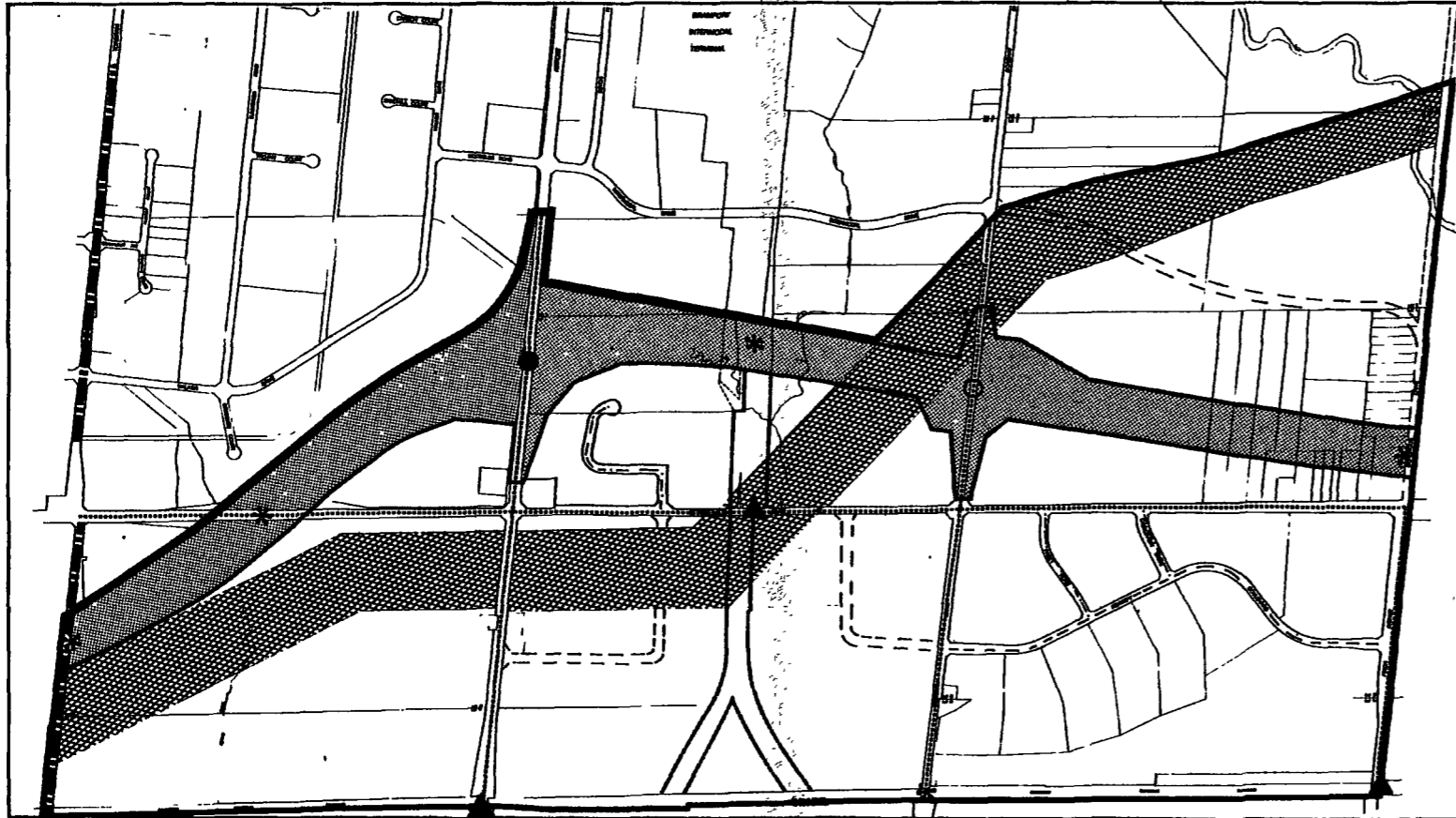


**Schedule G  
to Official Plan Amendment No.166**














-  Prestige Industrial
-  Business
-  Mixed Industrial / Commercial
-  Open Space / Hazard Lands
-  Highway Commercial
-  Office Centre
-  Electric Power Facilities
-  Hwy. No.407
-  Special Policy Area No.1 Refer To Policy 4.10.1
-  Special Policy Area No.2 Refer To Policy 4.10.2
-  Special Policy Area No.3 Refer To Policy 4.10.3
-  Special Policy Area No.4 Refer To Policy 4.10.4
-  Utility Corridor
-  Parkway Belt West Policy Area  
Refer to Policy 4.9
-  Secondary Plan Area Boundary
-  Industrial

SCHEDULE SP32(A)





**Schedule H  
to Official Plan Amendment No. 166**

-  Secondary Plan Area Boundary
-  Electric Power Facilities
-  Hwy. No. 407 Alignment
-  Major Arterial
-  Minor Arterial
-  Collector Road
-  Local Road
-  Proposed Collector Road
-  Existing Grade Separation
-  Proposed Grade Separation
-  Complete Interchange
-  Railway
-  Partial Interchange

MODIFICATION  
NO. 11  
UNDER SECTION 17(9) OF  
THE PLANNING ACT, 1983

Schedule SP(32)(B)



PARKWAY BELT WEST  
INDUSTRIAL SECONDARY PLAN  
LAND USE, TRANSPORTATION AND SERVICING STRATEGY

APRIL, 1989

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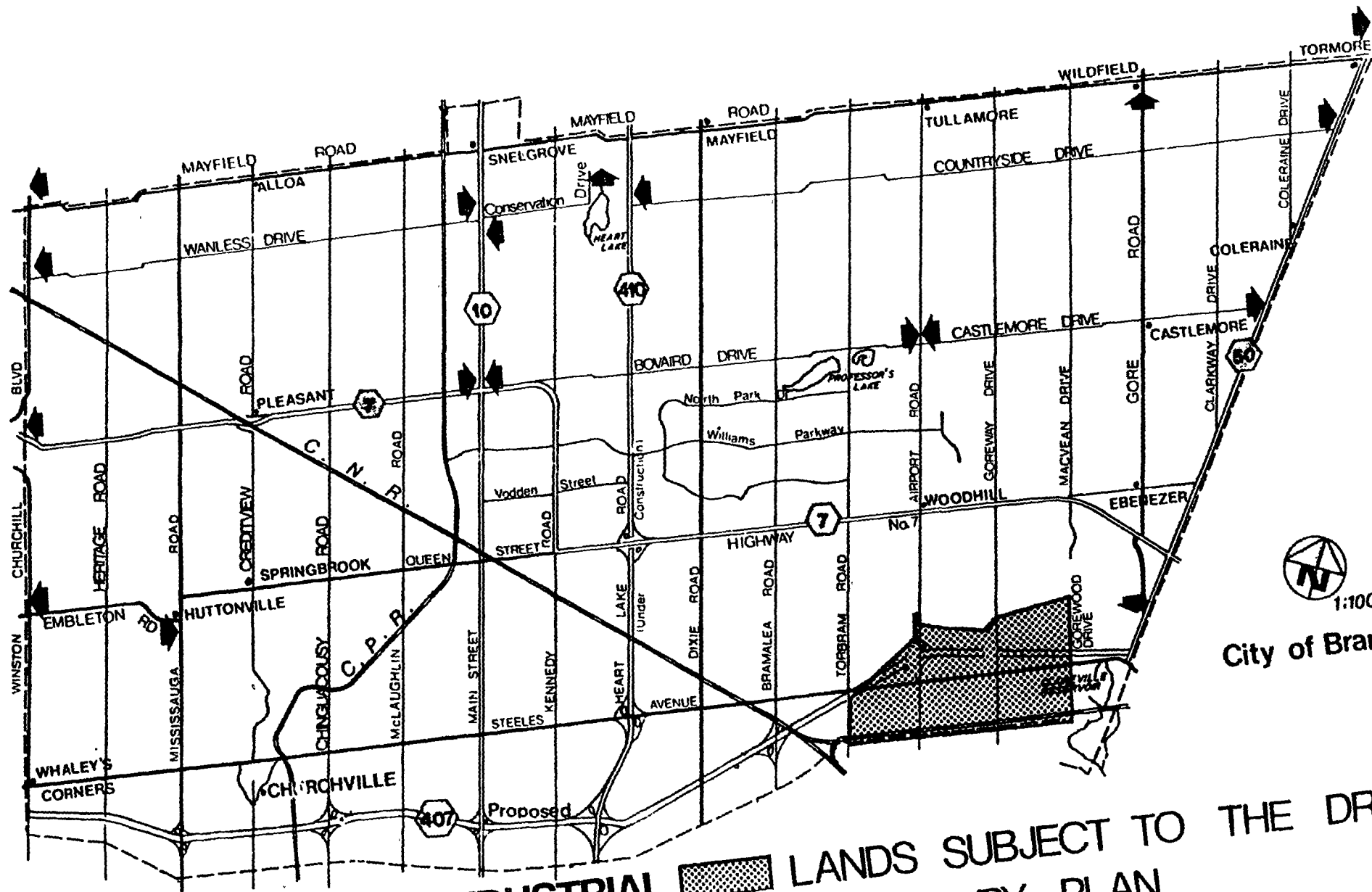
## INTRODUCTION

A draft secondary plan has been prepared for the industrial/commercial area located in a portion of the Parkway Belt West Planning Area, in south-east Brampton between Torbram Road and the Claireville Conservation Area (Refer to Map 1). This secondary plan has been prepared to revise the planning and development policies of the Parkway Belt West Plan, as amended. This approach is required to:

- ensure the continued implementation of the Parkway Belt West planning objectives while providing for the orderly development of the area as a specialized industrial/commercial precinct within the City's urban structure;
- revise the current density and lot coverage standards contained in the Parkway Belt West Plan;
- respond to the strong industrial and commercial development opportunities in the area; and,
- facilitate the processing of several outstanding development applications in the locality.

This report sets out:

- in Part I, the background to the preparation of the draft secondary plan;
- in Part II, the specific development constraints and opportunities within the study area;



**MAP 1: PARKWAY BELT INDUSTRIAL AREA**  **LANDS SUBJECT TO THE DRAFT SECONDARY PLAN**

City of Brampton  
1:100 000

- in Part III, the detailed land use and transportation strategy prescribed by the draft secondary plan; and,
- in Part IV, the proposed implementation procedure for the adoption and approval for the secondary plan.



**Part I: Background**

PART I : BACKGROUND

To provide the context for the development of the draft secondary plan it is necessary to:

- provide a description of the study area and existing land use;
- set out the prevailing official plan and zoning status of the subject lands;
- describe the existing land ownership pattern in the locality;
- develop the context for planning and development within the study area, in terms of the Brampton and Metropolitan Toronto markets; and,
- prescribe an approach for the development of a land use, transportation and servicing strategy for the study area.

1.1 Area Description and Existing Land Use

As noted previously, the subject lands are comprised of:

- a portion of the Parkway Belt West Planning Area in south-east Brampton between Torbram Road and Eighth Line East; and,
- approximately 724 hectares (1,790 acres) in area.

Topographically, the lands are flat and are largely denuded of significant vegetation.

The Mimico Creek traverses the study area east of Torbram Road. A small tributary of the Mimico Creek, which has its confluence with the main branch approximately 800 metres (2,624 feet) downstream of the Brampton/Mississauga boundary and the Canadian National Railway, provides drainage for the balance of the study area, east of Goreway Drive. This channel is not well defined and carries only intermittent, seasonal flows.

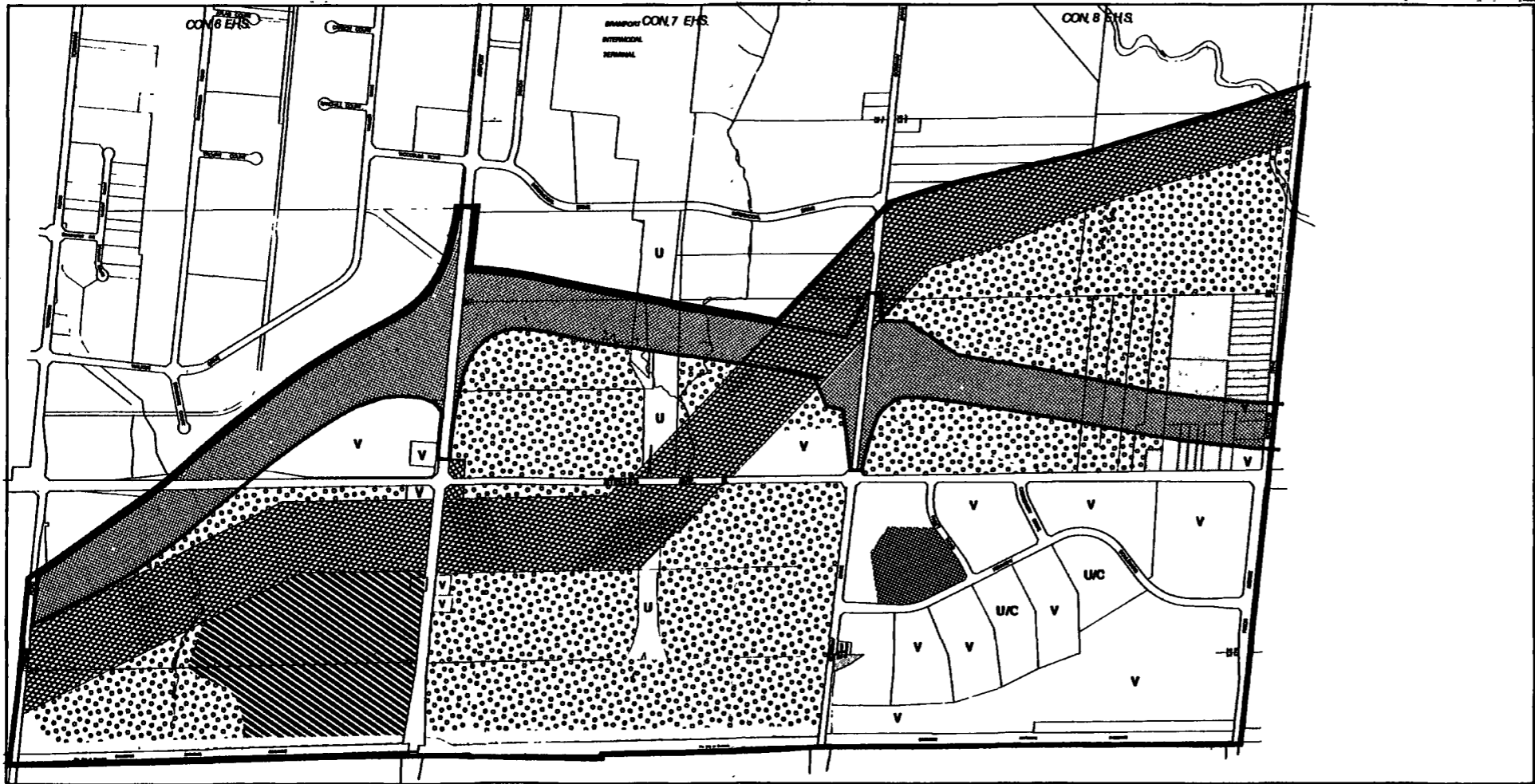
Existing land uses are depicted on Map 2. In this regard, the largest portion of the subject lands are vacant or in agricultural production. Lands used and/or acquired for public uses occupy approximately 1/3 of the total land area. This includes:

- 663 acres (268 hectares) for the proposed Highway Number 407 alignment; and,
- 683 acres (276.7 hectares) for the 500KV Ontario Hydro corridor.

In addition, a major right-of-way in favour of the Canadian National Railway runs north-south from the Brampton Intermodal Terminal, and east-west along the southerly boundary of the study area.

A large site on the west side of Airport Road south of Steeles Avenue is used for the Ontario Ministry of Transportation's Driver Examination Centre.












Several small residential holdings occur within the study area, which are the product of past land severance approvals. The most significant concentration of this residential development occurs at the north-west corner of Steeles Avenue and Gorewood Drive.



**MAP NO. 2**

**EXISTING LAND USE**

**LEGEND**

-  Study Area
-  Ontario Hydro Transmission Corridor
-  Proposed Hwy. No. 407
-  Industrial-Office
-  Highway Commercial
-  Agricultural
-  Residential
-  Vacant
-  Under Construction
-  Institutional
-  Utilities



Scale 1:12540 (approximate)

December 1989

Two automobile service stations occupy land at the north and south-east corners of Airport Road and Steeles Avenue.

Under existing planning policies, the subject lands are developing for industrial/commercial purposes. However, only two sites have been fully developed for these purposes; namely:

- the south-east corner of Torbram Road and Steeles Avenue; and,
- the north-west corner of Paget Road and Kenview Boulevard.

There is also a significant amount of land under construction for approved industrial or commercial development; in particular:

- the north-east corner of Steeles Avenue and Airport Road (known as the Rushville plan of subdivision); and,
- south of Steeles Avenue, between Goreway Drive and Finch Avenue (known as the Kenview plan of subdivision).

#### 1.2 Official Plan Status

Schedule A to the Official Plan (General Land Use Designations) includes the subject lands within the "Parkway Belt West" designation. In this regard, the Parkway Belt West Plan of the Province of Ontario forms part of the City's Official Plan, and is applicable to the subject lands. The Parkway Belt West Plan (approved July 1978) was formulated to manage growth within the regions surrounding Metropolitan Toronto. In particular, the goals of the Plan are as follows:

- to define and separate urban areas;

- to provide a continuous open space system through the preservation of major environmental features; and,
- to reserve a multi-purpose utility corridor for major linear facilities (highways and hydro transmission corridors).

The Parkway Belt West Plan, as specifically amended by Amendment Number 4 (approved by Cabinet in June 1985) provides land use designations for the study area as shown on Map 3. In keeping with the goals of the Parkway Belt West Plan, large areas of land are reserved for:

- the proposed Highway Number 407 right-of-way; and,
- the Ontario Hydro transmission corridor.

The predominant land use designation in the study area is "Special Complementary Use Area." This designation permits industrial and commercial development subject to development criteria that may be summarized as follows:

- the alignment and number of access roads must be approved by the appropriate authorities;
- the storm water management requirements of the City, the Region and the Conservation Authority must be satisfied;
- the amalgamation of all remaining parcels into larger holdings shall be encouraged;
- all new development must be serviced by municipal water and sanitary sewers;

- no outside storage of materials or manufactured products is permitted;
- no industrial uses are permitted which create obnoxious sounds, odours, fumes or vibrations;
- deep setbacks from major roads together with extensive landscaping on the setback areas and around parking lots to create a park-like setting are required;
- woodlots, hedgerows and environmentally sensitive areas shall be protected in a manner consistent with the policies of the Brampton Official Plan; and,
- the design of buildings, selection of materials and advertising shall reflect the uniform, high aesthetic standards desired for the area.

The intent of the Special Complementary Use Area designation is to foster prestige industrial/commercial development at low density and high aesthetic standards to meet the goals of the Parkway Belt West Plan. To this end, Amendment Number 4 also establishes specific development standards for the Special Complementary Use Area designation. These standards are provided in their entirety in Appendix 1, and are summarized below in Table 1.

TABLE ONE

Summary of Development Standards  
Special Complementary Use Area Designation

Permitted Land Use	Minimum Lot Area	Maximum Lot Coverage	Maximum Floor Space Index
Industry/ Warehousing	25 acres	<ul style="list-style-type: none"><li>• 25% for parcels of 25 acres or more; and,</li><li>• 20% for parcels of less than 25 acres.</li></ul>	N/A
Commercial and Mixed Commercial/ Non-Industrial	12.5 acres	<ul style="list-style-type: none"><li>• 25% for parcels 12.5 acres or more; and,</li><li>• 20% for parcels of 12.5 acres or less.</li></ul>	0.5
Mixed Commercial/ Industrial	<ul style="list-style-type: none"><li>• Minimum lot area of 12.5 acres; and,</li><li>• average lot size of 25 acres.</li></ul>	<ul style="list-style-type: none"><li>• 25% of the whole lot; and</li><li>• 50% on the buildable area</li></ul>	0.5

It is evident that these standards permit development at significantly less density than conventional standards for industrial/commercial development in Brampton. For example, the typical minimum lot area requirement for industrial development prescribed by the City's comprehensive zoning by-laws is 2,000 square metres (0.5 acres). Lot coverage for industrial development is typically in the range of 40-45 percent.



The open space objectives of the Parkway Belt West Plan are achieved through the "Public Open Space and Buffer Area" designation applied within the study area. This designation is intended to:

- facilitate the development of recreational amenities including a trail system to link the Brampton Urban Area with the Claireville conservation lands;
- contribute to the visual impression of the study area as an open corridor; and,
- preserve unique environmental features.

