



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 210-76

A By-law to amend the Official Plan
of the City of Brampton Planning Area.
(Amendment No. 6 - Bramalea-Clairville
Industrial Area)

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

1. Official Plan Amendment Number 6 to the Official
Plan of the City of Brampton Planning Area consisting
of the attached map (Schedule "A") and explanatory
text is hereby adopted.
2. The Clerk is hereby authorized and directed to make
application to the Minister of Housing for approval
of Amendment Number 6 to the Official Plan of the
City of Brampton Planning Area.
3. This By-law shall come into force and take effect
on the day of the final passing thereof.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open
Council this 12th day of October, 1976.


James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk



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James E. Archdekin, Mayor


Kenneth R. Richardson, Clerk

OPC 0006-6

THE
OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA
AMENDMENT NO. 6

- 6

MISC. PLAN NO. 553
LOADED IN THE REGISTRY OFFICE
FOR THE COUNTY OF PEEL
Katherine Bayla. D.L.R.
1979 Oct. 17 P.M. 3:07
REGISTRAR OF DEEDS. COUNTY OF PEEL

1979 OCT 17 PM 3 07

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Amendment No.6

to the

Consolidated Official Plan for the
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provisions of Section 17 of The Planning Act, as follows:

1. Part A - Preamble, is modified by deleting Sections 3.0 and 4.0, on pages 1 and 2 respectively, and replacing them with the following:

"3.0 Location of this Amendment

This amendment is concerned with the lands located on parts of Lots 6 to 10, Concession 6, E.H.S. (Chinguacousy Township), parts of Lots 2 to 10, Concession 7 and parts of Lots 2 to 5, Concession 8, N.D. (Toronto Gore Township) and more particularly described on the attached Schedule 'A'.

4.0 Purpose of the Amendment

The purpose of Amendment No.6 is to redesignate the lands from Agricultural and Highway Commercial to Industrial, Commercial, Open Space - Flood and Hazard Land Use Area and Special Use Area and further, to include Development Principles for the designated Use Areas within the area of this amendment."

2. Section 3.1, Development Principles - Generalized, on page 4, is modified by adding the following, as new subsections 3.1.4 and 3.1.5, after subsection 3.1.3:

"3.1.4 It shall be the policy of the Municipality to protect existing trees and woods within the area of this Amendment, wherever feasible, including the woodlot located in Lot 5, Concession 7, N.D.

3.1.5 Taking into consideration that there are existing residential dwellings within the area of this Amendment, it shall be the policy of the Municipality to require adequate measures such as reservation of abutting lands for buffering, landscaping, berming and screening to minimize potential conflicts between non-compatible uses."

3. Subsection 3.2.5, on page 5, is modified by deleting the second paragraph and replacing it with the following:

"Further in the detailed design of road pattern, as shown on Schedule 'A' attached, Highway No.7 shall be elevated from its present level to provide for the railway tracks and the two roads east and west of the tracks below the structure of the highway. Turning movements from Highway No.7 onto the collector roads will be restricted to right-in and right-out movements by appropriate means which may require the construction of a median on Highway No.7.

As shown on Schedule 'A' attached, the easterly extension of Woodslea Road between Airport Road and Goreway Drive shall be grade separated at the railway tracks.

Clark Boulevard shall be extended east of Airport Road only to provide access to the lands immediately north and south. No access from the extension of Clark Boulevard shall be permitted to Bramport Intermodal Terminal except for emergency purposes with the terminus of the road ending in a one foot reserve.

The easterly extension of Coventry Road and Clark Boulevard as shown on Schedule 'A' attached shall be designated as local roads."

4. Subsection 3.2.7, on page 6, is deleted and replaced with the following:

"3.2.7 Rail access may be available north of Highway No.7 and provision may be made for the extension of this rail access to lands within the area of this amendment which may require it from the spur line locations functionally similar to that as shown on Schedule 'A' attached. The actual location of rail facilities or easements for their future provision shall be determined at the time of development.