Parcel Number 1 as indicated on Map 3 is intended to be used as a buffer strip of approximately 45 to 49 metres in depth on the south side of Steeles Avenue between the proposed Highway Number 407 right-of-way and the mid-concession point east of Airport Road. The retention of these lands as open space in conjunction with the abutting 243.8 metre (800 foot) wide hydro corridor is intended to foster the open corridor concept envisaged by the Parkway Belt West Plan.

Parcel Number 2 is a small triangular remnant parcel of approximately 1.5 hectares (4.0 acres) between the highway, the CNR tracks and the hydro corridor. It is traversed by a tributary of the Mimico Creek and the site contains part of a larger woodlot. Thus, the Public Open Space and Buffer Area designation is intended to preserve the environmental features pertaining to this site.

The "Public Open Space and Buffer Area" designation pertaining to Parcel Number 3 on Map 3 is intended to preserve a significant woodlot. However, a field visit has revealed that the woodlot has recently been destroyed. Accordingly, the "Public Open Space

and Buffer Area" designation should be deleted as it pertains to this site.

Parcel 4 is part of a large land holding of the Ministry of Government Services and contains the provincial driver examination centre. This land has been retained in the Public Open Space and Buffer Area designation in the Parkway Belt West Plan.

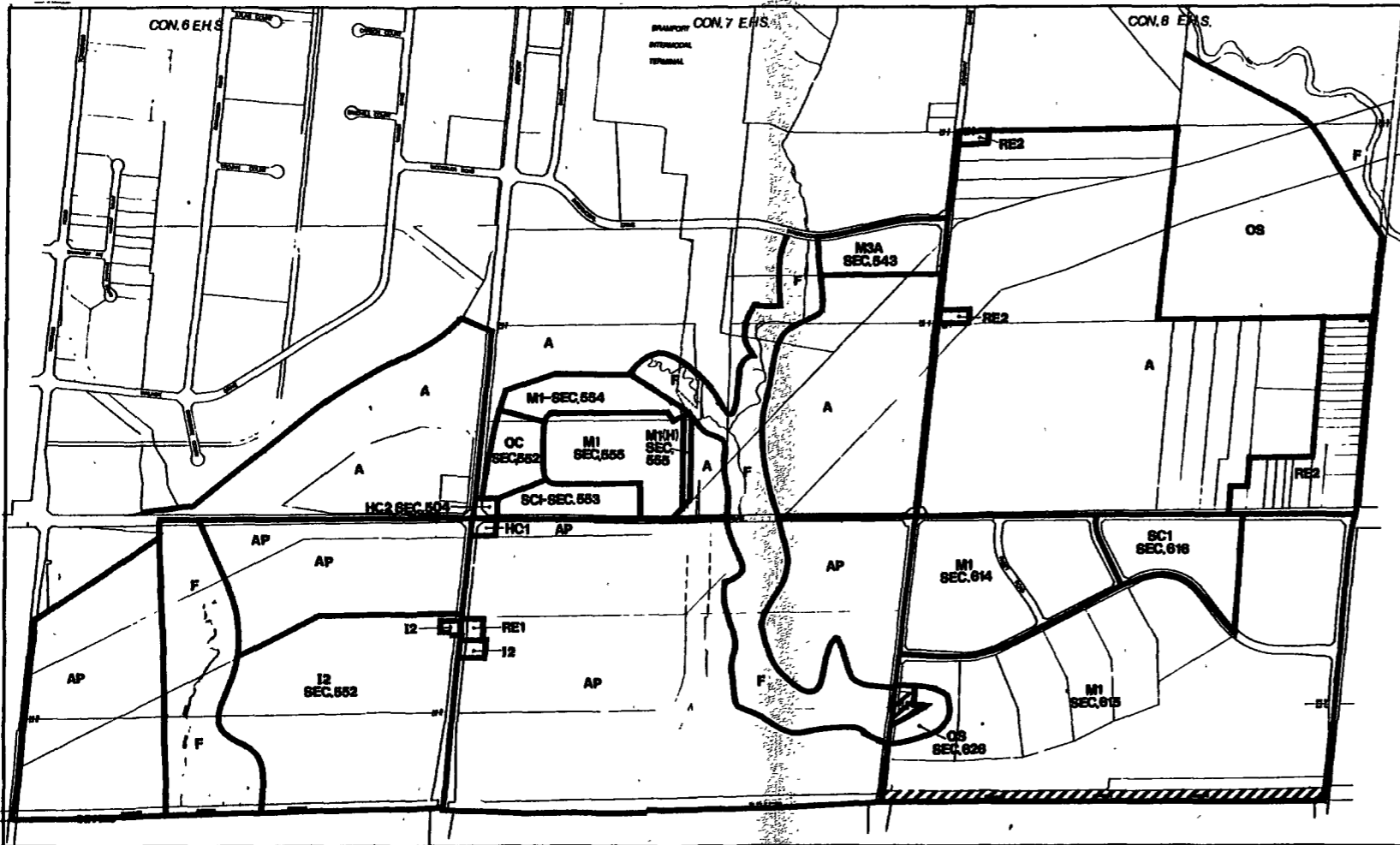
### 1.3 Zoning Status

Lands within the study area are within the zoning jurisdiction of 3 of the City's comprehensive zoning by-laws; in particular:

- south of Steeles Avenue: By-law 139-85 (former Town of Mississauga);
- north of Steeles Avenue and west of Airport Road: By-law 151-88 (former Township of Chinguacousy); and,
- north of Steeles Avenue and east of Airport Road: By-law 56-83 (former Township of Toronto Gore Comprehensive Zoning By-law).

Map 4 provides a composite of current zoning prescribed by each of these by-laws for the study area.

The area is predominantly zoned for "Agricultural" purposes or "Agricultural Parkway Belt West". Certain parcels are zoned to reflect approved commercial and industrial development which have been deemed to conform to the Parkway Belt Plan.



MAP NO. 4

EXISTING ZONING

LEGEND

— Zone Boundary

Scale 1:12540 (approximate)

1.4 Land Ownership Pattern

Land Ownership (as indicated on Map 5) is somewhat fragmented due to the sinuous pattern of the utility rights-of-way.

By far the largest land owner in the study area is the Ontario Ministry of Government Services with 144 hectares (357 acres). This reflects the original intention for the study area, as prescribed by the Parkway Belt West Plan, to reserve large tracks of land for public use.

The next largest landholdings held by private interests are as follows:

- Claireville Holdings: 42.6 hectares (105.5 acres);
- Lexfield Investments: 36.6 hectares (90.5 acres);
- Kenpark Developments: 32.0 hectares (78.3 acres);  
and,
- Rushville Construction: 25.0 hectares (62.0 acres).

1.5 Planning and Development Context

The study area is situated in a portion of south-east Brampton which is highly suited to industrial and commercial development. This is attributed to such land use factors as:

- geographic location;
- surrounding land use and development patterns;

BACKGROUND MATERIAL  
TO  
OFFICIAL PLAN AMENDMENT  
NUMBER 166

The following comprises the background material to this Official Plan Amendment:

1. A report entitled "Land Use, Transportation, and Servicing Strategy" City of Brampton Planning and Development Department, dated April 1, 1989 (bound under separate cover).
2. A summary report dated April 13, 1989 from the Office of the Commissioner of Planning and Development submitted to Planning Committee at its meeting of April 17, 1989.
3. A report from the Office of the Commissioner of Planning and Development dated May 18, 1989 forwarding the notes of a public meeting held on Wednesday May 3, 1989.
4. Correspondence dated January 2, 1989 from the Regional Municipality of Peel, Planning Department.
5. Correspondence dated March 14, 1989 from Canadian National Railway.
6. Correspondence dated March 14, 1989 from Transport Canada - Airports Authority Group.
7. Correspondence dated March 22, 1989 from the Regional Municipality of Peel Planning Department - Transportation Policy.
8. Correspondence dated March 29, 1989 from the Ministry of Government Services.
9. Correspondence dated March 30, 1989 from the Ministry of Transportation.
10. Correspondence dated April 26, 1989 from Ontario Hydro.
11. Correspondence dated April 21, 1989 from the Ministry of Municipal Affairs.
12. Correspondence dated May 16, 1989 from the Ministry of Government Services.









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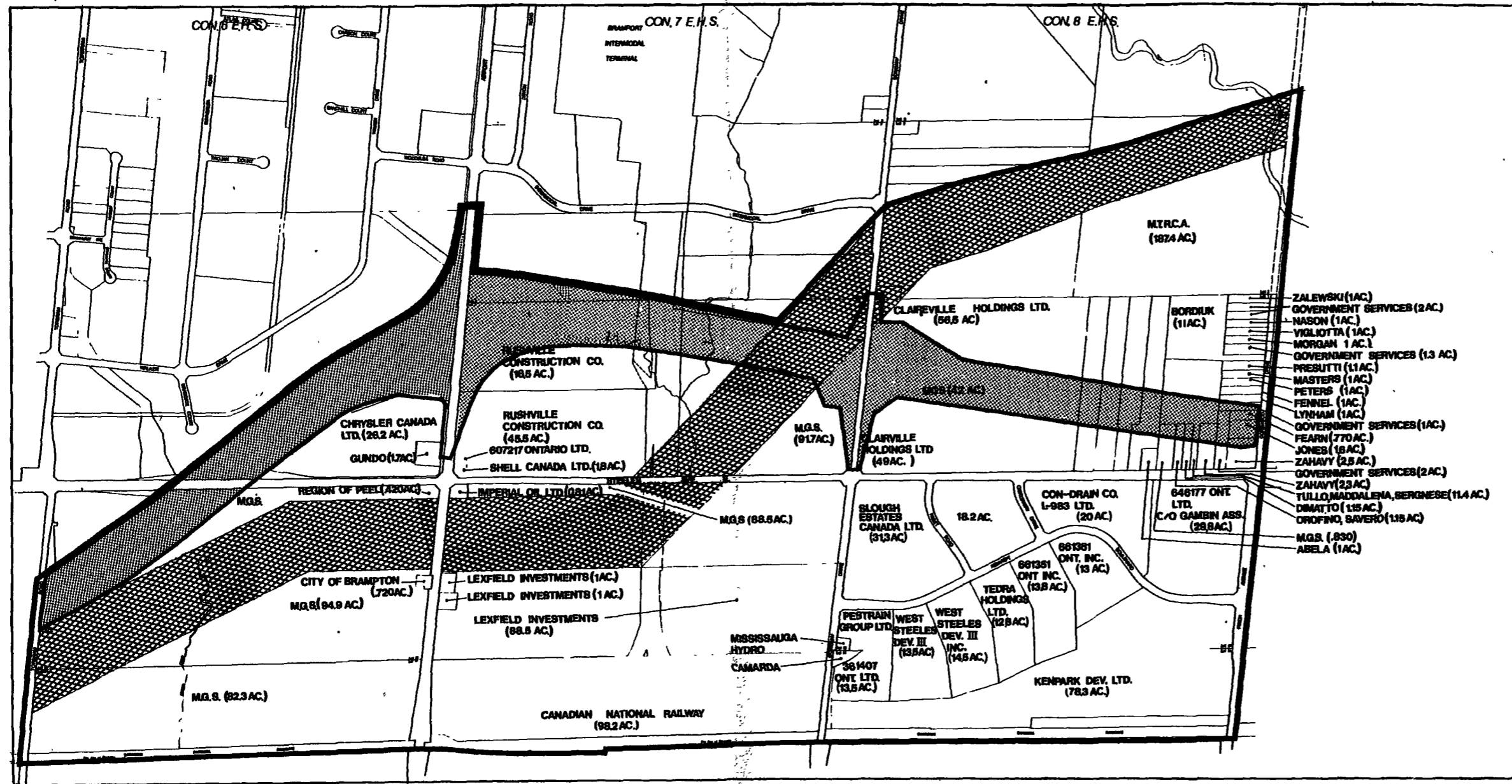
**MAP NO. 3**

**OFFICIAL PLAN-PARKWAY BELT  
DESIGNATIONS**

**LEGEND**

-  Study Area
-  Ontario Hydro Transmission Corridor
-  Hwy. No. 407 Alignment
-  Special Complementary Use Area
-  Public Open Space & Buffer Area
-  Industrial
-  Utility
-  ① Text Reference Number

Scale 1:12540 (approximate)



MAP NO.5

LAND OWNERSHIP

LEGEND

- Study Area
- ▨ Ontario Hydro Transmission Corridor (276.7ac.)
- ▩ Proposed Hwy. No. 407 (268.7ac)



- ZALEWSKI (1AC)
- GOVERNMENT SERVICES (2AC)
- NASON (1AC)
- VIGLIOTTA (1AC)
- MORGAN (1AC)
- GOVERNMENT SERVICES (1.3 AC)
- PRESUTTI (1.1AC)
- MASTERS (1AC)
- PETERS (1AC)
- FENNEL (1AC)
- LYNHAM (1AC)
- GOVERNMENT SERVICES (1AC)
- FEARN (770AC)
- JONES (18AC)
- ZAHAVY (2.5 AC)
- GOVERNMENT SERVICES (2AC)
- ZAHAVY (2.3 AC)
- TULLO, MADDALENA, BERGHESE (11.4 AC)
- DINATTO (1.5 AC)
- OPROFNO, SAVERO (1.5 AC)
- M.G.S. (.830)
- ABELA (1AC)

Scale 1:12540 (approximate)

DECEMBER 1989

- accessibility;
- physical setting; and,
- market potential.

Despite the restrictive nature of the current Parkway Belt West Plan policies and development standards, considerable growth pressures have been generated by the proximity of the study area to the north-western regions of Metropolitan Toronto. Certainly, the study area is well positioned to capture a larger share of the intense industrial/commercial growth recently experienced to the north and south of the municipal boundary in Vaughan and Mississauga.

Within Brampton, industrial and commercial growth in the study area is a logical progression of similar development north of Steeles in the Bramalea Limited Industrial Parks, and to the west in the Steeles Industrial Secondary Plan Area.

The study area is afforded a high degree of accessibility to major transportation routes including Highways 427, 401, and the planned Highway 407. The current high traffic volumes along Steeles Avenue make the study area particularly attractive for various forms of commercial development.

In addition, proximity to Lester B Pearson Airport and the Bramport Intermodal Terminal are effective locational incentives to industrial development.

The study area is also uniquely suited to prestige industrial development with high aesthetic and amenity standards due to:



- the nature of existing development which has been approved under the policies of the Parkway Belt West Plan;
- existing environmental features;
- existing and planned recreational facilities within and surrounding the study area including the Claireville Conservation Area, the Sunshine Beach Water Theme Park east of Finch Avenue, and the planned golf course within the Kenview Industrial Park west of Finch Avenue and south of Steeles.

Preliminary analysis indicates significant market potential within the study area, for new/emerging forms of industrial/commercial development not already accommodated in Brampton, but strongly demanded in the Metropolitan Toronto market; in particular:

- mixed industrial/commercial development forms;
- industrial office centres;
- concentrations of business service uses; and,
- specialized retailing including retail warehouses, home furnishings and improvement outlets, etc.

#### 1.6 Approach

The study area is the last largely undeveloped area designated in the Official Plan for industrial purposes. Thus, the study area is of significant strategic importance to the City's

industrial and business development efforts. Accordingly, it has become apparent that the current Parkway Belt West Policies may no longer be appropriate to:

- accommodate the scope and nature of development anticipated in the study area;
- satisfy the City's planning objectives for the locality and,
- facilitate the processing of development applications.

In particular, the current development standards established in Amendment Number 4 for the study area are no longer appropriate relative to:

- the range of permitted uses;
- density and lot coverage standards; and,
- development criteria to manage amenity and design strategies, the development of a planned local road network, and traffic access requirements.

It is also recognized that the original planning objectives for the study area in the Parkway Belt West Plan have largely been satisfied. For example the primary goal for the Parkway Belt Plan in this locality - to secure and acquire lands for transportation and utility corridors - has now been achieved. All lands have been designated, and have been acquired or are scheduled for acquisition when the construction dates are approved. The outstanding goals of the Plan, related to the provision of an urban separator and recreational/open space amenities can be effectively secured through a local level

secondary plan. Accordingly, a planning approach has been adopted for the study area which entails the preparation of a detailed secondary plan which:

- sets out in conventional fashion, the general road patterns and land uses, and appropriate development policies, and,
- reflects the spirit and intent of the Parkway Belt West Plan relative to its recreational and open space objectives.

It is intended that the secondary plan would replace the detailed standards contained in the Parkway Plan Amendment Number 4.

Assuming that the technical aspects of the secondary plan are acceptable, the Minister of Municipal Affairs could "deem" that the secondary plan conforms to the Parkway Belt West Plan.

An additional advantage of proceeding with this approach is that the lengthy process of amending the Parkway Belt West Plan would be avoided for each site specific development application.

The remaining sections of this report provide the planning analysis, land use and transportation strategy as the basis for the secondary plan.

**Part II: Development Constraints**

PART II: DEVELOPMENT CONSTRAINTS

An effective land use strategy must recognize constraints and limitations imposed by natural and man made features. Specific constraints pertaining to the study area include:

- major environmental features;
- airport noise;
- airport height limitations;
- servicing;
- the transportation system; and,
- existing development.

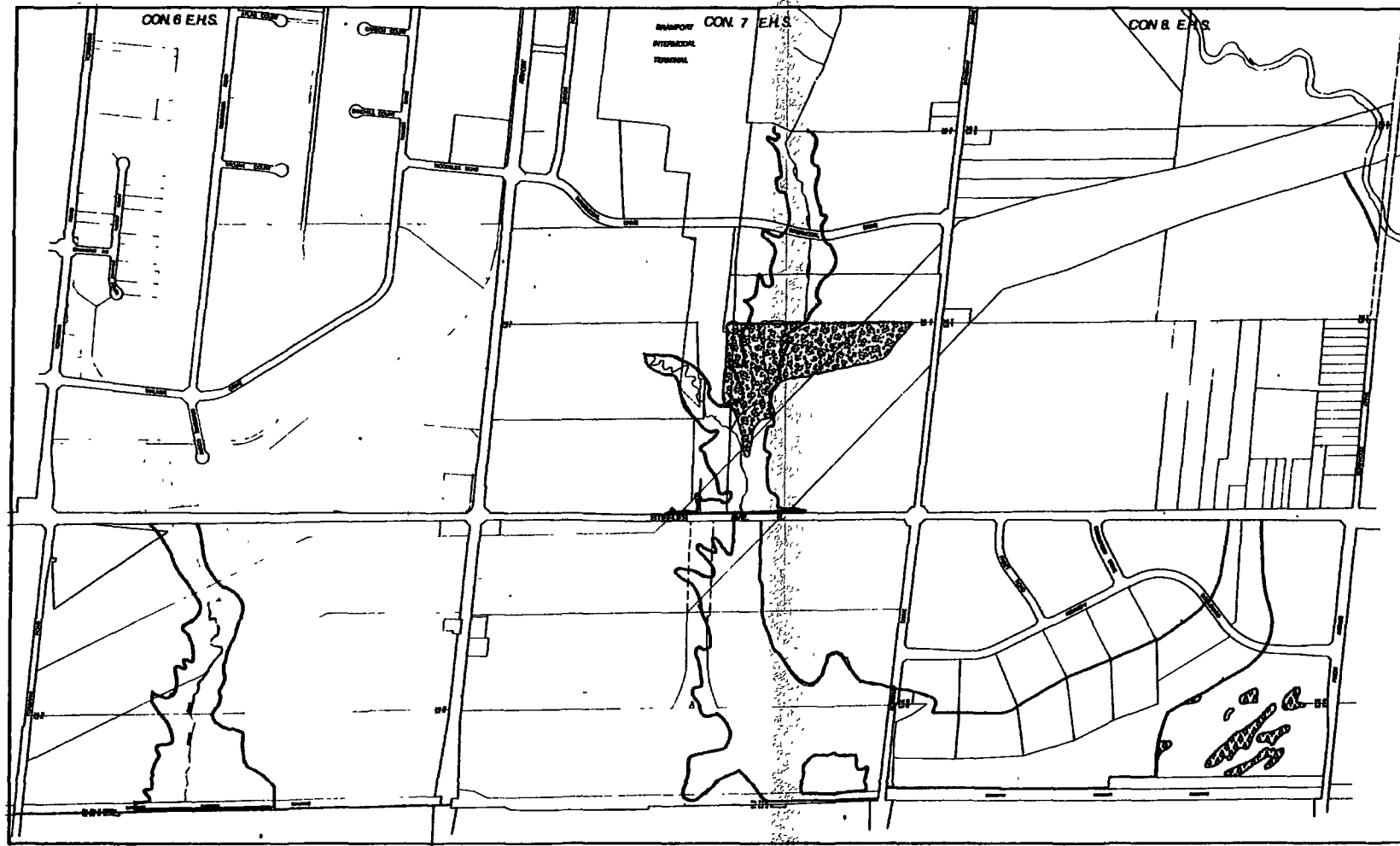
2.1 Major Environmental Features

The major environmental features which may affect the scope of development within the study area include:

- woodlots; and,
- valley lands.

Woodlots

The study area is denuded of significant vegetation with the exception of a small woodlot, and one area containing woodlot fragments and hedgerows as indicated on Map 6.



MAP NO. 6

MAJOR ENVIRONMENTAL FEATURES

LEGEND

-  Class III Woodlot
-  Woodlot Fragments And Hedgerows
-  Flood Plain

Scale 1:12540 (approximate)

As noted earlier, a 3.4 hectare (8.4 acre) woodlot previously existed north of the Highway Number 407 right-of-way between Goreway Drive and Eighth Line East. The Brampton Official Plan identified this woodlot as a Class II environmental area, and is defined as follows:

"CLASS II: These are medium to high quality woodlots which will withstand a low degree of disturbance. They should be preserved and used with care.

Unfortunately, this significant environmental feature has recently been destroyed. Accordingly, the official plan should be amended to delete the woodlot preservation policies as they pertain to this site.

A second woodlot is identified on Map 6 as a small triangular parcel of approximately 1.5 hectares (4.0 acres) between the highway, the Canadian National Railway tracks and the hydro corridor. This is part of a larger woodlot which extends to the north of the study area. The official plan identifies this as a Class III woodlot, which is defined as follows:

"Class III: These are low to medium woodlots which will withstand a moderate to high degree of disturbance. This class of woodlot represents the areas where there is an opportunity to carefully develop and use the trees. Notwithstanding the foregoing general categorization, it is recognized that the Class III woodlots are, in most cases, aesthetically very attractive in an urban context and are sufficiently resilient to be used as ideal and relatively accessible public open space areas."

The lands containing this Class III woodlot are also situated within the valley of a tributary of the Mimico Creek. Accordingly, this woodlot will be preserved since it will be contained in an appropriate open space/hazard lands designation to reflect the valley land status of this locality.

Woodlot fragments and hedgerows are found in the extreme south-easterly portion of the study area adjacent to Finch Avenue (within the Kenview Plan of Subdivision as shown on Map 6). The submission of a Tree Protection Plan is required for woodlot fragments and hedgerows. Such a protection plan has been required, as a condition of draft plan approval for the plan of subdivision affecting these lands.

#### Valleylands

The study area is situated predominantly on developable tableland, with the exception of the valleylands associated with the Mimico Creek and its tributaries. The extent of the valleylands is shown on Map 6. The secondary plan for the study area should incorporate an appropriate open space/hazard lands designation for the valleylands. Corresponding policies should restrict development in these areas.

The flood plain located within the Kenview plan of subdivision (south of Steeles Avenue between Goreway and Finch Avenue) has been zoned in a manner to permit the development of a golf course. This should also be accommodated in the secondary plan.

The Metropolitan Toronto and Region Conservation Authority may require the imposition of a building setback from the limits of the valleyland. This would be established at the time of development approval and be incorporated in the implementing zoning by-law.



## 2.2 Airport Noise

Due to the proximity of the subject lands to the Lester B. Pearson International Airport, certain requirements for development may be required in noise prone areas. In this regard, the official plan contains noise criteria (see Appendix II) to evaluate land use compatibility relative to noise exposure forecasts (N.E.F.) and noise exposure protection (N.E.P.) levels. Since the study area is to be developed predominantly for commercial and industrial purposes, there would appear to be no significant restrictions on land use. However, for some land uses with exposure to an N.E.F. or N.E.P. level of 30 or more, certain noise insulation features in building design may be required to protect indoor activities, particularly for hotel/motel, office and retail uses. Accordingly, the secondary plan will require the following for development proposals within noise prone areas:

- adherence to the airport noise policies of the official plan; and,
- the submission of a noise analysis study in certain instances to identify the extent of noise impacts and appropriate attenuation measures.

## 2.3 Airport Height Limitations

Again, due to the proximity of the subject lands to the Lester B. Pearson International Airport, development will be subject to the height limitations set out in the zoning regulations of Transport Canada.

These height limitations are determined on a site specific basis, depending on final grading and property elevations. Accordingly, the actual impact of these height limitations on the scope of permissible development can only be accurately determined at the time of planning approval, with the consultation of Transport Canada.

#### 2.4 Servicing

Development within the study area will be dependent upon the extension of engineering services including:

- piped water and sanitary services; and,
- stormwater management facilities.

#### Water and Sanitary Sewers

All lands within the study area are capable of being serviced with piped water and sanitary sewers. Piped water is available from existing watermains along Steeles Avenue, Torbram and Airport Roads. Extensions to these systems will also be required to service some portions of the study area. Sanitary services are available through the extension of existing facilities in the following locations:

- the existing Brampton East Industrial Trunk, north of the planned Highway Number 407;
- Airport Road at Thames Gate;
- south of the Canadian National Railway right-of-way, east of Airport Road; and,

- Bramalea Gate, east of Goreway Drive in Mississauga.

#### Storm Water Management

A comprehensive storm water management study which includes the industrial area north of Steeles Avenue as well as the study area has been prepared. (Storm Water Management Study - Official Plan Amendment Number 6 and 57 Area, July 1981). Storm water detention measures recommended in this study have been approved by the City, the Region of Peel and Metropolitan Toronto and Region Conservation Authority. These measures include detention facilities to be constructed in the flood plain lands south of Steeles Avenue. It would appear that sufficient storage is available within the natural storage available within this flood plain.

Amendment Number 4 to the Parkway Belt West Plan reserved lands east of Goreway Drive and north of the Highway Number 407 right-of-way for a dry pond storage area. However, the City's Public Works Department has now advised that this facility is no longer required. Storm water detention for this area is being directed to natural storage and channelized capacity in the west Humber River watershed.

It will be a requirement of the secondary plan for the study area that the design and implementation of storm water management strategies for specific development proposals, will be subject to the approval of the City and the Metropolitan Toronto and Region Conservation Authority.

#### 2.5 The Transportation System

Major features of the transportation system within the study area will have a significant impact on the development pattern. These features include:

- the planned Highway Number 407;
- the regional/local road network; and,
- the Canadian National Railway facilities.

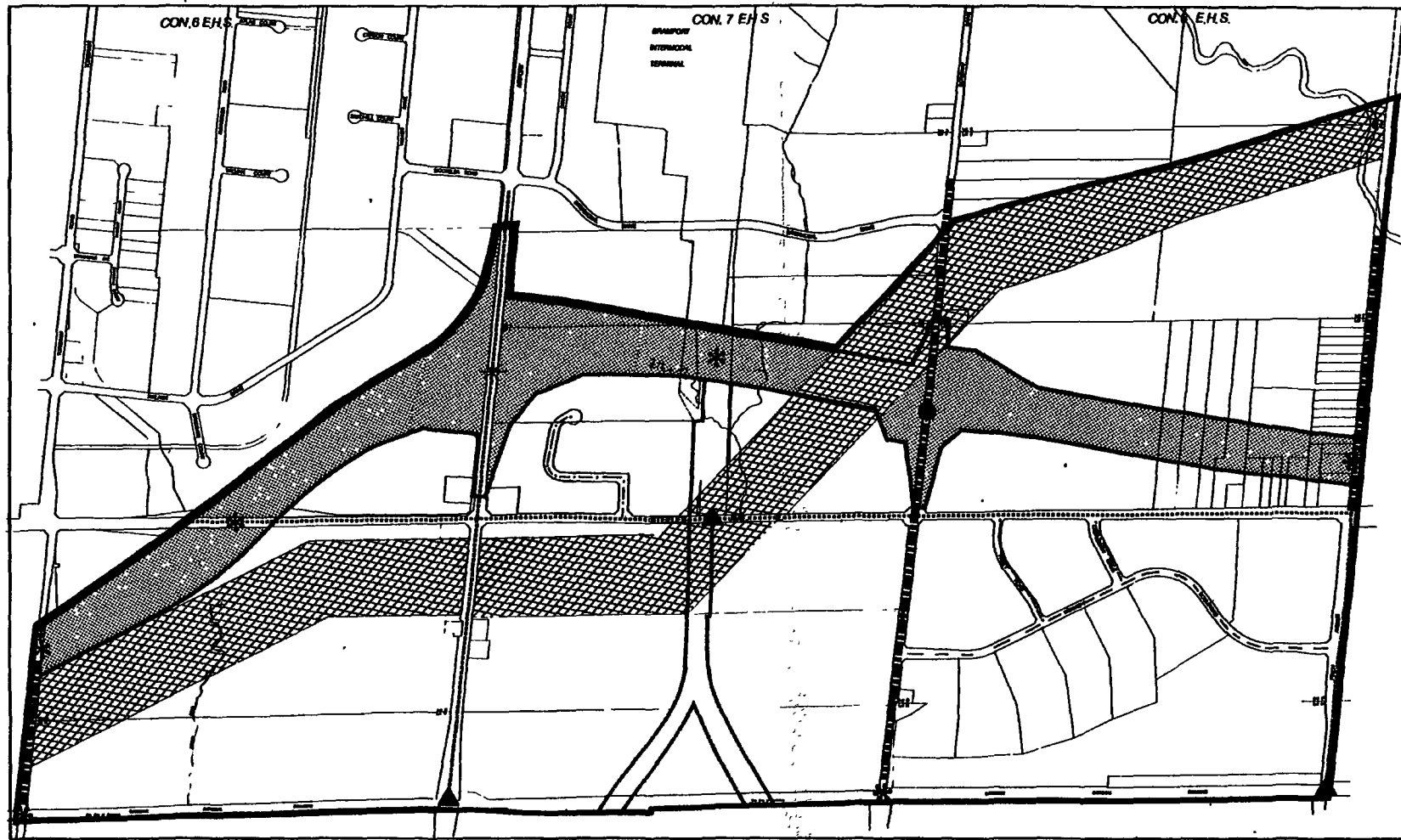
The transportation system within the study area is illustrated on Map 7. The primary area of impact on the development pattern will pertain to:

- alignment geometrics;
- access restrictions; and,
- road setbacks.

#### Highway Number 407

As noted previously, a major objective of the Parkway Belt West Plan is the reservation of the Highway Number 407 right-of-way. Highway Number 407 is provincial freeway providing an east-west transportation link between major urban centres in the northern Metropolitan Toronto Region. As a provincial freeway, the main operational characteristics of the facility are:













- the accommodation of high volumes of long distance and inter-regional traffic travelling at high speeds;
- opposing traffic lanes are divided;
- interchanges with other roadways are grade separated; and,
- direct access from the freeway to abutting properties is not permitted.



MAP NO. 7

THE TRANSPORTATION SYSTEM

LEGEND

-  Study Area
-  Ontario Hydro Transmission Corridor
-  Proposed Hwy. No. 407
-  Major Arterial
-  Minor Arterial
-  Collector Road
-  Local Road
-  Railway
-  Existing Grade Separation
-  Proposed Grade Separation
-  Complete Interchange
-  Partial Interchange



Scale: 1:12540 (approximate)

The provision of Highway Number 407 is essential to relieve east-west inter-regional traffic pressures north of Highway 401. It was indicated earlier that Highway 407 will greatly improve accessibility to the developing areas in south-east Brampton, including the study area. All lands required for the alignment have been acquired, or are scheduled for acquisition when construction dates are approved. Provincial commitment has not been received regarding timing for the construction of Highway Number 407 in the Brampton section.

The Highway Number 407 alignment consumes approximately 663 acres (268 hectares) of land within the study area. Map 7 indicates the following planned intersection geometrics with other transportation facilities in the study area:

- a grade separation at Torbram Road;
- a grade separation where the highway right-of-way intersects with Steeles Avenue;
- a full interchange at Airport Road;
- a grade separation at the Canadian National Railway;
- a partial interchange at Goreway Drive; and,
- a grade separation at Eighth Line East.

The secondary plan for the study area should make provision for these facilities to ensure that adequate land is available for their construction. In addition the Ministry of Transportation is requiring a minimum building setback of 13.7 metres (45 feet) from the Highway Number 407 right-of-way. This requirement should also be indicated in the secondary plan.

The Regional/Local Road Network

The regional/local road network within the study area is comprised of the following facility classifications:

- arterial roads;
- collector roads; and,
- local roads.

Map 7 illustrates this road network, and Table 2 provides a breakdown by jurisdiction, classification, and designated road allowance.

TABLE TWO

The Regional/Local Road Network  
(Refer to Map 7)

ROAD	JURISDICTION	CLASSIFICATION	ROAD ALLOWANCE
Steeles Avenue	Region	Major Arterial	36 metres (120 feet)
Torbram Road	City	Minor Arterial	36 metres (120 feet)
Airport Road	Region	Major Arterial	45 metres (150 feet)
Goreway Drive	City	Minor Arterial	36 metres (120 feet)
Finch Avenue	Region	Major Arterial	36 metres (120 feet)
Parkhurst Square	City	Local	23.0 metres (75 feet)
Kenview Boulevard	City	Collector	26.0 metres (85 feet)
Paget Road	City	Local	23.0 metres (75 feet)
Castleview Road	City	Local	35.0 metres (115 feet)

The Regional Municipality of Peel has jurisdiction over all regional roads within the study area which includes:

- Steeles Avenue;
- Airport Road; and,
- Finch Avenue.

These roadways are classified as arterial roads which carry large volumes of traffic at medium or high speeds, between areas of principal traffic generation, including inter-municipal traffic and traffic enroute to and from the freeway system.

No further additions to the regional network are planned. However, it is anticipated that Steeles Avenue is to be widened from 4 to 6 lanes within the existing 36 metre (120 feet) right-of-way.

In addition, Goreway Drive is to be up-graded from a minor arterial to a major arterial, consisting of 6 lanes. This will necessitate an increase in right-of-way from 36 metres (120 feet) to 45 metres (150 feet). Goreway Drive will provide an integral link between Highway Number 407 to the planned Highway Number 7 by-pass south of Bovaird Drive. Thus, upon completion of these improvements Goreway Drive will assume a regional road function.

The principal restrictions on developments imposed by the regional road system relate primarily to roadway access.

In this regard, no direct access may be permitted from individual parcels from regional roads. Access must be provided from an internal industrial road system. In this regard, the secondary



plan for the study area shall set out the arterial and collector road pattern from which the access arrangements may be developed.

The Region of Peel may also require the submission of a traffic impact analysis as a condition of development approval, to assess the impact of specific proposals.

The other components of the road network include collector and local roads under the jurisdiction of the City. As previously noted the collector road pattern shall generally be set out in the secondary plan. Local roads will be developed as part of the subdivision approval process. In this regard, access and setback requirements will be determined as a condition of development approval.

#### The Canadian National Railway Facilities

As noted previously, the Canadian National Railway runs a line south of the Brampton Intermodal Terminal, to intersect with the main east-west line along the southern boundary of the study area.

The Canadian National Railway requires the following building setbacks from their facilities:

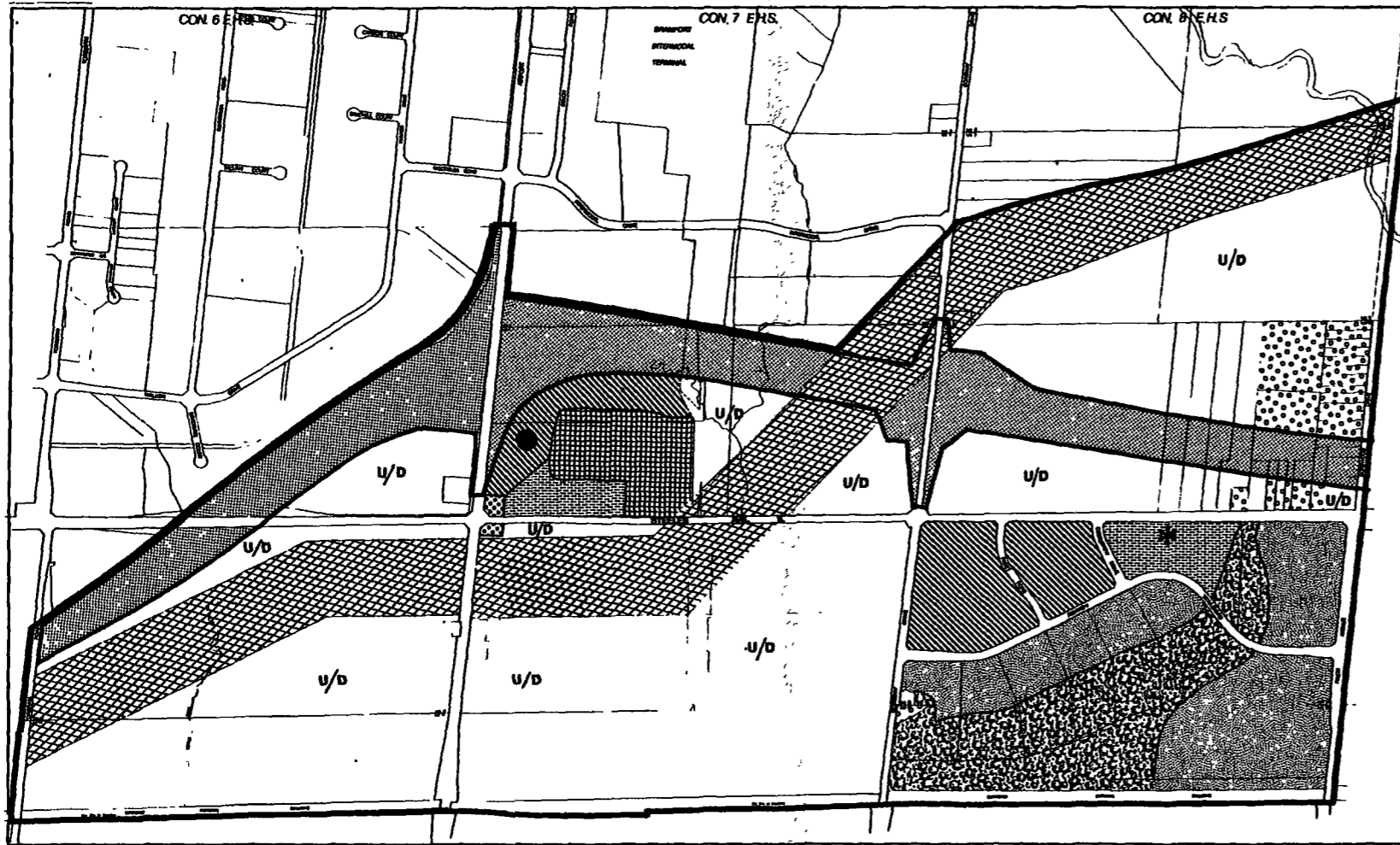
- 15.0 metres (50 feet) from the line running south of the intermodal terminal; and,
- 30.0 metres (100 feet) along the east-west railway along the southern boundary of the study area.

#### 2.6 Existing Development






Planned development within the study area will be influenced, to a great extent, by the scope and nature of the existing and

approved development pattern. This development pattern is illustrated conceptually on Map 8. From this, it is evident that the development pattern is strongly oriented to the following land use forms:

- traditional industrial land use comprising manufacturing, processing, and warehousing;
- industrial/office uses where the predominant activity is industrial but there is a strong office component as an accessory or complementary use;
- office centres as a principal use;
- mixed industrial/commercial activities which blends light or prestige industrial uses with specialized or space-extensive retailing and personal services;
- business centres which are comprised of small scale retail, restaurant, business services, or hospitality services oriented to the surrounding industrial/office community;
- highway commercial uses principally restricted to automobile service stations to serve the travelling public;
- open space/recreational uses in the form of a planned golf course to complement the planned prestige industrial/business and hotel uses planned south of Steeles between Goreway drive and Finch Avenue; and,
- residual residential uses which, as noted previously are the product of past land severances.



**MAP NO.8 THE PREVAILING DEVELOPMENT PATTERN**  
**LEGEND**

-  Study Area
-  Industrial
-  Office Industrial
-  Office Centre
-  Business
-  Hotel / Business
-  Mixed Industrial Commercial
-  Highway Commercial Service Station
-  Residential
-  Undeveloped
-  Ontario Hydro Transmission Corridor
-  Proposed Hwy. 407
-  Open Space - Recreation



Scale 1:12540 (approximate)

To determine the relative concentration of these activities in the study area a floor space analysis was undertaken as exhibited in Table 4. This analysis illustrates the distribution of floor space in the study area relative to:

- existing development;
- development which has received site plan approval; and,
- remaining potential development within the study area based on density and floor space restrictions established by approved zoning.