Rail access to the lands located west of Airport Road shall be subject to the approval of a crossing of Airport Road by the public agencies having jurisdiction in this matter including both Brampton and Region of Peel Councils."

5. Subsection 3.2.9, on page 6, is modified by deleting item 'c' and replacing it with the following:

"(c) The provision of appropriate servicing, grading and other plans, as may be required by the City prior to the undertaking of development."

6. Subsection 3.5.1, on page 8, is deleted and replaced with the following:

"3.5.1 The development of Open Space - Flood and Hazard Land Use Area shall be based on the maintenance of the land for the preservation and conservation of the natural landscape and/or environment."

7. Subsection 3.5.5, on page 8, is deleted and replaced with the following:

"3.5.5 Where any land deemed to be Open Space - Flood and Hazard Land, this Amendment intends that this land should be developed as a natural drainage system except where such water courses may have to be channelized in accordance with Section 3.5.2."

8. Section 3.5, Development Principles - Open Space - Flood and Hazard Land Use Area, beginning on page 8, is modified by adding the following as a new subsection 3.5.10, after subsection 3.5.9, on page 9:

"3.5.10 In order to minimize the possibility of down stream flooding or erosion, "on-site-storm-water-management-techniques" shall be required to be implemented at the time of the development of lands as a condition of approval of a plan of subdivision. Such "on-site-storm-water-management-techniques" shall be subject to the approval of the concerned Conservation Authority and the City of Brampton.

A storm water drainage system will be designed for all the lands covered by this amendment incorporating storm water management techniques acceptable, within their mandates, to the Metropolitan Toronto and Region Conservation Authority and the Ministry of the Environment. The overall storm water management plan will be approved by the City and any authorities having jurisdiction in this matter before substantial development proceeds. Until the study is completed some limited development may be permitted on the basis of on site storm water management techniques acceptable to the City of Brampton and the Metropolitan Toronto and Region Conservation Authority."

9. Section 4.0, Implementation, on page 10, is modified by:

(i) deleting section 4.2, on page 10, and replacing it with the following:

"4.2 Council will enter into an agreement(s) incorporating various aspects of site and building design not implemented by the zoning By-law including road widenings and public open space dedications, development principles, and other matters, as deemed necessary by Council, to provide for the proper and orderly development of these lands.", and

(ii) adding the following, as a new section 4.3, after section 4.2, on page 10:

"4.3 Prior to any subdivision of lands within the area of this amendment, the developer of such lands may be required to enter into agreements in the subdivision process."

10. Section 5.2, beginning on page 10, is deleted and replaced with the following:

"5.2 The boundary of the Parkway Belt West indicated on Schedule 'A' reflects the boundary in the Parkway Belt West plan approved by the provincial cabinet in July 1978.

11. Section 5.3, on page 11, is deleted in its entirety.

12. The map entitled "City of Brampton Official Plan Amendment No.6", after page 11, is deleted and replaced with the attached map, entitled "Schedule 'A' to Official Plan Amendment No.6".

As thus modified, this amendment to the Consolidated Official Plan for the City of Brampton Planning Area is hereby approved under section 17 of The Planning Act as Amendment No.6 to the Consolidated Official Plan for the City of Brampton Planning Area.

Date *Oct. 3/79*


ORIGINAL SIGNED BY
G. M. FARROW

G. M. FARROW, Executive Director
Administration Division
Ministry of Housing


THE
OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA

AMENDMENT NO. 6

The attached map Schedule 'A' and explanatory text, constituting Amendment No. 6 to the Official Plan of the City of Brampton Planning Area, was prepared and adopted by the Council of the City of Brampton, by By-law No. 210-76, in accordance with Section 54(4) of the regional Municipality of Peel Act, 1973, and Sections 13, 14 and 17 of The Planning Act, (R.S.O. 1970, Chapter 349 as amended) on the 12th day of October, 1976.



Mayor



Clerk

This Amendment to the Official Plan of the City of Brampton Planning Area, which has been prepared and adopted by the Council of the City of Brampton is hereby approved in accordance with Section 17 of The Planning Act, as Amendment No. 6 to the Official Plan of the City of Brampton Planning Area.

Date

Minister of Housing

OFFICIAL PLAN
OF
THE CITY OF BRAMPTON PLANNING AREA
AMENDMENT NO. 6

Part A - PREAMBLE

1.0 Title

The title of this Amendment is Amendment No. 6 to the Official Plan of the City of Brampton Planning Area, hereinafter referred to as Amendment No. 6

2.0 Relative Parts

Part B only of this Amendment shall constitute Amendment No. 6 to the Official Plan of the City of Brampton Planning Area. Part A - PREAMBLE and Part C-APPENDIX, are included only to provide background for Part B and should not themselves be read as a statement of policy. Part B, the operative part of this amendment, is comprised of five sections:

- Section 1.0 - Definition
- Section 2.0 - Land Use
- Section 3.0 - Development Principles
- Section 4.0 - Implementation
- Section 5.0 - Interpretation

3.0 Location of this Amendment

This Amendment is concerned with land located in part of Lots 6 to 10, Concession 6, E.H.S. (Chinguacousy Township) and part of Lots 3 to 10, Concession 7, N.D. (Toronto Gore Township) and more particularly described on the attached Schedule 'A'.

**MODIFICATION
NO. 1
UNDER SECTION 14(1) OF
THE PLANNING ACT**

4.0

Purpose of the Amendment

The purpose of Amendment No. 6 is to redesignate from Agricultural to Industrial, Commercial, Open Space Flood and Hazard Land and Special Use Area, and area of land bound on the west by Torbram Road, Highway Number 7 and Airport Road, on the east and south by the limit of the Parkway Belt Design Area (as per Draft Plan: Parkway Belt West -January, 1976) and holdings of the Metropolitan Toronto and Region Conservation Authority and further to include Development Principles for the designated Use Areas within the area of this Amendment.

5.0

Basis

This Amendment is based upon an Industrial Special Study report which examined the potential of the area for the development of Industrial, Commercial and Open Space: Flood and Hazard Land uses. On the basis of a recommendation by Planning Committee, the above referenced report was recognized as the basis to provide for the development of the subject lands for future industrial, commercial and open space: flood and hazard land purposes.

Planning Committee considered this report at its meeting of December 15, 1975 and recommended that a public meeting be held to advise and inform the public of the proposed Amendment to the Official Plan. This public meeting was held on January 14, 1976 at the Lester B. Pearson Theatre, 150 Central Park Drive, Bramalea.

6.0

Effect

Upon approval by the Minister of Housing, this Amendment will have the effect of superceding that portion of the original Official Plan of the former Township of Toronto Gore Planning Area and the former Township of Chinguacousy Planning Area now part of the City of Brampton Planning Area.

Part B - AMENDMENT

The Official Plan of the City of Brampton Planning Area is hereby amended by adding to existing Official Plan policies applicable to lands within the City of Brampton the following policies contained in Part B, and including the attached map designated as Schedule 'A' to the Amendment.

1.0 Definition

1.1. Industrial Use Area shall mean land which is predominantly used for industry. The Industrial Use category includes such activities as warehousing, manufacturing, processing of raw or semi-processed materials, repair workshops, and the storage of goods. This category will not prevent some of the land being used for other than industrial purposes, provided that such other uses primarily serve the principal use, being industry, and provided that such other uses do not serve uses of land within another land use classification. Such other uses, being uses auxillary to the principle use. Industry, will be permitted provided that no constraint is imposed on the sound industrial development of the area. In no case will a residential use be permitted in the Industrial Use Area, with the exception of one dwelling unit for the use of a caretaker or person employed in the maintenance of land, buildings, or equipment thereon.