TABLE 4  
FLOOR SPACE ANALYSIS  
SECONDARY PLAN AREA NUMBER 32  
December 1988

LAND USE	EXISTING FLOOR SPACE (SQ.FT.)	APPROVED FLOOR SPACE (SQ.FT.)	ESTIMATED POTENTIAL (SQ.FT.)	TOTAL FLOOR SPACE (SQ.FT.)
Commercial	4,456	1,048,335	0	1,052,791
Mixed Industrial/ Commercial	0	133,640	235,339	368,978
Office/ Industrial	0	326,591	2,314,474	2,641,065
Office	0	0	420,818	420,818
Industrial	93,671	193,093	1,474,888	1,761,652
<b>TOTAL</b>	<b>98,127</b>	<b>1,701,659</b>	<b>4,445,519</b>	<b>6,245,304</b>

From this analysis, it is evident that the study area is emerging as a focus of industrial/business growth in the City, with a potential 6.2 million square feet of floor space on land already zoned for development. The principal form of emerging

development appears to be within the office/industrial category. This reflects the general market trend towards office growth as an integral component of industrial development.

Other predominant development forms include traditional manufacturing and commercial activities, which reflects the high degree of accessibility afforded these forms of development within the study area.

On a geographic basis, existing and approved development is concentrated along the Steeles Avenue corridor at intersections with other major transportation facilities.

The principal focus of office/industrial development is located in a highly accessible location south of Steeles Avenue, east of Goreway Drive in proximity to major transportation routes (i.e. Highways 427 and 401) via Finch Avenue.

Specialized development forms are situated in highly visible locations such as:

- the major office centre in the Rushville plan of subdivision located on Airport Road, south of Highway Number 407;
- the mixed industrial/commercial concentration, also within the Rushville plan of subdivision along Steeles Avenue between Airport Road and Goreway Drive; and,
- the site zoned for hotel/motel uses south of Steeles Avenue, at Finch Avenue in the Kenview Plan of subdivision.

It is evident that these locational factors and development patterns will have a persuasive influence on the nature and scope of planned growth with the study area.

Other existing land uses of significance include the small residential holdings located primarily at the north-west corner of Finch and Steeles Avenue. To encourage comprehensive development, the prevailing Parkway Belt West policies require:

- the assembly of abutting small properties for development purposes; and,
- the acquisition of smaller residential properties by abutting longer land holdings as a condition of development approval.

This policy direction will be carried over to implement the land use objectives of the secondary plan for the study area.

**Part III: Land Use, Transportation And  
Servicing Strategy**

PART III: LAND USE, TRANSPORTATION AND SERVICING STRATEGY

A draft secondary plan has been formulated for the study area which is responsive to:

- the prevailing planning objectives for the locality enunciated in The Parkway Belt West Plan;
- the specific development constraints identified for the study area in Part II of this report; and,
- the market opportunities available to the study area.

This secondary plan is comprised of three principal planning elements; namely:

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

3.1 Land Use Concept

The land use concept prescribes the scope and nature of development proposed for the study area. In particular, the land use concept:

- sets out the detailed allocation and distribution of anticipated development;
- establishes comprehensive development criteria and policies to:



- regulate physical growth;
- set out amenity and design standards;
- ensure the efficient deployment of engineering and utility services; and,
- protect the major elements of the natural environment.

The land use concept for the study area has been developed within the parameters set by:

- existing planning policies;
- the prevailing development pattern; and,
- current market and development trends.

As noted earlier, the study area is currently under the purview of the Parkway Belt West Plan, which permits predominantly industrial and commercial development:

- at low density and lot coverage standards; and,
- in conjunction with large tracts of land reserved for public open space purposes.

To reflect the spirit and intent of the Parkway Belt West Plan, the area should be developed predominantly for prestige industrial uses. Such development is characterized by relatively low intensity, non-obnoxious industrial uses established on large lots with no outside storage. General industrial uses have been determined to be inappropriate for this locality given:

- the exposure of the area to major inter-regional transportation facilities; and,
- the discriminating amenity and design standards established for the study area by the Parkway Belt West Plan.

The intended prestige industrial nature of the study area has been reinforced in the land use concept through the development of a business community structure. This structure emphasizes the integration of major employment centres and complementary business support services. In this regard, the land use concept is focused on:

- the maintenance of a strong industrial base;
- fostering ancillary office development as an integral component of industrial operations;
- encouraging major concentrations of office development at highly visible and accessible locations in proximity to inter-regional transportation corridors;
- providing essential business service uses to support industrial and office employment; and,
- allowing specialized forms of retailing that combine industrial and commercial operations.

The land use mix which has been devised to meet these objectives, consists of the following categories:

- prestige industrial;
- business service uses;

- mixed industrial/commercial;
- office centres;
- highway commercial; and,
- open space and hazard lands.

The secondary plan also establishes a strategy for office development. In this regard, small concentrations of relatively low density Intermediate Office uses are encouraged in the Prestige Industrial and Business designations to foster office specialization within the locality. Higher density Office Centres are encouraged with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities.

In addition, special policy areas are recognized to manage site specific development constraints or opportunities.

This land use mix reflects the importance of promoting economic linkages between major activities with an industrial area. Such a land use mix promotes linkages between:

- industrial operations and business service uses on a primary basis; and,
- employees and other economic activities (i.e. restaurants, retail establishments and day care) on a secondary basis.

Fostering these economic linkages through land use management promotes business investment and employment growth for the City.

The distribution of proposed land uses prescribed by the concept, is shown on Map 7, and summarized on Table 5 below:

TABLE 5  
Parkway Belt Industrial Area  
Land Use Concept

LAND USE CATEGORY	LAND AREA	PERCENT OF TOTAL
Prestige Industrial	905.8	50.5
Mixed Industrial/ Commercial	101.5	5.8
Business	70.0	3.9
Highway Commercial	2.61	0.1
Open Space/Hazard	166.5	9.3
Highway #407	268.7	15.0
Hydro Corridor	276.7	15.4
<b>TOTAL</b>	<b>1791.8</b>	<b>100.0</b>

Prestige Industrial

To maintain a strong industrial base, the largest designated land area within the secondary plan is for Prestige Industrial purposes (50.5 percent of the study area).

The lands proposed to be designated "Prestige Industrial" shown outlined on Map 9 are intended to be used for the following purposes:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within wholly enclosed buildings;
- intermediate office uses;
- public and utility uses or structures;
- research and development facilities;
- recreation facilities or structures;
- accessory retail uses; and,
- day nurseries.

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

- the uses are limited to industrial operations within enclosed buildings;
- a high standard of conceptual building and site design is achieved;
- natural features and extensive landscaping is utilized to create a park-like setting;
- no outside storage of goods and materials is permitted; and,
- the proposed land uses are compatible with adjacent land uses.

Intermediate office uses are intended to complement the other permitted uses within the Prestige Industrial designation, and as such are not intended to become a predominant land use.

Intermediate office structures shall be permitted on a free-standing basis, or within industrial buildings or a complex of associated industrial buildings. In this regard, office uses within the Prestige Industrial designation shall not exceed a Floor Space Index of approximately 0.5(1).

Accessory retail uses are permitted which are directly associated with a permitted industrial operation and occupies only a small floor space or site coverage relative to the size of the associated industrial plant. This provision is incorporated to recognize the establishment trend to establish a retailing component directly related to the industrial process. The floor space restrictions are normally included in the implementing zoning by-law, typically allowing retail uses at 15% of the gross floor area devoted to the permitted industrial use.

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

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(1) The floor space index is a measure of permissible development density on a given site, and is calculated by dividing the gross floor area of all buildings and structures by the site area of the lot on which they are situated.

Business

The draft secondary plan establishes a Business designation which provides for a wide range of service and retail commercial uses to provide support to the surrounding industrial community. The uses within this designation are intended to satisfy the business and personal service needs of the surrounding industrial operations and their employees. Accordingly, a relatively small land area has been devoted to this designation (4 percent of the study area) so that there will be no adverse impact on the viability of retail facilities established in non-industrial areas of the City.

The permitted uses within the Business designation includes:

- intermediate office uses;
- bank, trust companies or financial institutions;
- retail establishments;
- personal service shops;
- dry cleaning and laundry establishments;
- dining room, standard and take-out restaurants;
- convenience stores;
- community clubs;
- recreation facilities or structures;
- hotels or motels; and,

- banquet halls.

Intermediate office uses within Business areas are subject to the restrictions previously highlighted for this form of development in the Prestige Industrial designation.

Business areas should be developed to form discreet concentrations of commercial development directly related to the industrial community. It is not intended that these areas duplicate highway commercial districts which typically proliferate along arterial road frontages in industrial areas. In this regard, the secondary plan provides that access to Business areas shall only be permitted from a planned internal industrial road system. In addition, high quality building and site design is required to ensure compatibility with adjacent Prestige Industrial areas. To this end, fencing and landscaping may be required as a condition of development approval where Business areas directly abut Prestige Industrial uses.

The draft secondary plan encourages the comprehensive development of Business Areas in keeping with the following site plan criteria:

- common access arrangements and linked parking areas may be employed to serve multiple land uses within a Business area;
- parking shall be provided, where feasible, in side and rear yards to enhance streetscape amenity and design;
- where parking is provided in the front yard, landscaping shall be required to provide adequate screening from the abutting road;



- uniform building setbacks shall be employed to create a harmonious and integrated streetscape;
- the reservation of appropriate road right-of-way widths shall be accommodated in development proposals to provide for landscaping and pedestrian access;
- outdoor display areas shall not be permitted in the front yards or abutting roads;
- service and loading areas shall be incorporated into building designs or effectively screened from view through appropriate fencing or landscaping; and,
- restaurants permitted in the Business designation shall be subject to an appropriate site development plan which demonstrates that:
  - the restaurant design is harmonious with adjacent development;
  - the road network is adequate to accommodate traffic generated by the restaurant; and,
  - ingress and egress can be established to the satisfaction of the City or other road authorities having jurisdiction.

Further, the secondary plan requires the submission of a tertiary plan to demonstrate how the entire area can be comprehensively developed in accordance with the above noted development criteria.

Mixed Industrial/Commercial

As indicated previously, there is significant pressure within the study area, as well as other districts within the City for a form of industrial/commercial development not already accommodated in Brampton, but strongly demanded in the Metropolitan Toronto market.

This relates to mixed industrial/commercial uses that combine industrial and commercial purposes, or specialized space-extensive commercial activities. The uses permitted by the draft secondary plan under this land use category include:

- traditional light/prestige industrial processes including manufacturing, assembling, packaging, repairing, fabricating, warehousing, and storage;
- retail warehousing, discount merchandising outlets and other retail outlets that are space-extensive or which by their function are not accommodated by the retail hierarchy for non-industrial areas, and require exposure to major transportation facilities;
- home furnishings and home improvement retail warehouses;
- recreation facilities or structures;
- community clubs;
- garden centre sales establishments;
- public or utility uses;
- service shops; and,

- banquet halls.

The market factors which have contributed to the strong demand for these uses, or combinations thereof, include:

- consumer demand for product lines oriented to factory outlet, discount merchandising or retail warehousing distribution;
- the economies of scale afforded to manufacturing concerns, where the combination of production, warehousing, and retailing reduces the overhead expense of maintaining a distribution network consisting of several separate locations; and,
- the marketing advantages to manufacturing and retailing concerns of combining several specialized commercial uses on highly visible and accessible sites.

Accordingly, the secondary plan allocates approximately 101.5 acres of land for mixed industrial/commercial purposes (5.8% of the total designated land area). Geographically, the lands designated for these purposes are situated along Steeles Avenue and Airport Road, which are the major transportation corridors within the study area. These locations satisfy the visibility and access requirements typically associated with mixed industrial/commercial uses.

This secondary plan recognizes, for the first time in Brampton, the need to accommodate mixed industrial/commercial uses in an industrial area. Accordingly, the secondary plan contains specific policies to ensure the sensitive integration of this form of development into industrial areas, with respect to:

- market impact; and,

- urban design.

With respect to market impact, it is not intended to permit activities within the mixed industrial/commercial designation which duplicate or would impact on the viability of those uses permitted by the retail hierarchy set out in the official plan for non industrial areas. Accordingly, the secondary plan is restrictive as to the extent of commercial uses which are permitted within this designation.

The introduction of mixed/industrial uses must not detract from the orderly development of the study area for prestige industrial uses. In this regard, the secondary plan establishes the following development criteria to obviate potential impacts:

- common access arrangements and linked parking areas may be employed to serve multiple land uses within a mixed industrial/commercial area;
- parking shall be provided, where feasible, in side or rear yards to enhance streetscape amenity design;
- where parking is provided in the front yard, or abutting a major arterial road or highway, landscaping shall be required to provide adequate screening and improve the visual amenity of the area;
- outdoor display areas shall not be permitted in front yards or abutting arterial roads or a highway right-of-way; and,
- servicing and loading areas shall be incorporated into building designs, or effectively screened from view through appropriate fencing or landscaping.

Highway Commercial

The Highway Commercial designation in the draft secondary plan has been established to recognize existing automobile service stations located at the north and south-east corners of Steeles Avenue and Airport Road. Proposals for automobile service stations beyond these locations are to be evaluated on a site specific basis in accordance with the criteria set out in the Brampton Official Plan.

Office Centres

Section 2.2 of the Brampton Official Plan stipulates that major office development in the City, shall be concentrated in the Central Commercial Corridor. The underlying planning principle is that any decentralization of large office blocks could have a detrimental effect on the achievement of office nodes as well as the revitalization of downtown Brampton.

At the same time, Section 2.3 of the Official Plan, which contains the industrial policies, clearly specifies that both ancillary and limited free-standing offices shall be permitted in industrial areas. Small scale office plazas have been characteristic of Brampton's main industrial parks and have proven to be compatible.

However, more recent land use analysis has shown that the traditional manufacturing base of industrial areas has been gradually shifting to higher order economic activities including office and related service sector growth. In this regard, it is a generally accepted forecast that service sector jobs will account for approximately 80 percent of future employment growth. Thus, it is essential that the City provide for some office specialization in appropriate industrial areas in order that:

- the City may capture a share of the burgeoning office centre growth in the Metropolitan Toronto Market; and,
- the economic viability of the City's industrial base is enhanced as the mode of industrial production swings towards the service sector.

As noted in Section 1.5 of this report, the subject lands are ideally suited to industrial-office development due to:

- the high degree of visibility and accessibility to main inter-regional transportation routes including Highways 427, 401 and the planned Highway 407;
- proximity to the north-western regions of the Metropolitan Toronto market which is currently experiencing development pressures for service sector and office growth; and,
- the amenity and design standards which have been established by the Parkway Belt West Plan.

It should be noted, that Amendment Number 4 to the Parkway Belt West Plan provided for the concept of office park development for the subject lands. It is now appropriate that the draft secondary plan should expand on this potential.

Accordingly, the draft secondary plan recognizes two levels of office development; namely:

- intermediate office uses; and,
- office centres.

As noted previously, intermediate office uses are permitted within the Prestige Industrial and Business designations. These are intended to be relatively small concentrations of office development, and are not to become a predominant land use. As such, the level of permissible floor space for intermediate office uses is limited to a floor space index of approximately 0.5.

In addition, the draft secondary plan identifies concentrations of office centres which are encouraged, with greater vertical definition, in highly visible and accessible locations in proximity to main transportation facilities. The location of these office centres are designated in the secondary plan in a symbolic fashion (as shown on Map 9). In this manner, the extent and location of office centres is intended to be interpreted flexibly in accordance with the other policies and intent of the secondary plan. More precise locations for office centres shall be defined in subsequent and more detailed stages of the development approval process (i.e. plan of subdivision or draft plan approval).

As a general guideline, office development may occur at a Floor Space Index of approximately 1.0. However, the total amount of office space permitted in the office centre designation shall be determined by comprehensive transportation studies. No office centre development is to be permitted until such studies have been carried out to the satisfaction of the City, or other road authority having jurisdiction.

The draft secondary plan also requires that sufficient lands are to be assembled to facilitate co-ordinated development of office centre site. In this regard, the City may require the submission of tertiary plans, prior to development approval, to demonstrate comprehensive plans for entire sites.

The secondary plan also provides for the approval of additional office centres beyond those indicated on Map 9, through an appropriate official plan amendment, provided that the following can be satisfied:

- there is sufficient market opportunity to support the proposed office development and there will be no adverse impacts on the viability of other office centres designated in the secondary plan, or other existing and designated office facilities in the City;
- there are adequate engineering services available;
- there is sufficient capacity in the transportation network;
- traffic access can be arranged in a manner satisfactory to the City and any other road authority having jurisdiction; and,
- there are adequate transit facilities available to service the additional office employment generated by the proposal.

Open Space/Hazard Lands

The areas designated by the secondary plan as Open Space/Hazard (as shown on Map 9) are lands which:

- have inherent environmental hazards due to flood susceptibility (these are lands within the Mimico Creek floodplain); or,
- are required for linear open space or recreation purposes to meet the objectives of the Parkway Belt West Plan.



The uses permitted within the Open Space/Hazard Lands designation are:

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

#### Utilities

The secondary plan establishes a "Utilities" designation to accommodate the existing 500 KV hydro transmission corridor which traverses the subject lands. No activities other than transmission lines and related facilities are permitted within this designation, as it applies to the hydro corridor. In addition, this designation provides for a utility corridor under the ownership of the Ministry of Government Services, which is situated abutting the Canadian National Railway.

#### Special Policy Areas

In certain site specific circumstances, special policies are required in the draft secondary plan to manage unique development constraints and opportunities within the study area. In this regard three special policy area designations have been established as described below:

##### Special Policy Area Number 1:

These policies relate to a 17.7 hectare (43.7 acre) parcel of

land located at the south-west corner of Kenview Boulevard and Finch Avenue. These lands are designated for Prestige Industrial and Business purposes in the secondary plan. Existing zoning on this property permits industrial and limited commercial development at a gross floor index of approximately 0.85. Accordingly, the secondary plan permits development at this density, notwithstanding the building limitations set out in the Prestige Industrial and Business policies set out in the secondary plan. In addition, the plan also permits a maximum building height of seven storeys to reflect the scope of development envisaged for this site.

A banquet hall is also permitted in Special Policy Area Number 1 which is to be developed in conjunction with the abutting golf course.

Special Policy Area Number 2:

Lands shown designated for Business purposes located at the south-east corner of Castleview Drive at Steeles Avenue, may be used for an automobile service station, in addition to the other permitted purposes. It was originally intended that this site be developed for a high order of service commercial uses including a hotel/motel. To ensure the sensitive integration of the automobile service station in keeping with this development concept, the draft secondary plan requires the submission of a tertiary plan which shall demonstrate:

- the location and site area dedicated to the automobile service station;
- the spatial relationship between the automobile service station, and other permitted land uses on the site;

- the proposed road access to the automobile service station and other developments permitted on the site; and,
- landscaping and other design treatments which will project the intended prestige image for the site.

Special Policy Area Number 3:

The lands located north of Steeles Avenue between Goreway and Gorewood Drive are designated in the draft secondary plan for Mixed Industrial/Commercial purposes. There is significant development potential for these lands under this designation. However, there are access restrictions which must be respected when formulating an acceptable development proposal for these lands; in particular:

- the Regional Municipality of Peel has imposed access prohibitions for individual development parcels along Steeles Avenue; and,
- the Ministry of Transportation has advised that access is restricted on Goreway and Gorewood Drive due to the land requirements of planned intersections and grade separations with Highway Number 407.

Accordingly, to provide for access to Special Policy Area Number 3, the secondary plan requires the development of a frontage service road parallel to Steeles Avenue, in an alignment satisfactory to the City, and the Regional Municipality of Peel. All access to individual developments must be organized from this internal frontage service road.

To provide for comprehensive development, the alignment of the

frontage service road shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Other Special Policies

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

- the amalgamation of small land holdings;
- parking requirements for business and mixed industrial/commercial uses;
- general development standards and guidelines;
- environmentally sensitive areas;
- aircraft noise; and,
- airport height limitations.