1.2 A Commercial Use Area shall mean that the predominant use of the land is designated for commerce which is defined as the buying and selling of goods and service, and offices. This classification need not prevent some of the land being used for other purposes provided that these purposes are compatible to commerce and will in no way detract, hinder or prevent the area from being used for sound commercial development and provided that precautions are taken by imposing standards on how the land may be used for such other purposes so as not to impose a constraint on the provision of commercial uses.

1.3 Open Space: Flood Hazard Land Use Area shall mean lands which have inherent physical or environmental hazards, such as poor drainage, organic soils, flood susceptibility, erosion, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of

the natural landscape and/or environment, and are to be managed in such a way so as to permit the development of adjacent land uses and to protect such uses from any physical hazards or their effects.

1.4 Special Use Area shall mean lands which may have certain physical limitations as a result of economic activity now no longer in operation and/or may be the locality of a use that is somewhat unique because of its rare occurrence.

2.0 Land Use

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

3.0 Development Principles

3.1 Development Principles - Generalized

3.1.1 Several classes of industrial areas may be established within the area of the Amendment, based upon,

- a) the requirements of industry for road and rail access,
- b) the inter-relationship of different industrial firms,
- c) the need to minimize potential conflicts between different classes of land uses, and
- d) the demands for regional and municipal services.

3.1.2 Industrial uses will be subject to development standards to ensure that adjoining use areas and use areas in close proximity to the industrial use area will not suffer. To this end, adequate setbacks, planting strips, and screening will be required.

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

3.2 Development Principles - Industrial Use Area

3.2.1 Development of this industrial area will proceed on the basis of registered plans of subdivision or on the basis of consents (by the Land Division Committee) in accordance with a design acceptable to Council and recognizing the intended use of the lands.

3.2.2 Development will proceed only when City Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks, and electric energy facilities) are adequate, and that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.

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

3.2.4 To ensure the long term usefulness of arterial roads such as Steeles Avenue, Highway Number 7, Bovaird Drive, Airport Road and Torbram Road, it will be the policy of the City to encourage wherever practical and feasible restricted access to major arterial roads, and vehicular access orientated towards interior roads. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto arterial and collector roads. Appropriate road widenings as required by the appropriate authority at the time of the development, will serve as a prerequisite to development of lands within the area of the Amendment.

3.2.5 The development of the lands subject to this Amendment will be on the basis of a road pattern which recognizes the constraints to development and which gives due consideration to the functional classification of the existing and proposed roads, right-of-way widths of hard surfaces (at the time of development and in the future) and for the location of necessary utilities.

Further in the detailed design of road patterns Council shall ensure that Clark Boulevard and Williams Parkway not be extended in an easterly direction east of Airport Road (road Allowance between Concession 6 East of Hurontario Street, Chinguacousy Township and Concession 9, Northern Division Toronto Gore Township).

**MODIFICATION
NO. 13
UNDER SECTION 14(1) OF
THE PLANNING ACT**

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

3.2.7 The design of the development shall recognize the close proximity of primary rail facilities, and shall ensure the provision of adequate access to such facilities where appropriate at the time of development.

**MODIFICATION
NO. 4
UNDER SECTION 14(1) OF
THE PLANNING ACT**

3.2.8 Outside storage areas may be permitted within the lands subject to this Amendment, subject to detailed design considerations.

3.2.9 The development must be of a high quality. The following criteria will be used to evaluate the design of the development:

a) The provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors.

b) The provisions of adequate setbacks to ensure the continued general amenity of the area.

c) The provision of detailed servicing and landscaping plans prior to the undertaking of development.

**MODIFICATION
NO. 5
UNDER SECTION 14(1) OF
THE PLANNING ACT**

3.2.10 The design of the development will introduce a degree of flexibility regarding industrial site layout, and the size of industrial parcels. This aspect of flexibility will permit the use of cul-de-sac and loop streets in the overall road pattern.

3.2.11 Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to Residential, Open Space: Flood and Hazard Land and Special Use Areas.

3.2.12 In consideration of the potential impact of aircraft noise on the lands subject to this Amendment, it shall be the policy of the municipality to ensure that the construction of any building intended for industrial or commercial use shall be in accordance with a set of minimum standards acceptable to both the municipality and the Ministry of Environment.

3.3 Development Principles - Commercial Use Area

- 3.3.1 The Commercial Use Area designation shown on Schedule 'A' attached is intended to be schematic only, and not an indication of the amount of land intended as part of the Commercial Use Area. The exact limits of the Commercial Use Area will be established at the time of development in a manner acceptable to Council.
- 3.3.2 Development of the Commercial Use Area will proceed only when Council is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, road, sidewalks and electric energy facilities) are adequate or that the appropriate steps have been taken to provide the necessary facilities when deemed necessary.
- 3.3.3 Council will ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with desirable traffic engineering standards. Further, Council will ensure that the design and location of the facilities will be in such a manner as to reduce the adverse influence of noise, glare of lights, traffic hazards upon adjacent uses and on site uses as deemed necessary by Council. The quantity of off-street parking and loading facilities required will be based upon the intended uses and the size of the proposed uses of the land.
- 3.3.4 Council will ensure that appropriate measures will be taken to regulate the location, size and type of signs subject to the compliance of any other appropriate authority.
- 3.3.5 The type and number of uses that maybe erected will be restricted to those that are deemed acceptable to Council. Notwithstanding the generality of the above, Council will permit the erection and operation of retail and service establishments designed in the form of a plaza and intended to provide a service to the principal use being industry. The ultimate location of this commercial use area shall be acceptable to Council.
- 3.3.6 Council will implement the appropriate regulations and co-operate with the appropriate authorities to ensure that development on the subject lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

3.4 Development Principles - Special Use Area

3.4.1 The Special Use Area, as identified within this Amendment, constitutes a trout farm which previously was a sand and gravel pit. Since there are likely some serious difficulties respecting the development of this area for intensive "urban" uses a change in land use will require a further amendment to the Official Plan.

3.5 Development Principles - Open Space: Flood and Hazard Land Use Area

3.5.1 The development of the Open Space: Flood and Hazard Land Use Area will be based on the maintenance of the land for Public Open Space Uses. Such uses shall be limited to agriculture, conservation, public parks, or other outdoor recreational related activities.

**MODIFICATION
NO. 6
UNDER SECTION 14(1) OF
THE PLANNING ACT**

3.5.2 No buildings and/or structures, no placement or removal of fill of any kind, whether originating on the site or elsewhere, shall be permitted in these areas except where such buildings, structures or fill are intended for flood or erosion control purposes and are approved by Council and the Conservation Authority having jurisdiction over the area. Improvements to the watercourse for purposes of flood or erosion control shall not include channelization unless approved by both the municipality and the Conservation Authority.

3.5.3 Building setbacks will be imposed from the margin of Open Space: Flood and Hazard Lands, so as to have regard to the extent and the severity of existing and potential hazards inherent in the Open Space: Flood and Hazard Land Use Area.

3.5.4 Where new development is proposed on a site, part of which is designated Open Space: Flood and Hazard Land, such lands shall be maintained in their natural state unless such lands are subject to improvements intended for flood or erosion control purposes. Where an open watercourse is involved, adequate space shall be provided for maintenance and other such operations.

3.5.5 Where any land deemed to be Open Space: Flood and Hazard Land, this Amendment intends that this land should be developed as part of the Public Open Space, except where such land may be channelized with Part B - Section 3.4.2 of this Amendment.