Amalgamation of Small Land Holdings:

As noted previously, there are several concentrations of small residential holdings (of approximately 1 acre in size) which are the product of past land severance approvals. To encourage comprehensive development, lands abutting or adjacent to these small properties shall not be approved for uses permitted by the

secondary plan, until it has been demonstrated that a bona fide offer to purchase the small holdings has been made by the development proponent. In the event that an offer to purchase is not accepted, approval of the development on the large land holding shall be conditional upon the submission of a site development plan to demonstrate:

- the functional and aesthetic relationship between the small and large holdings; and,
- options available to provide for the eventual redevelopment of the smaller land holding in accordance with the secondary plan.

Parking requirements for Business and Mixed Industrial/Commercial Uses:

The secondary plan provides for the development of lands designated for Business and Mixed Industrial/Commercial purposes for a wide range of light industrial, retail and service commercial uses. Accordingly it is anticipated that these areas will be subject to varied and intense parking demand characteristics. To ensure an adequate land of service, the secondary plan requires that sufficient parking be provided for development proposals to satisfy full zoning by-law requirements. However, it is recognized that reduced parking requirements may be warranted for certain development proposals where the land use mix results in variations in the peak accumulation of vehicles. In such instances, the secondary plan allows for a reduced parking requirement based on the implementation of a shared parking formula in the zoning by-law. Proposals for a reduced parking requirement shall only be considered for approval where a detailed parking demand analysis, for the specific range and type of uses proposed, undertaken by a qualified traffic engineer, has

been prepared to the satisfaction of the City.

General Development Standards and Criteria:

A major objective of preparing a secondary plan for the study area is to revise the development standards now contained in Amendment Number 4 to the Parkway Belt West Plan. The Amendment Number 4 standards provide for very low density development, as indicated on Table One (page 8) to this report. Revisions to these standards are required to:

- provide for a form of industrial and commercial development which is complementary to the urban fabric of Brampton; and,
- accommodate the scope and nature of development anticipated in the study area.

However, it is also important to retain development standards which reflect the prestige image and open development concept envisaged by the Parkway Belt West Plan. Accordingly, the secondary plan has established standards which prescribe a higher order of industrial and commercial development than what is found elsewhere in Brampton. These standards are detailed below in Table 6.

TABLE 6

General Development Standards  
and Guidelines

LAND USE CATEGORY	MINIMUM LOT AREA	LOT COVERAGE	LOT WIDTH	BUILDING HEIGHT
PRESTIGE INDUSTRIAL	1.2 hectares (3.0 acres)	40-45%	60 metres	13.7 metres
MIXED INDUSTRIAL/ COMMERCIAL	0.8 hectares (2.0 acres)	30-35%	50 metres	13.7 metres
BUSINESS	0.4 hectares (1.0 acres)	25-30%	45 metres	13.7 metres
OFFICE CENTRES	1.2 hectares	20-25%	60 metres	12 storeys

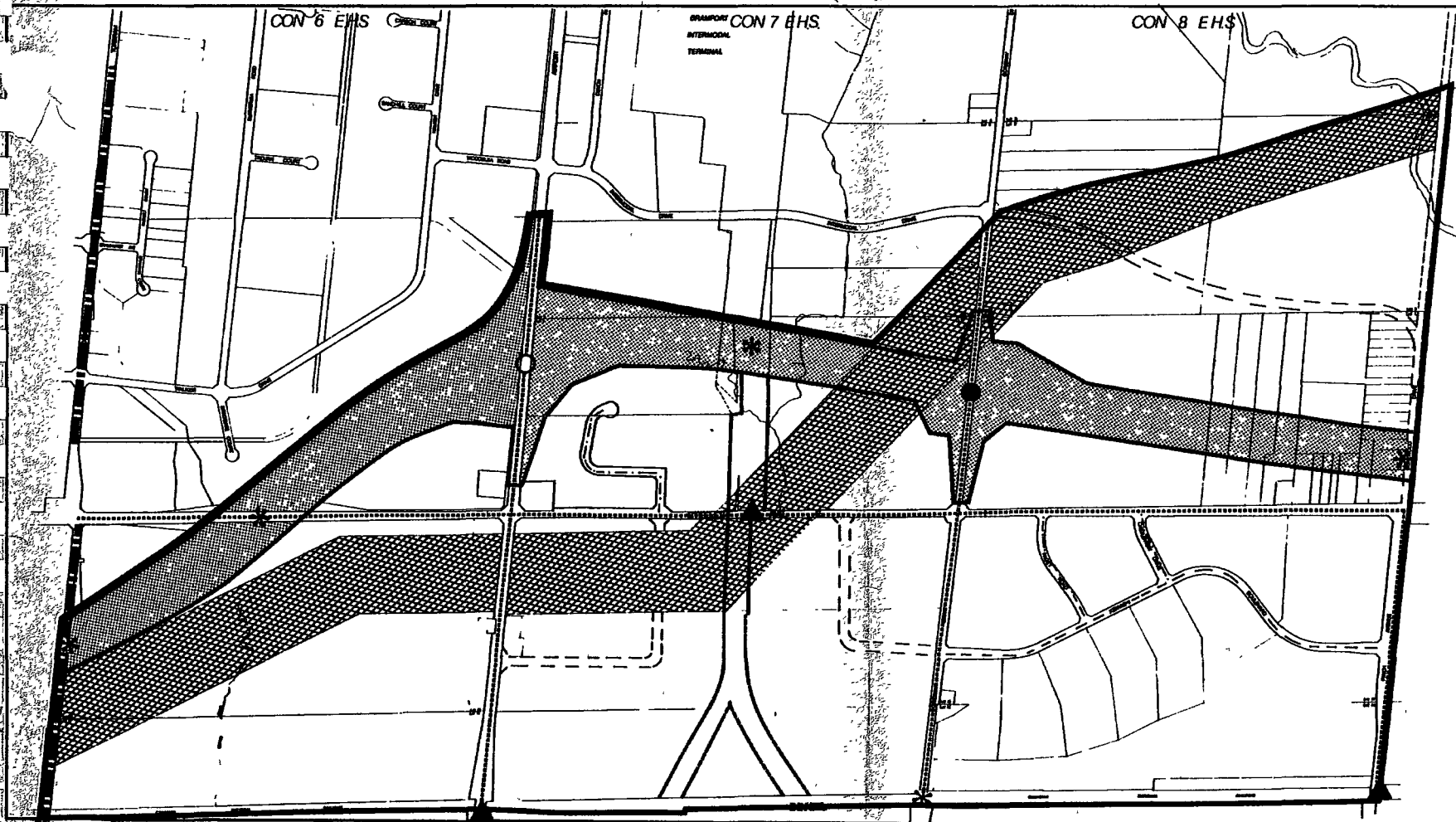
In addition to these General Development Standards and Guidelines, the draft secondary plan also establishes minimum street-line setbacks and landscaping guidelines. These guidelines reflect requirements already imposed on development approvals in the study area.

TABLE 7

Street-Line Setback and Landscape  
Open Space Guidelines

ROAD	STREET-LINE SETBACK	LANDSCAPE OPEN SPACE ABUTTING RIGHT-OF-WAY
STEELES AVENUE	46.0 metres	15.0 metres
ALL OTHER ROADS	15.0 metres	3.0 metres














The guidelines contained in Table 7 may be reduced in the block



**MAP NO.10**

**TRANSPORTATION STRATEGY**

**LEGEND**

-  Secondary Plan Area Boundary
-  Ontario Hydro Transmission Corridor
-  Hwy. No. 407 Alignment
-  Major Arterial
-  Minor Arterial
-  Collector Road
-  Local Road
-  Proposed Collector Road
-  Existing Grade Separation
-  Proposed Grade Separation
-  Complete Interchange
-  Railway
-  Partial Interchange

Scale 1:12540 (approximate)





between Goreway Drive and Gorewood Drive, north of Steeles Avenue, due to restrictions imposed by the alignment of the Highway Number 407 right-of-way and the frontage service road requirements outlined previously for Special Policy Area Number 3.

**Environmentally Sensitive Areas:**

Section 2.1 of this report identified the location of several woodlot fragments and hedgerows (see Map 6). The draft secondary plan provides that development proposals within or adjacent to these sites shall be subject to the Environmentally Sensitive Area policies of the Brampton Official Plan. To satisfy these provisions, a development proponent may be required to submit a tree protection plan, which would identify methods of preserving woodlot fragments and hedgerows where practicable.

**Aircraft Noise:**

Aircraft noise may affect certain industrial, hotel, retail and office uses. Accordingly the draft secondary plan requires that development proposals within noise prone areas shall be subject to the noise attenuation policies of the Brampton Official Plan. In this regard, noise analysis reports may be required to support applications for development approval.

**Airport Height Limitations:**

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

### 3.2 Transportation Strategy

The draft secondary plan prescribes a transportation strategy which:

- maximizes accessibility to and within the secondary plan area; and,
- provides for efficient vehicular circulation and reduced traffic conflicts.

The transportation system within the secondary planning area is comprised of:

- the road network; and,
- rail services.

#### The Road Network

The planned road network for the study area is shown on Map 10. The secondary plan provides for the development of the road network consisting of:

- provincial freeways (planned Highway Number 407);
- major and minor arterials; and,
- collector roads.

The local road system shall be subject to approval as part of the subdivision approved process.

The draft secondary plan establishes policy direction for:

- major additions, improvements and extensions to the road network; and,
- access restrictions.

Major Additions, Improvements and Extensions:

The draft secondary plan is formulated on the basis of:

- the development of Highway Number 407 as a controlled access provincial freeway;
- the up-grading of Goreway Drive to a 6 lane main arterial facility within a 45.0 metre (150 feet) right-of-way;
- the improvement of Steeles Avenue to a 6 lane main arterial facility within the existing 36.0 metre (120 feet) right-of-way; and,
- the easterly extension of Intermodal Drive from Goreway Drive to Gorewood Drive, as a collector road, within a 23 to 26 metre (76 to 86 feet) right-of-way.

With respect to Highway Number 407, the following intersection arrangements are planned:

- grade separations at Torbram Road, Steeles Avenue, Gorewood Drive and the Canadian National Railway; and,
- complete and partial interchanges at Airport Road and Goreway Drive.

Other roadway improvements provided for in the secondary plan include proposed grade separations at the following intersections:

- Torbram Road at the Canadian National Railway; and,
- Goreway Drive at the Canadian National Railway.

**Access:**

To protect the arterial road function of Steeles Avenue, Torbram Road, Airport Road, Goreway Drive, Finch Avenue and Gorewood Drive, it is the policy of the City, and the Regional Municipality of Peel to restrict access from individual properties. To this end, a local industrial road system shall be designed to organize access to these roads.

In addition, the secondary plan restricts access and road intersections on arterial roads in proximity to interchange ramps with Highway Number 407. The extent of these access restrictions shall be determined in consultation with the Ministry of Transportation, and imposed as a condition of development approval.

Rail Services

The secondary plan recognizes the alignment of the Canadian National Railway. In this regard, planning requirements include fencing and setback requirements which will be required as a condition of development approval for abutting lands.

### 3.3 Servicing Strategy

The draft secondary plan provides for the efficient deployment of engineering services to facilitate growth. These engineering services are comprised of:

- stormwater management facilities; and,
- sanitary sewage and water supply.

#### Storm Water Management:

The secondary plan requires that a detailed engineering and drainage report shall be undertaken for any development, and shall be subject to the approval of the appropriate Conservation Authority and the City. This report shall describe the storm water management techniques which must be implemented to minimize the amount of storm water drainage, and proposed methods for controlling or minimizing erosion and siltation in the secondary plan area, and in downstream areas during and after the construction period.

#### Sanitary Sewage and Water Supply:

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

**Part IV: Implementation**

PART IV - IMPLEMENTATION

Implementation of the land use, transportation and servicing strategy set out in this report will require the approval of the secondary plan, as an amendment to the City's Official Plan. Accordingly, a public meeting is required in accordance with the Planning Act, and Council's procedures.

The secondary plan will also require approval by the Ministry of Municipal Affairs. To facilitate this approval, the Minister will have to deem that the provisions of the secondary plan should conform to the Parkway Belt West Plan. This will also entail the repeal of Amendment Number 4 to the Parkway Belt West Plan which currently affects the secondary plan area.

Upon final ministerial approval of the secondary plan, individual plans of subdivision may then be considered by the City, subject to the requirements and restrictions of the the Parkway Belt West Plan, the Brampton Official Plan and secondary plan.

JBC/am/icl

APPENDIX ONE

PARKWAY BELT WEST DEEVELOPMENT STANDARDS



Development Alternative I - Industry/Warehousing

The Parkway Belt Plan now sets specific standards for the prestige type of industry permitted in The Special Complementary Use Area between Torbram Road and the Clairville Conservation Area:

- i) 25 acre minimum lot size for new lots;
- ii) 25% lot coverage for parcels of 25 acres or more and 20% for parcels of less than 25 acres;
- iii) 400 foot (122 metres) setback from major roads, and
- iv) no outside storage.

Large lots, low coverage and no outside storage together with extensive landscaping will produce the park-like setting desired under the plan and accommodate a small number of industries.

The one adjustment considered valid is a reduction of the setback requirement on Steeles Avenue, Airport Road, Goreway Drive and Finch Avenue from 400 feet to 150 feet which would still provide adequate space for landscaping without creating new siting problems in cases where there are creeks or woodlots on the site. An additional reduction to approximately 100 feet will be needed on the eastern portion of the development site between Gorewood Drive and Goreway Drive on the north side of Steeles Avenue due to the constraints introduced by the Highway 407 right-of-way.

To summarize, the specific standards applicable to single sites or subdivisions designed exclusively for industry, warehousing and space extensive commercial uses should include the following:

- i) 25 acres (10 hectares) minimum lot size for new lots;
- ii) 25% lot coverage for parcels of 25 acres or more and 20% for parcels of less than 25 acres;

- iii) 150 feet (46 metres) minimum setback from Steeles Avenue, Airport Road, Goreway Drive and Finch Avenue;
- iv) no outside storage;
- v) maximum height for industry and warehousing of 12 feet (3.6 metres) and for accessory office buildings of 25 feet (7.6 metres), and
- vi) standards applicable to all development outlined on page 25.

Development Alternative II - Commercial and Mixed Commercial/Non Industrial

Policy 6.4.3(t) of the Parkway Belt Plan presently limits new industrial lots to a minimum of 25 acres but there is no restriction on new lot sizes for "other uses" under policy 5.5.1. It is quite conceivable that a 25 acre site which would accommodate one industrial plant could be developed for 4 or 5 office buildings, thus appreciably diminishing the overall impression of openness. Therefore, it is recommended that a new minimum lot size be introduced for all non-industrial uses (except space extensive uses) in the range of 12 to 13 acres. This would ensure adequate space for siting, preservation of natural features, adequate setbacks, generous landscaping, and would offer the additional advantage of marketing flexibility in that 2 office sites could be amalgamated for an industrial user.

A setback of 150 feet (46 metres) similar to industry and warehousing is recommended to permit a uniform streetscape throughout the Amendment Area.

A flexible lot coverage ratio based on size of lot is also recommended: 20% for lots of 12.5 acres (5 hectares) or less and 25% for lots in excess of 12.5 acres.

A maximum floor space index of 0.5 coupled with a maximum building height of 45 feet (13.7 metres) would permit variety in design and massing to accommodate differences expected between office, institutional, recreational and other clients in this type of development.

To summarize, the specific standards applicable to commercial sites (excluding space extensive commercial) and mixed commercial and non-industrial subdivisions should include the following:

- i) 12.5 acres (5 hectares) minimum lot size for new lots;
- ii) 20% lot coverage for lots of 12.5 acres or less and 25% coverage for lots in excess of 12.5 acres;
- iii) a minimum 150 feet (46 metres) setback from Steeles Avenue, Airport Road, Goreway Drive and Finch Avenue except on the eastern portion of the site between Goreway Drive and Gorewood Drive on the north side of Steeles Avenue where the setback could be reduced to approximately 100 feet (30.5 metres);
- iv) maximum floor space index of 0.5;
- v) maximum building height of 45 feet (13.7 metres), and
- vi) standards applicable to all development outlined on page 25.

Development Alternative III - Mixed Commercial/Industrial

On large sites which can be comprehensively designed and developed as a mixed commercial/industrial campus, the standards recommended should include the following:

- i) an average lot size of 25 acres (10 hectares) and a minimum lot size of 12.5 acres (5 hectares);
- ii) a maximum lot coverage of 25% on the whole lot and a maximum of 50% on the buildable area;
- iii) maximum floor space index of 0.5;
- iv) maximum building height of 45 feet, and
- v) minimum setback of 150 feet (46 metres) from Steeles Avenue, Airport Road, Goreway Drive and Finch Avenue. An exception is made on the north side of Steeles Avenue between Goreway Drive and Gorewood Drive where the setback would be further reduced to approximately 100 feet approaching Gorewood Drive, and
- vi) standards applicable to all development outlined below.

Additional Standards Applicable to All Development

The high aesthetic standards desired to achieve the goals of the Parkway Belt and to assure an impressive entrance to Brampton cannot be secured without several additional standards which would apply to all development.

i) Advertising

The design and location of advertising would come under special scrutiny. No free-standing or roof billboards, flags, balloons, truck signs and banners, etc. (either on the site or on leased land elsewhere in the study area) should be entertained. A single, lighted board or column with tenant and product range which is generally used in plazas and industrial parks meets both the controlled environment demands of the Parkway Belt and advertising needs of the property owners.

ii) Outside Storage

To ensure a high quality, uncluttered development, no outside storage would be permitted. This includes those highway commercial uses which are primarily display and sales operations (e.g. car, truck, boat dealers) and are considered entirely inappropriate in terms of the Parkway Belt goals.

iii) Road Access

Development within the Parkway Belt, although of a lower density than urban development, will have an impact on all the major roads. In order to protect the arterial function of these roads, it is crucial that the number of accesses and location be controlled. A preliminary road plan is therefore included in this Appendix as a guideline for subdivision approval.

iv) Water and Sewers

All sites will require piped water and sanitary sewers. The preliminary servicing plan is also incorporated in the Appendix as a guideline.

v) Small Holdings

Most of the existing small holdings are residential lots. Some of these on Gorewood Drive and Steeles Avenue have already been affected by public acquisition of Highway No. 407 and more will be affected with the implementation of a grade separation of the Eighth Line at Highway No. 407. Development of this whole area will gradually decrease the suitability of these lots for continued residential use.

Therefore, it is recommended that the remaining residential properties on Steeles Avenue and Gorewood Drive, the 2 acre site on the west side of Airport Road, 2 properties on the east side of Airport Road and one on the east side of Goreway Drive, south of Steeles Avenue, be included in the abutting development sites whenever possible.

If owners of these small holdings wish to pursue an independent project, consideration of such development proposals would require assembly of all parcels bounded by roads, transportation and utility corridors and the large holding as well as limited access as shown on the preliminary road plan.

vi) Site Specific Locations

The location of specific commercial uses would have to conform with policies in the Brampton Official Plan where such exist (e.g. service stations).

vii) Environmental Protection

Policies in the Brampton Official Plan regarding protection of woodlots and Hazard lands should be adhered to.

viii) Storm Water Management

Development shall be conditional upon agreements that the blue-green storage facility and dry pond shown schematically on Map A shall be constructed and all necessary storm water management measures required by the City, Region and Metropolitan Toronto and Region Conservation Authority shall be undertaken.

APPENDIX TWO  
NOISE CRITERIA

I LAND USE COMPATIBILITY IN AREAS  
AFFECTED BY AIRCRAFT NOISE

The following table is adapted from "Land Use Policy Near Airports", Ministry of Housing Publication 2M/3-78/PW-43.

This policy is based on the N.E.F. (Noise Exposure Forecast) and N.E.P. (Noise Exposure Projection) systems which reflect the noise produced by all types of aircraft at an airport, taking into consideration the number of flights, the duration of the noise, the time of day and the frequency components of the sound (pure tones).

All land use proposals near airports must now adhere to the N.E.F. and N.E.P. Land Use Compatibility Table (below). The applicable N.E.F. or N.E.P. values should be determined from contour maps prepared by Central Mortgage and Housing Corporation or the Ministry of Housing, based on contours supplied by Transport Canada or by the Department of National Defence.

The general principle underlying the restrictions is that the outdoor noise level should govern permissible uses of a property. However, some indoor uses which make almost no use of the outdoors may be permitted to almost any noise level provided they meet CMHC standards for acoustic insulation and ventilation. The latter requirement is necessary to ensure that the acoustic insulation value is not lost through the opening of windows.