**MODIFICATION
NO. 7
UNDER SECTION 14(1) OF
THE PLANNING ACT**

3.5.6 A bog located in Concession 6, E.H.S., Lot 10 will be an aspect or feature to be considered at the subdivision and development stage, whereby this area will be considered for preservation because of its natural environment area.

3.5.7 An application for a minor adjustment to the boundaries of the Open Space: Flood and Hazard Land Use Area as defined by the limit of fill (as defined by the Conservation Authority) to provide for the development of such land for other than the permitted Open Space uses may be considered by Council after taking into account the following:

- (i) the existing environmental and physical hazards;
- (ii) the potential impact of these hazards;
- (iii) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices, and
- (iv) the costs and benefits in monetary, social and biological value terms of any engineering works and/or resource management practices needed to overcome these impacts.

Such minor adjustments to the boundary of the Open Space: Flood and Hazard Use area may be considered at the time of development, and such adjustments will not require further amendment to the plan, provided that the general intent and purpose of the Plan is maintained.

3.5.8 Open Space: Flood and Hazard Lands will be zoned as a separate classification in the implementing restricted area by-law.

3.5.9 The Open Space: Flood and Hazard Lands designation is intended to be symbolic and adjustments to the limits of this Use Area may be necessary as more precise information is made available in connection with development applications. However, the Council and Conservation Authority may approve adjustments, relocations, and deletions to the Open Space: Flood and Hazard Land without further Official Plan Amendment.

4.0 Implementation

4.1 Amendment No. 6 will be implemented by an appropriate Amendment to the Restricted Area By-law subsequent to the consideration of draft plans of subdivision. Amendments to the Restricted Area By-law will impose the appropriate zone classification and regulations in conformity with the development principles of this Amendment.

4.2 Council will enter into an agreement incorporating various aspects of site and building design not implemented by the Zoning By-law including financial considerations, public open space dedications, development principles, and other matters, as deemed necessary by Council to provide for the proper and orderly development of these lands by plan of subdivision.

**MODIFICATION
NO. 9 (i)
UNDER SECTION 14(1) OF
THE PLANNING ACT**

5.0 Interpretation

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

5.2 The boundary of the Parkway Belt West Design Area as indicated on Schedule 'A' attached reflects the boundary of the Design Area as presented in the Draft Plan-Parkway Belt West (January, 1976). It is not intended that the exact limits of the Design Area are as indicated on Schedule 'A'. Minor adjustments may be made to these boundaries without the necessity of making a formal amendment to the Official Plan. It is, however, intended that unless such adjustment is made by the Minister of Treasury, Economics and Intergovernmental Affairs, either by specific