## N.E.F. AND H.E.P. LAND USE COMPATIBILITY TABLE

LAND USES (1)	N.E.F. AND H.E.P. RANGES				
	0 to 28	28 to 30	30 to 35	35 to 40	40 and over
<u>GROUP I:</u> residential, passive use park, school, library, church, theatre, auditorium, hospital, nursing home, camping or picnic area.	In this range, noise is not usually a problem.	All buildings must conform to Acoustic Design Criteria (2) (3).	Since annoyance will occur in these ranges (4), no new Group I uses may be established, except for those for which the outdoor environment is irrelevant and which meet the Acoustic Design Criteria (3).		
<u>GROUP II:</u> hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool.	In these ranges, noise is not usually a problem.	In these ranges, noise is not usually a problem.		In these ranges the characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design (3).	Group II uses may not be established unless they are adequately insulated indoor uses (3).
<u>GROUP III:</u> industrial, warehousing, arena, general agriculture, animal breeding (4).	In these ranges, noise is not usually a serious problem.			In these ranges, most Group III uses are permissible, provided ancillary uses are adequately insulated.	

NOTES: See following page for notes (1) to (5).

NOTES TO PRECEDING TABLE:

- (1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.
- (2) For residential uses, refer to "New Housing and Airport Noise" N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.
- (3) For non-residential uses, refer to the Acoustic Design Criteria contained in "Land Use Policy Near Airports".
- (4) Although the Ministry will permit municipalities to approve residential development in the 30 to 35 N.E.F. and N.E.P. range, notwithstanding the fact that some annoyance will occur, the City of Brampton chooses not to knowingly subject any additional residents to this aggravation.
- (5) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stock yard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of Airports", document S-77-4.

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

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April 13, 1989

**TO:** THE CHAIRMAN AND MEMBERS OF PLANNING COMMITTEE

**FROM:** PLANNING AND DEVELOPMENT DEPARTMENT

**RE: SUMMARY REPORT  
DRAFT SECONDARY PLAN  
PARKWAY BELT WEST INDUSTRIAL AREA  
WARD NUMBERS 9 AND 10  
OUR FILE: SP-35**

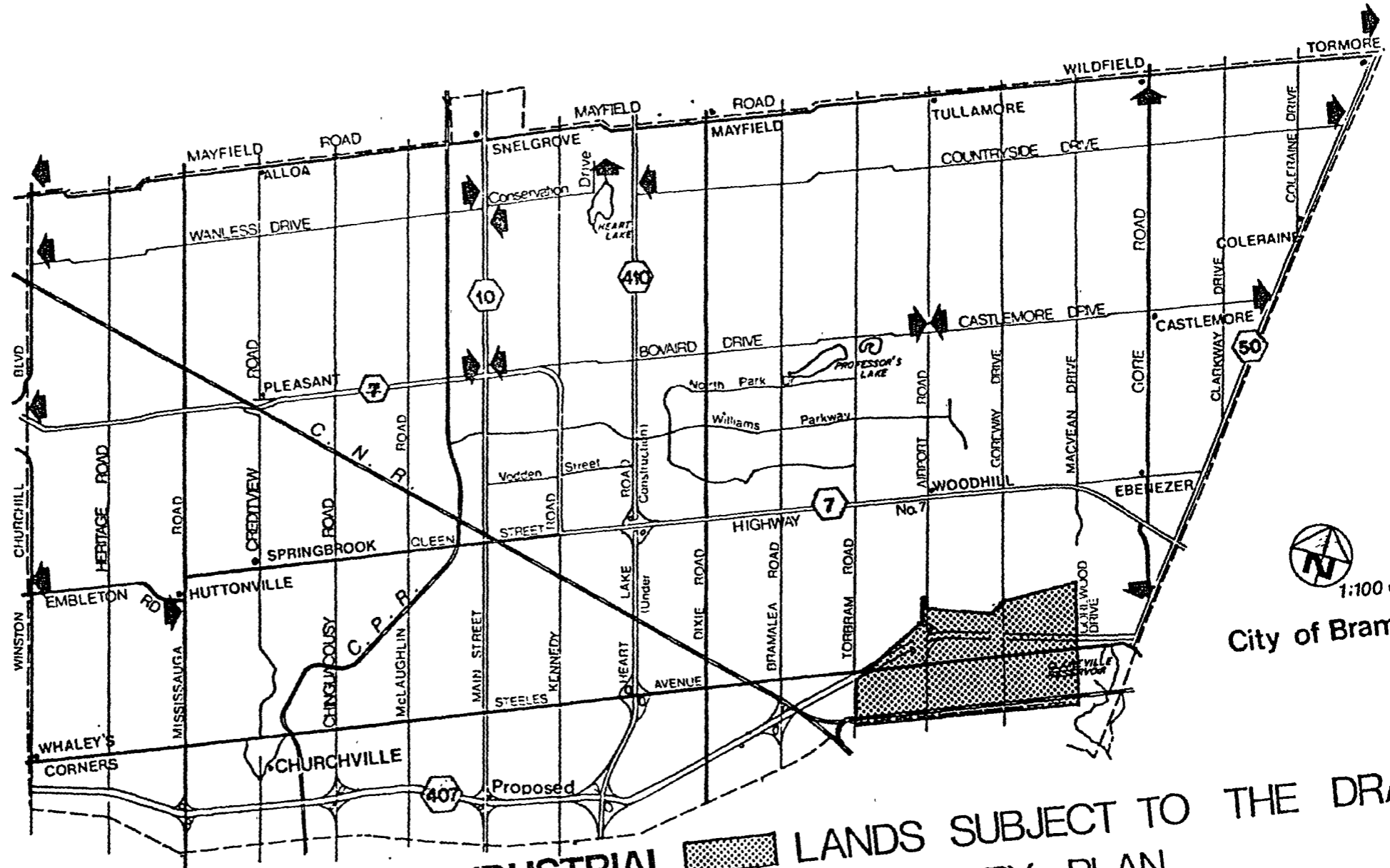
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A draft secondary plan and background report has been prepared for the area known as the Parkway Belt Industrial Area. This area is located in south-east Brampton between Torbram Road and the Clairville Conservation Area, as shown on Map 1.

This report provides a summary of the background report to the draft Parkway Belt West Industrial Secondary Plan which accompanies the Planning Committee agenda of April 17, 1989.

## **BACKGROUND**

The subject lands are now under the purview of the Parkway Belt West Plan, as specifically amended by Amendment Number 4. This plan permits, within the Special Complementary Use Area designation, industrial and commercial development at very low density and lot coverage standards.



**MAP 1: PARKWAY BELT INDUSTRIAL AREA**  **LANDS SUBJECT TO THE DRAFT SECONDARY PLAN**

City of Brampton  
1:100

There are significant development pressures within the study area which cannot be accommodated by the current Parkway Belt West planning standards. It is also recognized that the original planning objectives for the study area in the Parkway Belt West Plan have largely been accomplished. For example, the primary goal for the Parkway Belt West Plan in this locality-to secure and acquire lands for transportation and utility corridors-has now been achieved. The outstanding goals of the plan, related to the provision of an urban separator and recreational/open space amenities can be effectively secured through the approval of a local level secondary plan, in conformity with the Parkway Belt West Plan.

Accordingly, a planning approach has been adopted for the study area which entails the preparation of a detailed secondary plan which:

- sets out the general road patterns, land uses, and appropriate development policies; and,
- reflects the spirit and intent of the Parkway Belt West Plan.

It is intended that the secondary plan would replace the detailed standards contained in the Parkway Plan Amendment Number 4.

Assuming that the technical standards of the secondary plan are acceptable, the Minister of Municipal Affairs could deem that the secondary plan conforms to the Parkway Belt Plan.

#### **DEVELOPMENT OPPORTUNITIES**

The study area is situated in a portion of south-east Brampton which is highly suited to industrial and commercial development. This is attributed to such land use factors as:

- geographic location;
- surrounding land use and development patterns;
- accessibility;
- physical setting; and,
- market potential.

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

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

#### DEVELOPMENT CONSTRAINTS

The draft secondary plan recognizes constraints and limitations to development imposed by natural and man made features. Specific constraints addressed in the formulation of the draft secondary plan include:

- major environmental features (including woodlots and valleylands);
- airport noise;
- airport height limitations;
- servicing;
- the transportation system; and,
- existing development.

#### LAND USE, TRANSPORTATION AND SERVICING STRATEGY

The draft secondary plan is comprised of three principal planning elements; namely:

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

#### LAND USE CONCEPT:

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

- maintain a strong industrial base;

- foster major concentrations of office development at highly visible and accessible locations in proximity to inter-regional transportation facilities;
- provide essential business service uses to support industrial and office employment; and,
- allow specialized forms of retailing that combine industrial and commercial operations.

The land use mix which has been devised to meet these objectives consists of the following categories:

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

The distribution of proposed land uses prescribed by the secondary plan is shown on the accompanying map, and is summarized in the table below:



Parkway Belt Industrial Area  
Land Use Concept

LAND USE CATEGORY	LAND AREA	PERCENT OF TOTAL
Prestige Industrial	905.8	50.5
Mixed Industrial/ Commercial	101.5	5.8
Business	70.0	3.9
Highway Commercial	2.61	0.1
Open Space/Hazard	166.5	9.3
Highway #407	268.7	15.0
Hydro Corridor	276.7	15.4
<u>TOTAL</u>	<u>1791.8</u>	<u>100.0</u>

Prestige Industrial:

The lands proposed to be designated "Prestige Industrial" are intended to be used for the following purposes:

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

- research and development facilities;
- intermediate office uses;
- recreation facilities or structures;
- accessory retail uses; and,
- day nurseries.

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

Business:

The draft secondary plan establishes a "Business" designation which provides for a wide range of service and retail commercial uses to provide support to the surrounding industrial community. The uses included in this designation are:

- intermediate office uses;
- bank, trust companies and financial institutions;
- retail establishments;
- personal service shops;
- dry cleaning and laundry establishments;

- dining room, standard and take-out restaurants;
- convenience stores;
- community clubs;
- recreation facilities or structures;
- hotels or motels; and,
- banquet halls.

Mixed Industrial/Commercial:

There is significant pressure within the study area, as well as other districts within the city, for a form of industrial/commercial development not already accommodated in Brampton, but strongly demanded in the Metropolitan Toronto market. This relates to mixed industrial/commercial uses that combine industrial and commercial purposes, or specialized space extensive commercial activities. The uses permitted by the draft secondary plan under this category include:

- traditional light/prestige industrial processes;
- retail warehousing, discount merchandising and other retail outlets that are space extensive, and require exposure to major transportation facilities;
- home furnishings and home improvement retail warehouses;
- recreation facilities or structures;

- community clubs;
- garden sales establishments;
- public or utility uses;
- service shops; and,
- banquet halls.

Highway Commercial:

The "Highway Commercial" designation in the draft secondary plan has been established to recognize existing automobile service stations located at the north and south-east corners of Steeles Avenue and Airport Road. Proposals for automobile service stations beyond these locations are to be evaluated on a site specific basis in accordance with the criteria set out in the Brampton Official Plan.

Office Centres:

The draft secondary plan recognizes two levels of office development; namely:

- intermediate office uses; and,
- office centres.

As noted previously, intermediate office uses are permitted within the Prestige Industrial and Business designations. These are intended to be relatively small concentrations of office development, and are not to become a predominant land use. As

such, the level of permissible floor space for intermediate office uses is limited to a floor space index of approximately 0.5.

The draft secondary plan also identifies concentrations of office centres which are encouraged, with greater vertical definition, in highly visible and accessible locations in proximity to major transportation facilities. As a general guideline, office development may occur at a floor space index of 1.0. However, the total amount of office space permitted in the office centre designation shall be determined by comprehensive traffic studies.

Open Space/Hazard Lands:

The secondary plan designates lands as "Open Space/Hazard" which have inherent environmental hazards or are required for recreation purposes. The permitted uses are:

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

Utilities:

The secondary plan establishes a "Utilities" designation to accommodate the existing 500KV hydro transmission corridor which traverses the subject lands. In addition, this designation provides for a utility corridor under the ownership of the Ministry of Government Services, which is situated abutting the Canadian National Railway between Torbram Road and Finch Avenue.

Special Policy Areas:

In certain site specific instances, special policies are required in the secondary plan to manage unique development constraints and opportunities. In particular:

- Special Policy Area Number 1 relates to a 17.7 hectare (43.7 acre) parcel of land located at the south-west corner of Kenview Boulevard and Finch Avenue. These lands are designated for Prestige Industrial and Business purposes in the draft secondary plan. Existing zoning of this property permits industrial and limited commercial development at a gross floor index of approximately 0.85. Accordingly, the draft secondary plan permits development at this density, notwithstanding the building limitations set out for the Prestige Industrial and Business designations.
- Special Policy Area Number 2 relates to the development of an automobile service station together with service commercial uses at the south-east corner of Steeles Avenue and Castlevue Drive.
- Special Policy Area Number 3 relates to access restrictions for Mixed Industrial/Commercial development along the north side of Steeles Avenue between Goreway and Gorewood Drive.

Other Special Policies:

Other special policies are required to provide more detailed guidance beyond the principal land use provisions set out in the

secondary plan. These other special policies relate to:

- the amalgamation of small land holdings to provide for comprehensive development;
- parking requirements for business and mixed industrial/commercial uses;
- general development standards and guidelines;
- environmentally sensitive areas;
- aircraft noise; and,
- airport height limitations.

#### TRANSPORTATION STRATEGY

The draft secondary plan prescribes a transportation strategy with respect to:

- the road network; and,
- rail services.

With respect to the road network, the draft secondary plan is formulated on the basis of:

- the development of Highway Number 407 as a controlled access provincial freeway;
- the up-grading of Goreway Drive to a 6 lane major arterial;

- the improvement of Steeles Avenue to a 6 lane major arterial; and,
- the easterly extension of Intermodal Drive from Goreway Drive to Gorewood Drive as a collector road.

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

#### SERVICING STRATEGY:

The draft secondary plan provides for the efficient deployment of engineering services to facilitate growth. These engineering services are comprised of:

- stormwater management facilities; and,
- sanitary sewage and water supply.

#### CONCLUSIONS AND RECOMMENDATIONS

Implementation of the land use concept, and the transportation and servicing strategy summarized in this report will require the approval of the draft secondary plan, as an amendment to the City's Official Plan. Accordingly, a public meeting will be required.

Thus, it is recommended that:

1. A public meeting be convened in accordance with City Council's procedures; and,



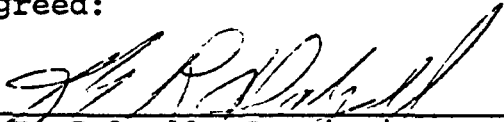
- 2. Subsequent to the results of the public meeting, staff be directed to submit the draft secondary plan to City Council for adoption.

Respectfully submitted,

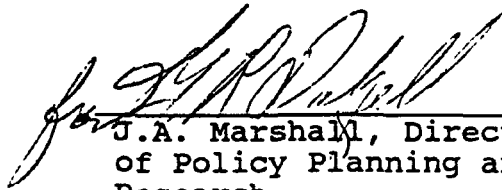


John B. Corbett, M.C.I.P.  
Policy Planner

Agreed:



F.R. Dalzell, Commissioner,  
Planning and Development



J.A. Marshall, Director  
of Policy Planning and  
Research

JBC/icl

# INTER-OFFICE MEMORANDUM

F8

## Office of the Commissioner of Planning & Development

May 18, 1989

TO: THE CHAIRMAN AND MEMBERS OF PLANNING COMMITTEE

FROM: PLANNING AND DEVELOPMENT DEPARTMENT

RE: DRAFT SECONDARY PLAN  
PARKWAY BELT WEST INDUSTRIAL AREA  
WARD NUMBERS 9 AND 10  
OUR FILE: SP-35

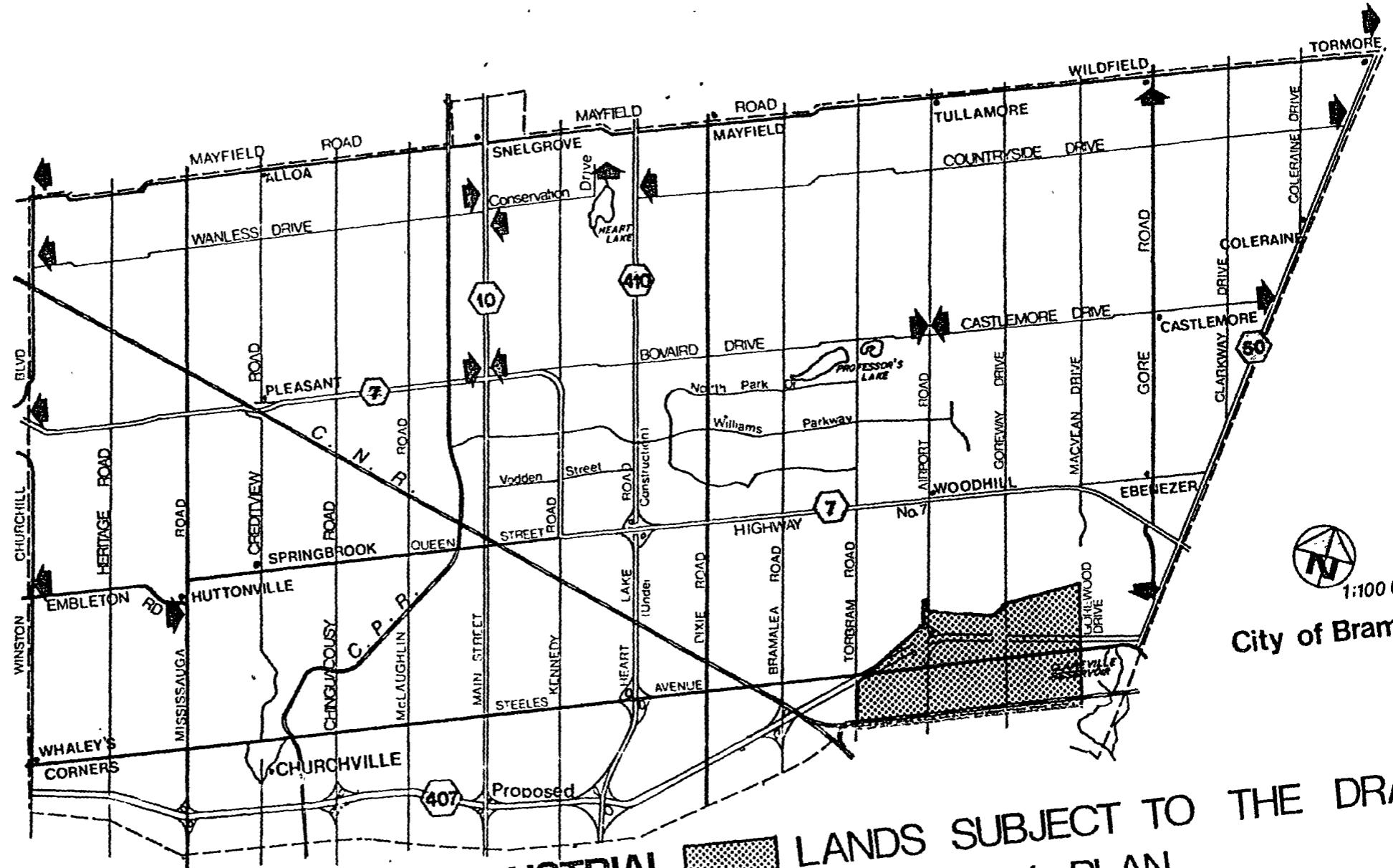
A public meeting was held on Wednesday May 3, 1989 with respect to the draft secondary plan for the area known as the Parkway Belt West Industrial Area. This area is located in south-east Brampton between Torbram Road and the Claireville Conservation Area, as shown on Map 1. A complete copy of the draft secondary plan accompanies the Planning Committee agenda of May 23, 1989.


The notes of the public meeting are attached as information for Planning Committee. One representation in support of the draft secondary plan was made at the public meeting, on behalf of Kenfask Developments.

Since the public meeting, three submissions have been made as follows:

- Inducon Development Corporation on behalf of Claireville Holdings;
- John Montague and Associates on behalf of Lexlaw Investments; and,
- 646177 Ontario Limited.

In addition staff have met with officials from the Ministry of Municipal Affairs to ensure compliance with provincial requirements. As a result of these deliberations, a small number of minor technical and editorial modifications have been recommended to establish conformity with the Parkway Belt West Plan.



**MAP 1: PARKWAY BELT INDUSTRIAL AREA**  **LANDS SUBJECT TO THE DRAFT SECONDARY PLAN**

1:100 000  
City of Brampton

CLAIREVILLE HOLDINGS LIMITED

This submission relates to lands located:

- north of Steeles Avenue;
- between Goreway Drive and Gorewood Drive; and,
- south of the planned Highway Number 407 right-of-way.

The draft secondary plan originally designated these lands for "Mixed Industrial/Commercial" purposes. The uses permitted under this designation include:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing and storage within enclosed buildings;
- retail warehousing, discount merchandising outlets and other specialized retail activities that are space extensive and are not already accommodated in non-industrial areas of the city;
- home furnishings and home improvement retail warehouses;
- recreation facilities and structures;
- community clubs;
- garden centre sales establishments;
- public or utility uses;
- service shops; and,
- banquet halls.

There are also specific access restrictions which affect this site, in particular:

- the Regional Municipality of Peel has imposed access prohibitions for individual development parcels along Steeles Avenue; and,

- the Ministry of Transportation has advised that access is restricted on Goreway and Gorewood Drive due to the land requirements of planned intersections and grade separations with Highway Number 407.

Accordingly, to provide access to these lands, the draft secondary plan requires the development of either a frontage service road parallel to Steeles Avenue, or an internal industrial road in an alignment satisfactory to the City and the Region of Peel.

Claireville Holdings has requested (see Attachment One) that in addition to the "Mixed Industrial/Commercial" designation, that an "Office Centre" designation also be applied at the north-east corner of Steeles Avenue and Goreway Drive.

It should be noted that the draft secondary plan provides for Office Centre development, with some vertical definition, in highly visible and accessible locations in proximity to major transportation facilities. As a general guideline, Office Centre development may occur at a floor space index of 1.0. However, it is recognized that traffic impact on the road network, may reduce the actual floor space capacity of specific sites designated for office purposes. Accordingly, the total amount of office space permitted in the Office Centre designation shall be determined by comprehensive traffic impact studies. No development shall be permitted until such studies have been carried out to the satisfaction of the City, or other road authorities having jurisdiction.

The Claireville Holdings site does possess certain locational attributes for Office Centre development including:

- accessibility from the abutting arterial road network;
- visibility and exposure to the planned Highway Number 407 ; and,
- competitive positioning relative to other Office Centre designations within the secondary plan area.

However, an Office Centre designation was not originally contemplated for the Claireville Holdings site due to the previously described traffic access restrictions. However, negotiations with the developer and their traffic consultants has revealed that the traffic restrictions may be alleviated through:

- reducing the land area designated for "Mixed Industrial/Commercial" purposes in favour of the additional office space;
- reducing the floor space index for the office component on the Claireville lands below the maximum prescribed in the secondary plan to reflect the traffic limitations of the site; and,
- co-ordinating traffic management strategies along Steeles Avenue to maximize development potential (e.g. left turn restrictions, signalization etc.).

Accordingly, to provide for this development potential, staff are prepared to recommend the addition of the "Office Centre" designation on the Claireville site provided that the following special policies are incorporated in the secondary plan to ensure development occurs within the traffic limitations of the site:

"Special Policy Area Number 3 applies to lands situated north of Steeles Avenue between Goreway Drive and Gorewood Drive, and south of the Highway Number 407 right-of-way. These lands are designated for a blend of Mixed Industrial/Commercial, Prestige Industrial, and Office purposes. Due to the potential traffic impact arising from the development of this site on the surrounding road network, the actual boundaries, and amount of permissible floor space allocated to these land uses shall be determined by comprehensive traffic impact studies.

In this regard, the designations shown (in the secondary plan) are intended to be interpreted flexibly, and may be modified without amendment to this plan, in accordance with the findings of the comprehensive traffic studies, as approved by the road authorities having jurisdiction.

In addition to the site design policies set out in (the secondary plan) for Mixed Industrial/Commercial uses developments within Special Policy Area Number 3 shall not have separate access from Steeles Avenue. A condition of planning approval for this area shall be the development of a frontage service road parallel to Steeles Avenue, or an internal industrial road, in an alignment satisfactory to the City and the Regional Municipality of Peel.

To provide for comprehensive development, the alignment of the frontage service road, or internal industrial road shall be designed to ensure access to the smaller land holdings situated at the most easterly section of the Special Policy Area. In this regard, the amalgamation of these properties shall be encouraged with the larger land holdings within the Special Policy Area.

Development approval shall be conditional on the submission of a tertiary plan to the satisfaction of the City, demonstrating how the development of all lands within Special Policy Area Number 3 can be achieved in accordance with this chapter."

It is believed that these Special Policy Area provisions will:

- maximize the development potential on the subject lands; and,
- protect the City's interests with respect to obviating the potential traffic impact and ensuring the formulation of a satisfactory site development plan.

#### LEXLAW INVESTMENTS

This submission pertains to lands located on the east side of Airport Road, south of the Ontario Hydro Corridor. The draft secondary plan originally designated these lands for "Prestige Industrial" and "Business" purposes. The uses permitted under the "Prestige Industrial" designation include:

- manufacturing, processing, assembling, packaging, repairing, fabricating, warehousing, and storage within enclosed buildings;
- intermediate office uses (i.e. relatively small concentrations of office development at a maximum floor space index of 0.5);
- public and utility uses or structures;
- research and development facilities;
- recreation facilities or structures;
- accessory retail uses; and,
- day nurseries.

The land use activities permitted under the "Business" designation include:

- intermediate office uses;
- banks, trust companies or financial institutions;
- retail establishments;
- personal service shops;
- dry cleaning and laundry establishments;
- dining room, standard and take-out restaurants;
- convenience stores;
- community clubs;
- recreation facilities or structures;
- hotels and motels; and,
- banquet halls.

In addition to these land use designations, Lexlaw Investments proposes the addition of:

- an "Office Centre" designation; and,
- a small Mixed Industrial/Commercial designation.

As justification for the Office Centre designation the applicant submits that (see Attachment Two):

- office development will be compatible with the proposed land use mix in the secondary plan area;
- the Lexlaw lands are highly visible due to the surrounding low intensity utility uses, and is very visible from the south when descending the Airport Road, Canadian National Railway grade separation;



- the subject lands are well positioned with respect to developing office nodes in the north western Metropolitan Toronto Market, and could capitalize on the locality's proximity on Airport Road to the Lester B. Pearson International Airport; and,
- the Lexlaw site is afforded a high degree of accessibility to the planned Highway Number 407 since a full interchange is proposed at Airport Road.

It is emphasized that the introduction of an additional "Office Centre" designation on the subject land will only strengthen the employment and market potential within the secondary planning area. To obviate potential traffic impacts, the establishment of office uses on this site will be subject to the requirement of an impact study as previously described. In this regard, the applicant has retained a traffic consultant and is working with staff to meet this requirement.

Lexlaw Investments is also proposing a minor re-configuration of the "Business" designation on the site, and the introduction of a small area of "Mixed Industrial/Commercial development (approximately 5.0 acres). The "Business" designation will have frontage along Airport Road, thereby providing the necessary accessibility to the employment populations of the surrounding industrial community. The introduction of the "Mixed Industrial/Commercial" designation on the Lexlaw lands will:

- allow a flexible mix of compatible land uses; and,
- promote the marketability of the subject lands as a major industrial/office/business employment node.

It should be noted that the secondary plan contemplates a similar arrangement of land uses at the north-east corner of Airport Road and Steeles Avenue.

On the basis of the foregoing justification, staff are in a position to support the proposal of Lexlaw Investments to introduce an additional "Office Centre" and "Mixed Industrial/Commercial" designation on the subject lands.

**646177 ONTARIO LIMITED**

This submission (see Attachment Three) applies to lands situated at the south-west corner of Steeles Avenue and Finch Avenue. This 30 acre site is designated for "Prestige Industrial" and "Office Centre" purposes in the draft secondary plan. The applicants are proposing to supplement these designations with the uses permitted in the "Business" category. It is proposed that these uses would be limited to a specific percentage of the total site area (suggested at 50 percent).

The major planning implications related to this proposal are as follows:

- it is uncertain whether there is sufficient traffic capacity in the surrounding road network to absorb the proposed "Business" development in addition to the currently designated office uses; and,
- the applicant has not demonstrated that a satisfactory site development plan can be achieved which accommodates the proposed mix of office, prestige industrial, and business uses.

Since this submission was received during the week of May 15, 1989, there has been insufficient time to explore the merits of this proposal with the applicants. Accordingly, it is appropriate that staff assess the implications of this proposal, and recommend any resulting modifications to the secondary plan prior to its adoption by City Council.

**OTHER MATTERS**

As noted previously, meetings have been convened with staff from the Ministry of Municipal Affairs. These deliberations resulted in a small number of minor wording modifications to establish conformity with the Parkway Belt West Plan. The only significant modification is the reduction in maximum building height for "Office Centre" uses from 12 to 8 storeys. However, the actual impact on development potential is minimal due to prevailing airport height limitations which would require, in most instances, similar reductions at the development approval stage. The modifications required by the Ministry are essential to expedite the approval of the secondary plan at the provincial level.

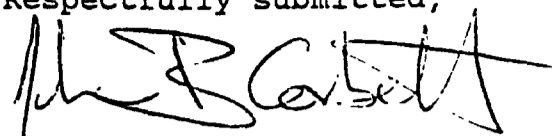
**CONCLUSIONS AND RECOMMENDATIONS**

Given Planning Committee's direction with respect to the public meeting submissions, staff will be in a position to present a finalized secondary plan for the Parkway Belt West Industrial Area to City Council for adoption. Subsequent to Council's adoption, the Minister of Municipal Affairs will be requested to approve the plan, and "deem" that it conforms to the Parkway Belt West Plan.

Accordingly, it is recommended that:

1. The notes of the public meeting be received;
2. The draft secondary plan be modified by:
  - (i) Establishing an "Office Centre" designation at the north-east corner of Goreway Drive and Steeles Avenue (Claireville Holdings) subject to the Special Policy Area provisions recommended in this report;
  - (ii) Establishing an "Office Centre" designation and additional "Mixed Industrial/Commercial" uses on the west side of Airport Road, south of the Ontario Hydro Corridor (Lexlaw Investments); and,
  - (iii) Reducing the maximum building height for "Office Centre" uses from 12 to 8 storeys to conform to provincial requirements with respect to the Parkway Belt West Plan.
3. Staff be directed to assess the merits of establishing additional "Business" uses at the south-west corner of Steeles and Finch Avenue (646177 Ontario Limited), and recommend appropriate modifications to the secondary plan prior to its submission to City Council for adoption.
- 4 Staff be directed to submit the finalized secondary plan to City Council for adoption.

Respectfully submitted,



JOHN CORBETT, M.C.I.P.  
POLICY PLANNER

AGREED:



F.R. DALZELL, COMMISSIONER  
OF PLANNING AND DEVELOPMENT



JOHN MARSHALL, M.C.I.P.  
DIRECTOR OF PLANNING  
POLICY AND RESEARCH.

F8-12

ATTACHMENT ONE  
**INDUCON**  
DEVELOPMENT CORPORATION

FAX: (416) 494-0713  
TELEX: 06-986733 EOR-300-TOR  
CABLE ADDRESS: "INDUCON"

235 YORKLAND BLVD.  
NORTH YORK (TORONTO) ONTARIO  
CANADA  
M2J 4Y8

TELEPHONE (416) 494-3500

April 14, 1989

City of Brampton  
Planning Department  
150 Central Park Drive  
3rd Floor  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	APR 18 1989 Rec'd
File No	SP35

Attention: Mr. J. B. Corbett, M.C.I.P.  
Policy Planner

Dear Sir:

RE: INDUCON DEVELOPMENT CORPORATION AND  
CLAIREVILLE HOLDINGS LIMITED  
DRAFT PARKWAY BELT WEST  
WEST INDUSTRIAL SECONDARY PLAN  
GOREWAY DRIVE/STEELES AVENUE  
PART LOT 1, CONCESSION 8, EHS  
BRAMPTON, ONTARIO  
OUR FILE NO.: 0720/202  
YOUR FILE NO.: SP35

Inducon Development Corporation acts as agent on behalf of Claireville Holdings Limited and Joseph Furtak. As discussed with you, our client requests that the site, within the Draft West Industrial Secondary Plan, be considered for an "Office Centre" designation.

In our view, the subject site is well suited for office due to its corner location at Steeles Avenue and Goreway Drive and its proximity to the proposed Highway No. 407. In addition to excellent accessibility and visibility, the site is one of the largest assemblies of property which will allow for comprehensive and uniform development.

Section 4.0 of the Draft Secondary Plan notes that higher density Office Centres are encouraged with vertical definition in highly visible and accessible locations in proximity to major transportation facilities. In addition, Section 5.7.2 permits additional Office Centres where it can be demonstrated there is sufficient market opportunity, adequate engineering services, sufficient transportation network, traffic access, etc.

Since traffic and engineering studies have not been undertaken for the Draft Secondary Plan Area, we feel that it is premature to exclude the subject site from an office designation.

.../2



Mr. J.B. Corbett, cont'd

- 2 -

April 14, 1989

With respect to site access, Section 4.8.3 restricts access via a service road parallel to Steeles Avenue along the entire frontage of the site. We would suggest however that with a service road having access to Steeles Avenue an "Office Centre" designation could be accommodated at the corner of Goreway Drive and Steeles Avenue. We are also considering the proposed Mixed Industrial-Commercial designation to determine whether this is the most appropriate use for the lands.

As per your suggestion, a traffic analysis would assist in supporting the appropriateness of an office designation for this site. From our preliminary review of the Secondary Plan, the subject site would seem to meet all the criteria of an "Office Centre" designation with the exception of access which can be clarified pending a comprehensive traffic analysis.

Based on this, we would appreciate the opportunity to work with you towards amending the Secondary Plan to achieve the highest and best use for this site. As discussed, we would appreciate if you could arrange for a copy of this letter to appear on Monday's Planning Committee Agenda.

Yours very truly,

INDUCON DEVELOPMENT CORPORATION



Meg Davis  
Planner

MD/mca

cc: Ms. C. Spears, Inducon Development Corporation  
Mr. G. Danyliw, c/o Claireville Holdings Limited



F8-14

JOHN MONTAGUE and Associates Limited

PLANNING CONSULTANTS

TELEPHONE: 629-3511

UNIT #6, 1200 ALROWOOD DRIVE  
MISSISSAUGA, ONTARIO L4W 2S

ATTACHMENT TWO

April 19, 1989

Mr. J. Corbett M.C.I.P.  
Planning Department  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
16T 2T9

RE: Lexlaw Investments Ltd.  
Airport Road / Steeles Ave.  
City of Brampton

Dear Mr. Corbett;

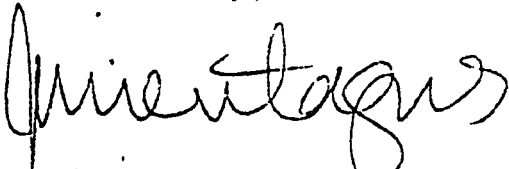
Further to our discussions regarding the designations to be placed on the westerly portion of the above noted lands, I would request your consideration of the following:

- 1) The lands bounded by Airport Road, the northerly property boundary and the future internal collector Road, to be designated part Mixed Industrial / Commercial and part Business. This would entail deleting part of the Business designation currently proposed and substituting a Mixed Industrial / Commercial designation. The purpose of the dual designation would be to permit intermingling of the permitted uses on the site, based on an overall site plan. We would request that the interpretation of such a designation permit a flexible mix of uses within the full block described and not be interpreted to require the permitted uses within each designation be limited to the boundaries as defined on schedule S.P. 32 (A).

- 2) Since Section 4.5.3 of the draft O.P.A. requires the preparation of a comprehensive transportation study to determine the total amount of office space, we would request that a "dot" to indicate an Office Centre symbolic designation be placed on the lands south of the Collector Road and east of the Mixed Industrial / Commercial designation. Our proposed uses can then be evaluated in the context of any transportation analysis. We suggest that the overall planning of the Lexlaw lands indicates that an office concentration would be desirable as part of the urban structure of this area. Walker, Wright, Young and Assoc., were requested to analyze this component of our development and I am enclosing a copy of their report and suggestions to us, which may be of interest to you.

We would be pleased to provide any further information should you so require.

Yours truly,



John Montague M.C.I.P.

C.C. R.K. Webb Q.C.  
P. Walker M.C.I.P.



F8-16

ATTACHMENT THREE

646177 Ontario Limited  
207 Weston Road  
Toronto, Ontario  
M6N 4Z3  
Phone: 762-0507

City of Brampton PLANNING DEPT.	
Date	MAY 15 1989 Rec'd
File No	P12

May 10, 1989

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

Attention: Mr. John B. Corbett, M.C.I.P.  
Policy Planner

Dear Sir

Re: Draft Parkway Belt West Industrial Plan

The purpose of this letter is to reaffirm the comments you received from me prior to the commencement of the Public Meeting held on May 3, 1989 into this proposed Secondary Plan.

As the owner of a 30 acre block bounded by Steeles Avenue East, Finch Avenue, Kenview Boulevard and Mimico Creek, we strongly support the initiative of the City to propose the Parkway Belt West Industrial Secondary Plan. We also believe that the proposed Official Plan Amendment which would adopt this Secondary Plan is generally acceptable. However, certain modifications of a relatively minor nature are required to allow our company to fulfill its development objectives for our property.

The Secondary Plan which you presented at the Public Meeting designates our property as Prestige Industrial with an Office Centre designation at the north end and an Open Space/Hazard Lands designation along the western boundary. The Plan provides for commercial designations on all surrounding lands within the proposed planning area. The adjacent properties to the south and west are designated Business. The area to the north, on the opposite side of Steeles Avenue, is designated Mixed Industrial/Commercial. Further to the north, on the north side of the Highway No. 407 Corridor, there is another piece of land designated Business fronting onto Gorewood Drive.

We believe that our site has as much potential for the service and retail commercial uses contemplated in the Business designation as any site has in the entire secondary planning area due to its geographical position as a gateway location to the City. We recognize that our property is an appropriate place for the development of business, professional or administrative office buildings. We also acknowledge that the predominant land use in the secondary planning area is intended to be prestige industrial.

...2

For these reasons, we believe that the proposed Prestige Industrial and Office Centre designations for our property should be supplemented by the uses permitted in the Business designation. The introduction of a fourth Special Policy Area into the Plan is one way this might be accomplished. A number 4 would be placed on our block in Schedule SP32(A) and a new policy section, numbered Section 4.8.4, would be added to the end of Section 4.8. This new section would provide that the uses permitted in the Business designation would be allowed in this new special policy area in addition to the underlying Prestige Industrial and Office Centre uses already designated. These commercial uses would not exceed a certain percentage of the total site - perhaps 50%. In addition, one automobile service station might be permitted in this new special policy area.

We realize that there are likely many ways of modifying the draft Secondary Plan to permit commercial development on our site. While this suggestion for a fourth Special Policy Area represents only one potential method by which we can attain our objective, it remains essential that we are allowed to have a commercial element in our development.

I look forward to discussing our request with you at your earliest convenience.

Yours truly

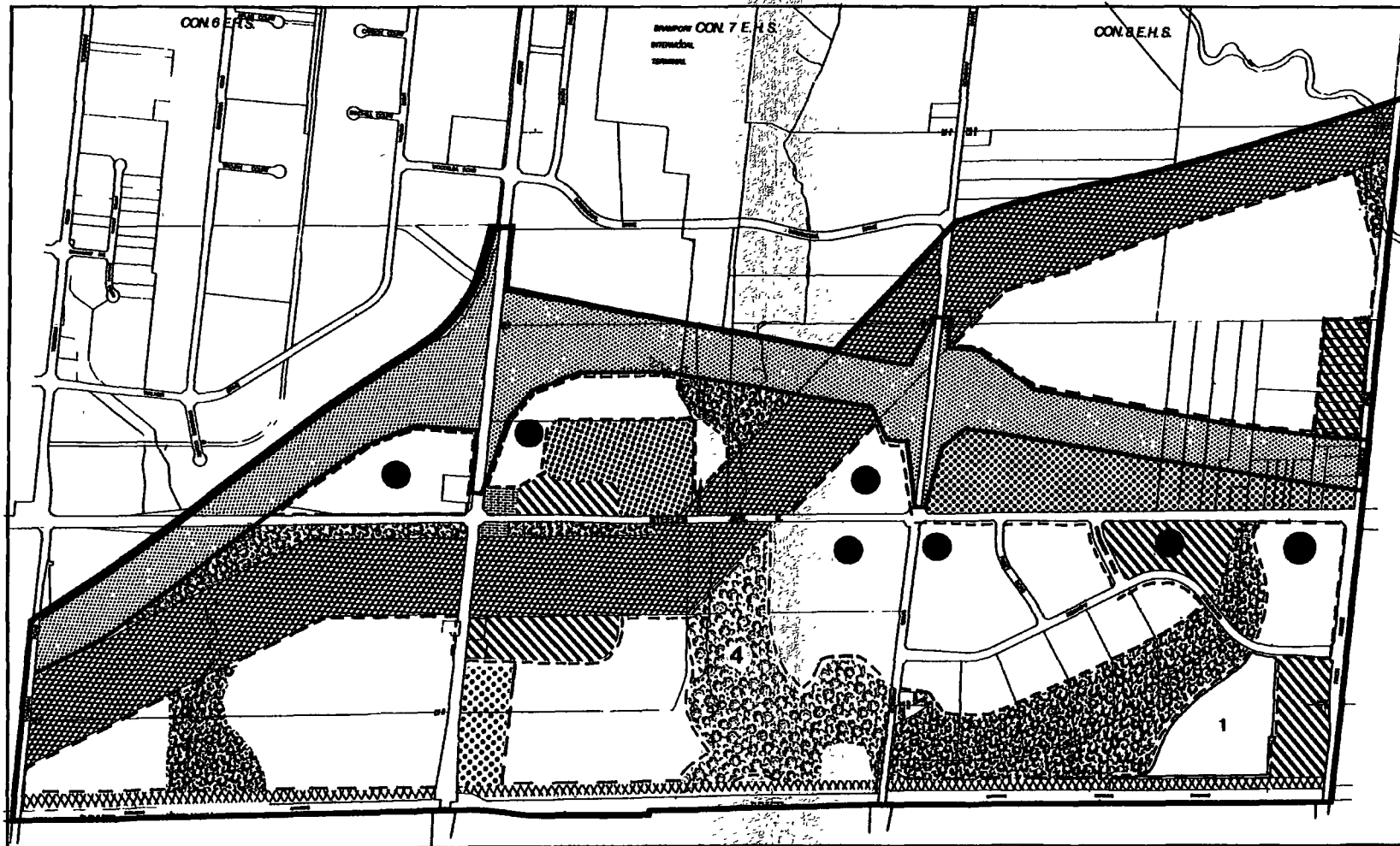
646177 ONTARIO LIMITED



W.A. Minnes  
Manager, Land Development

WAM/bj

c.c. Alex Strasser



**MAP NO. 9 LEGEND**

**LAND USE CONCEPT**

-  Prestige Industrial
-  Business
-  Mixed Industrial / Commercial
-  Open Space / Hazard Lands
-  Highway Commercial
-  Office Centre
-  Special Policy Area
-  Secondary Plan Area Boundary
-  Utility

Scale 1:12540 (approximate)

## PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, May 3, 1989, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:44 p.m. with respect to A DRAFT SECONDARY PLAN for the PARKWAY BELT WEST INDUSTRIAL AREA (File: SP35).

Members Present: Alderman L. Bissell - Chairman  
Councillor F. Russell  
Alderman J. Sprovieri  
Alderman P. Palleschi  
Councillor F. Andrews  
Alderman S. DiMarco

Staff Present: F. R. Dalzell, Commissioner of Planning  
and Development  
J. A. Marshall, Director of Planning Policy  
and Research  
J. Corbett, Policy Planner  
K. Ash, Development Planner  
G. Speirs-White Development Planner  
E. Coulson, Secretary

---

Approximately 20 interested members of the public were present.

The Chairman inquired 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.

Mr. Corbett outlined the proposed draft secondary plan. After the conclusion of the presentation, the Chairman invited questions and comments from members of the public.

Mr. Peter Smith, of John Bousfield Associates, on behalf of his client, Kenfask, voiced support for the proposed secondary plan and requested that Council be urged to approve the plan as soon as possible so that Kenfask's one-year old application can be processed.

- cont'd. -

There were no further questions or comments and the meeting adjourned at 8:00 p.m.



The Regional Municipality of Peel

Planning Department

January 2, 1989

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

Attention: Mr. J. B. Corbett  
Policy Planner

Re: Parkway Belt Plan  
Amendment  
Industrial East Secondary Plan  
Your File: SP35  
City of Brampton

City of Brampton PLANNING DEPT.	
Date	JAN 4 - 1989 Rec'd
File No.	SP35

Dear Sir:

Further to your letter of November 1, 1988 on the above noted proposed secondary plan, please be advised that the Regional Transportation Policy Division has made the following comments:

- . A detailed traffic impact study may be required for specific developments at the time of submission of plans of subdivision.
- . No individual parcel access will be given to Steeles Avenue, Goreway Drive, or Airport Road. A local industrial road system must be designed to organize access to Regional Roads.

We will provide you with the Regional Public Works Department comments as soon as they are available.

I trust that this information is of assistance.

Yours truly,

D. R. Billett  
Director of  
Development Control

JL:nb

CN

Operations Services  
Northern Ontario District  
Suite 504  
277 Front Street West  
Toronto, Ontario  
M5V 2X7

14 March 1989

Your File: SP35

Our File: 4500-B-09 (6)

The City of Brampton  
Planning & Development Dept.  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Attention: Mr. John Corbett, Policy Planner

Dear Sir

Re: Request For Comments, Parkway Belt Industrial Secondary Plan

This refers to your request for comments dated 24 February 1989, we have reviewed the application and have no objections in principle provided our concerns as follows are addressed:

1. Any proposed alterations to the existing drainage pattern affecting Railway property must receive prior concurrence from the Railway and be substantiated by a drainage report to the satisfaction of the Railway.
2. Surface runoff from the site must be constrained to pre-development levels.
3. The Owner shall install and maintain at his own expense, a chain-link fence of minimum 1.8 metre (6 feet) height along the mutual property line.
4. Proponents should endeavour to provide a building setback of 30 metres from the Railway right-of-way.

City of Brampton PLANNING DEPT.	
Date	MAR 20 1989 Rec'd
File No.	SP35

891320

If you require any clarification, please feel free to contact the undersigned at (416) 860-2926.

Yours truly



N. D. Coleman  
For: D. A. Reynolds, P. Eng.  
Technical Support Engineer

MD/T11072





Transport Transports  
Canada Canada

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

Your file Votre référence

Our File Notre référence

March 14, 1989

5168-8(IKAA)

Mr. John B. Corbett, M.C.I.P.  
The Corporation of the City of Brampton  
Planning & Development Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	MAR 20 1989
SP35	

Dear Mr. Corbett:

Re: Parkway Belt Industrial  
Secondary Plan  
Our File Number: SP35

Please be advised we have no comments and/or concerns.

It would be appreciated if your department would in future, forward correspondence pertaining to land use planning issues to the attention of the Manager, Airport Planning instead of the Manager, Airport Development.

Sincerely,

C.S. Heed  
Airport General Manager



## MEMORANDUM

To D.R. Billett, Director  
Development Policy

Date March 22, 1989

From D.H.C. Thwaites, Director  
Transportation Policy

Subject Parkway Belt Industrial  
Secondary Plan  
City of Brampton

We have reviewed the above noted proposed secondary plan document and have the following comments:

- o Section 4.5.3; the 'Floor Space Index (FSI) of approximately 1.0' should be changed to a Floor Space Index of 0.5. A comprehensive transportation study can thereafter be used to determine if the office space index of 0.5 can further be increased. A rezoning application will have to be submitted for any increase beyond a F.S.I. of 0.5.
- o Section 5.7.1, second paragraph last line; the word 'approximately' is to be deleted. This will provide greater control over the development of free-standing intermediate offices.
- o The Ministry of Transportation of Ontario is proposing a partial interchange at Goreway and future Highway 407 (to and from the east). This should be reflected in section 6.15 (ii) and on schedule SP32 (B).
- o The legend on schedule A is incomplete. For example, the office service commercial (see schedule B) is not defined. All patterns used on schedule A should be explained in the legend or reference to schedule B should be made. However, only some (but not all) of these undefined land uses are defined on schedule B.
- o Schedule A of this amendment should show the Hwy. 407 right-of-way and it should also be identified in the legend.

D.H.C. Thwaites, P.Eng.  
Director, Transportation Policy

ML:rv

C50: PARKBELT.SP

ea Cifb



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Land Development  
Branch 585-6739

March 29, 1989

Mr. John Corbett  
Policy Planner  
City of Brampton Planning Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton PLANNING DEPT.	
Date	APR - 3 1989 Rec'd.
File No.	P12

Dear Mr. Corbett:

Re: Parkway Belt Industrial Secondary Plan (Torbram,  
Clairville, 407, CNR) Brampton

As mentioned in my previous correspondence the disposition of the Ministry of Government Services lands awaits the outcome of the Parkway Belt Review.

We have no comments on the proposed secondary plan.

Yours truly,

John Tamm  
Coordinator



Ministry of Transportation  
 Ministère des Transports  
 Telephone: 224-7659

Planning and Design  
 Central Region  
 5000 Yonge Street  
 Willowdale, Ontario  
 M2N 6E9

March 30, 1989

Mr. John Corbet, M.C.I.P.  
 Policy Planner  
 The Corporation of the City of Brampton  
 Planning & Development Department  
 150 Central Park Drive  
 Brampton, Ontario  
 L6T 2T9

City of Brampton PLANNING DEPT.	
Date	APR - 5 1989 Rec'd
File No.	SP

Dear Sir:

Re: Parkway Belt Industrial  
 Secondary Plan  
 W.P. 88-78-00, Hwy. 407

Please be advised that the Ministry has no objections to the draft secondary plan for the above noted area.

Please note that the interchange at Goreway Drive is a Partial East-Oriented Interchange, not a full interchange as may be construed from Schedule 'H'.

Yours truly,

Steve Jacobs, P. Eng.,  
 Project Manager

SJ/mw

700 University Avenue, Toronto, Ontario M5G 1X6

BY COURIER

April 26, 1989

File: 713.00544.207 T20

Mr. J. Corbett  
Policy Planner  
Planning & Development Department  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

*[Handwritten initials]*

City of Brampton PLANNING DEPT.	
Date	APR 27 1989 Rec'd
File No.	SP35

Dear Mr. Corbett:

Subject: **Draft Official Plan Amendment**  
**(Parkway Belt Industrial East Secondary Plan)**  
**City of Brampton**  
**Your File No. SP35**

Thank you for providing us with an opportunity to be involved in the preparation of the subject document. We have now completed our review of the draft document and submit the following comments.

Section 1.0 - PURPOSE states that the lands included in the subject Secondary Plan are the same lands as those contained in Parkway Belt West Plan Amendment #4. This is not the case for our right-of-way which is not included in the aforementioned Amendment. Therefore, the proposed Secondary Plan is actually integrating additional lands from those included in Amendment #4. This is not a concern in itself, simply a point of clarification.

We have several concerns with the subject document, each relating to our existing corridor proposed to be located within this Secondary Plan. More specifically, proposed policy (viii) adding Section 2.9.2 - Parkway Belt West Industrial Area - Secondary Plan Area 32 to the Official Plan states that the policies of Part IV - Chapter 32 shall prevail over the Parkway Belt West Plan. Since coverage for our facilities would be significantly different in the proposed Secondary Plan from that currently existing in the Parkway Belt West Plan, we do not concur with this Plan superseding the Parkway Belt West Plan. Rather, we request the continuance of existing Official Plan Policy 2.9.1 affecting the Secondary Plan area and that the last sentence of proposed Policy 2.9.2 be deleted.

Proposed "Chapter 32" introduces a new Utilities designation as Section 4.7 which corresponds to our existing corridor as designated on Schedule SP32(A). Since proposed policy 4.7.2 provides more restrictive coverage for our facilities than currently exists in both policy 5.6.1.6 of the Official Plan and in the Parkway Belt West Plan, we request that this policy 4.7.2 be deleted from the subject document.

The addition of a new Utilities designation specifically for our corridor is confusing when related to both the Parkway Belt West Plan and the Official Plan. Currently in the Official Plan, our facilities are designated according to abutting uses except within the Parkway Belt West Plan, wherein they are designated Parkway Belt West. Therefore, the introduction of a specific Utilities designation on our corridor lands covered by the Parkway Belt West Plan represents an inconsistent and confusing approach in attempting to read the Official Plan. Also, the proposed document specifically permits "utility uses" and "utility uses and structures" in the Mixed Industrial/Commercial and Prestige Industrial designations respectively without defining the difference (if any) between these uses and those of the Utility designation. At best, confusion exists concerning where our facilities are intended to be permitted in this document. Therefore, to ensure no confusion is created concerning coverage in the Official Plan for our facilities, we request that the Utilities designation proposed for our corridor be deleted and replaced with Parkway Belt West Plan - Public Use Area Electric Power Facilities on Schedule SP32(A). Similarly, we request this same designation for our corridor on Schedule A - General Land Use to ensure it is clear that our corridor is within the Parkway Belt West Plan.

Linked to this, the Parkway Belt West Plan includes a designation titled Public Use Area - Utility. The uses permitted in this designation are not permitted in the subject document except perhaps in the abovenoted designations permitting utilities uses. Since Parkway Belt uses occurring in the Public Use Area - Utility designation includes uses which are utilities but are not to occur on lands designated for our corridor use, and because these uses are not appropriately accounted for in the subject document, it is unclear where these other utility uses are to be located. We do not wish any confusion to develop concerning which utility uses are permitted on lands designated for our corridor use. Therefore, we request that uses designated Public Use Area - Utility in the Parkway Belt West Plan be appropriately permitted in the subject document.

The significance of including our corridor as "Ontario Hydro Transmission Corridor" on Schedule SP32(B) is unclear. This Schedule appears to be intended as a roadway plan. As such, electric power facility inclusion appears incongruent, and we request either deletion of our corridor or replacement of the letratone shading on the plan with the words "Ontario Hydro Right-of-Way" (similar to Brampton intermodal terminal) in conjunction with inclusion of a title for both this Schedule and

Schedule SP32(A). Schedule SP32(B) proposes new collector roads crossing our corridor. Note that approval for these crossings must be obtained separately from Ontario Hydro.

Please forward a copy of the revised draft when available. If you have any questions with regard to the above, please contact me at 592-3973.

Yours truly,



E.J. Chandler  
Senior Planner  
Land Use & Environmental Planning Department  
Room H8 B13

cc Mr. J. Thurgood, Ministry of Municipal Affairs



April 21, 1989

Mr. John Corbett  
Policy Planner  
City of Brampton  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

City of Brampton  
PLANNING DEPT.  
Date APR 26 1989 Rec'd  
File No. SP35

Subject: Draft Secondary Plan  
Parkway Belt Industrial Area  
Your File: SP35  
Ministry File: 21 DP 89001

Dear Mr. Corbett:

We have now completed our review on the draft secondary plan for the Parkway Belt Industrial Area. We would like to express our apologies for our delay in providing you comments on the above-noted plan.

I am pleased to advised that after review of this document we have found that a majority of the plan is in compliance with the intent of Parkway Belt Amendment no. 4. However, at this time, we would like to mention the major areas that should be addressed/modified prior to the adoption of the plan and prior to recommending its approval to our senior management.

Parent Plan

1. Section 3.0, (viii) should state that "the Minister of Municipal Affairs has been requested to deem...".

Secondary Plan

2. Section 1.0, should be revised to make reference to Parkway Belt Amendment no. 4 (ie. "provide more specific policies than available under amendment no. 4 of the Parkway Belt West Plan.")



3. Section 3.0, last sentence should be revised by the deletion of the words "conform to" to be replaced with the words "not in conflict with" and by the deletion of the last sentence as there is no statutory authority to establish this provision.
4. Section 4.6.2, should be modified by addition of a general category, "other public uses required by the province" in order to accommodate the possible development of government owned lands which are subject to this designation.
5. Section 4.7 should be revised to be in keeping with the provisions of the Parkway Belt West Plan. As a result, we recommend that section 4.7.2 be deleted in its entirety and that section 4.7.1 be deleted and replaced with the following:

"Lands designated as Hydro Transmission Corridor and Utility Corridor on Schedule SP32(A) shall be used for rights-of-way reserved for transmission lines and related facilities and shall be subject to the policies of the Parkway Belt West Plan, 1978."

In addition, we note that schedule SP 32(A) does not show the utility corridor located along the southern boundary of the secondary plan area. This corridor should be indicated specifically on schedules SP 32(A) and appropriately zoned. Finally, we question the usefulness of schedule SP 32(B) as the additional information can be incorporated on schedule SP 32(A).

6. Section 5.3, Table 1, is acceptable with the exception of the 12 storey height standard as provided for under the Office Centre Land Use Category. We would be prepared to accept a 6 to 8 storey limit in keeping with the Parkway Belt goals and character of the surrounding area which may be more complementary to the height limitations associated with Pearson International Airport.

7. Section 5.3.3, should be revised to clearly state that the intent of the Parkway Belt West Plan and the Brampton Official plan is clearly respected.
8. Section 5.7.2, should be modified to also require an amendment to the Parkway Belt West Plan in addition to the amendment to this Plan in order to permit additional buildings, otherwise we would recommend that this section be deleted.
9. Section 7.1, should be modified to reflect the provision for approval of detailed engineering and drainage reports from the Ministry of Government Services in conjunction with the City of Brampton and the Conservation Authority.
10. Schedule 32 SP(A) should be revised by the removal of the lands located in Lots 14, and 15, Concession 6, E.H.S., from the Secondary Plan. We note that these lands are designated as "General Complementary Use Area". The Secondary Plan purposes to permit industrial uses which would be in contravention of section 5.5.1 of the Parkway Belt West Plan which does not permit industrial development within this designation.

Once you have had an opportunity to review our comments we would suggest that you contact this office in order that we can arrange a meeting to discuss any questions you may have prior to your submitting the plan for Councils adoption.

Should you have any questions please call at 416-585-0657.

Yours truly,



Zdravko Weing  
Senior Planner  
Plans Administration Branch  
Central & Southwest

c.c. Barry Crow, MGS  
Eric Chandler, Ontario Hydro  
Jim Thurgood, PBRT



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May 16, 1989

Mr. John Corbett, M.C.I.P.  
Policy Planner  
City of Brampton Planning  
Department  
150 Central Park Drive  
Brampton, Ontario  
L6T 2T9

Dear Mr. Corbett:

Subject: Draft Secondary Plan  
Parkway Belt West Industrial Area  
Your File #SP35

Further to our meeting on the draft secondary plan, we wish to offer the following comments.

1. Schedule SP32(A) to the proposed amendment should be amended to reflect the lands above existing regional flood lines west of Goreway Drive and north of the CNR tracks. This schedule should clearly show an "island" above the regional flood plain designated for prestige industrial uses, reflecting Schedule "A".
2. The lands surrounding the Mimico Creek west of Goreway Drive, south of Steeles Avenue are shown as open space/hazard land in the proposed amendment. The Ministry of Government Services and Lexlaw Investments Limited are presently negotiating with both MTRCA and MNR to channelize all or part of the creek, which, if approved would reduce the amount of land within the regional flood plain.

As such, we are requesting the addition of the following policy to Section 4.10 Special Policy Areas.

"4.10.4 Special Policy Area 4 applies to these lands designated OPEN SPACE/HAZARD LANDS on schedule SP32(A) which are situated west of Goreway Drive, north and east of the existing CNR tracks, south of Steeles Avenue. The Mimico Creek will be subject to some channelization, which, if approved, would result in a reduction of the existing regional flood plain.

City of Brampton PLANNING DEPT.	
Date	MAY 18 1989 Rec'd.
File No.	SP35

In this regard, the open space/hazard lands designation outlined on Schedule SP32(A) is intended to be interpreted flexibly, and may be modified without amendment to this plan, provided that the channelization work received the approval of both the Metropolitan Toronto Conservation Authority and the Ministry of Natural Resources. Lands taken out of the regional flood plain would assume the adjacent designation of "PRESTIGE INDUSTRIAL."

In addition Schedule SP32(A) should be amended to reflect the Special Policy Area 4 designation.

3. Section 6.19 of the proposed amendment restricts access from individual properties to both Airport Road and Goreway Drive. This policy effectively landlocks those properties immediately north of the CNR tracks, presently owned by CNR but which are in the process of being transferred to MGS. In order to ensure future access to these lands, we would request the following sentence be added to Section 6.1.9.

"The City shall ensure that appropriate access is provided through the adjacent lands to all parcels whose access on to these arterial roads is restricted."

I would be grateful if you could provide me with a copy of both the revised amendment and the final staff report prior to the May 23rd meeting of Planning Committee.

Please call if you have any questions.

Yours truly,



Barry Crowe  
Manager,  
Planning & Design  
Land Development Branch

cc: Jim Thurgood  
Zdravko Weing  
John Montague