**MODIFICATION
NO. 10
UNDER SECTION 14(1) OF
THE PLANNING ACT**

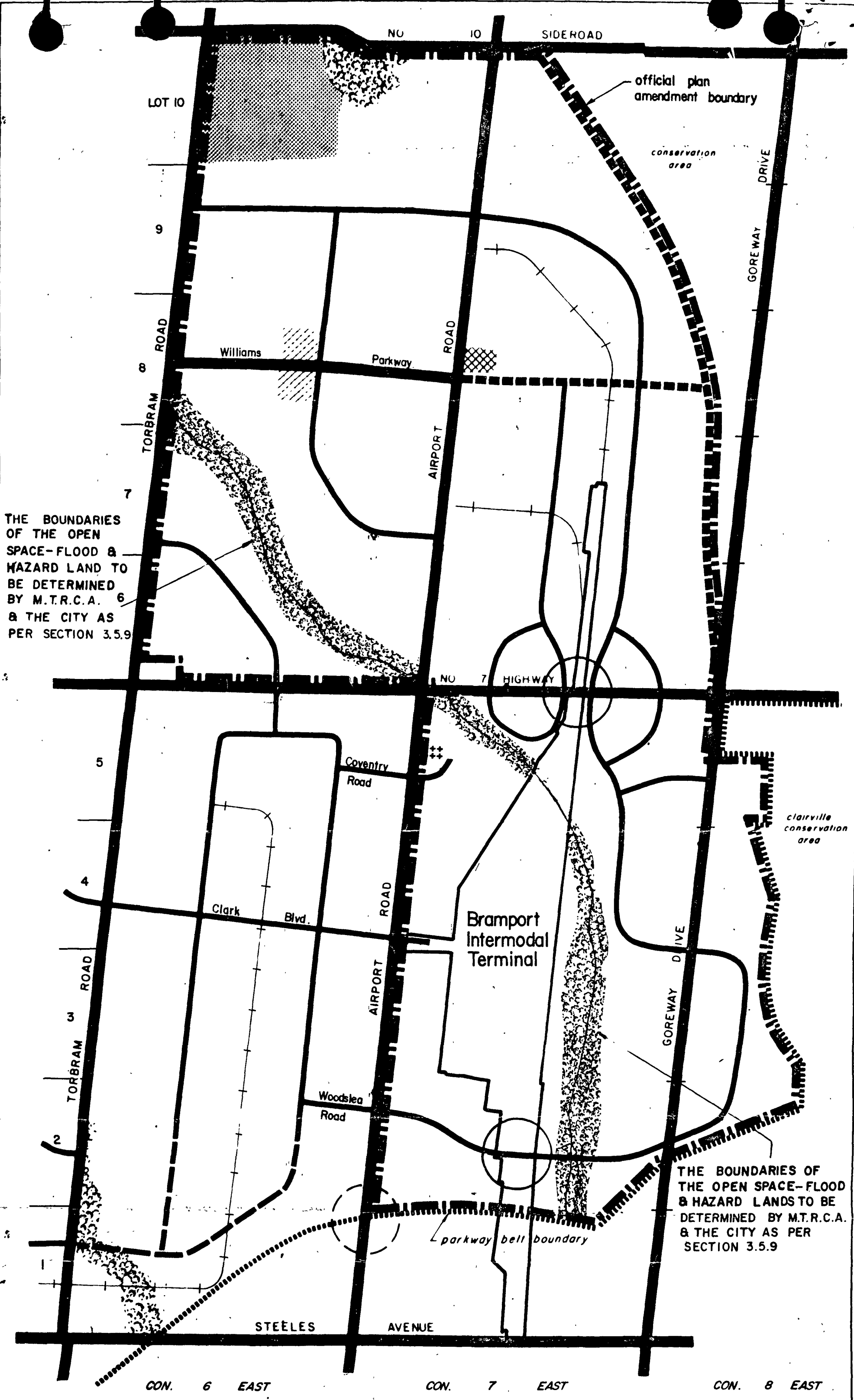
**MODIFICATION
NO. 9(ii)
UNDER SECTION 14(1) OF
THE PLANNING ACT**

approval or upon final approval of the Draft Plan - Parkway Belt West, the boundaries of the Parkway Belt West Design Area as indicated on Schedule 'A' attached shall be deemed to be a future change in this boundary shall require an amendment to the Official Plan.

**MODIFICATION
NO. 10
UNDER SECTION 14(1) OF
THE PLANNING ACT**

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

**MODIFICATION
NO. 11
UNDER SECTION 14(1) OF
THE PLANNING ACT**



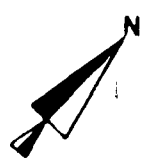
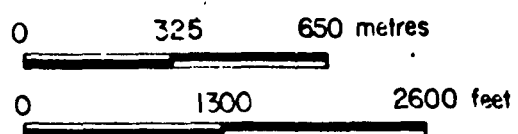
SCHEDULE 'A' TO OFFICIAL PLAN AMENDMENT NO. 6

Legend

- Industrial
- Commercial
- Open Space-Flood & Hazard Lands
- Special Use Area
- Cemetery
- Proposed Collector
- Proposed Arterial

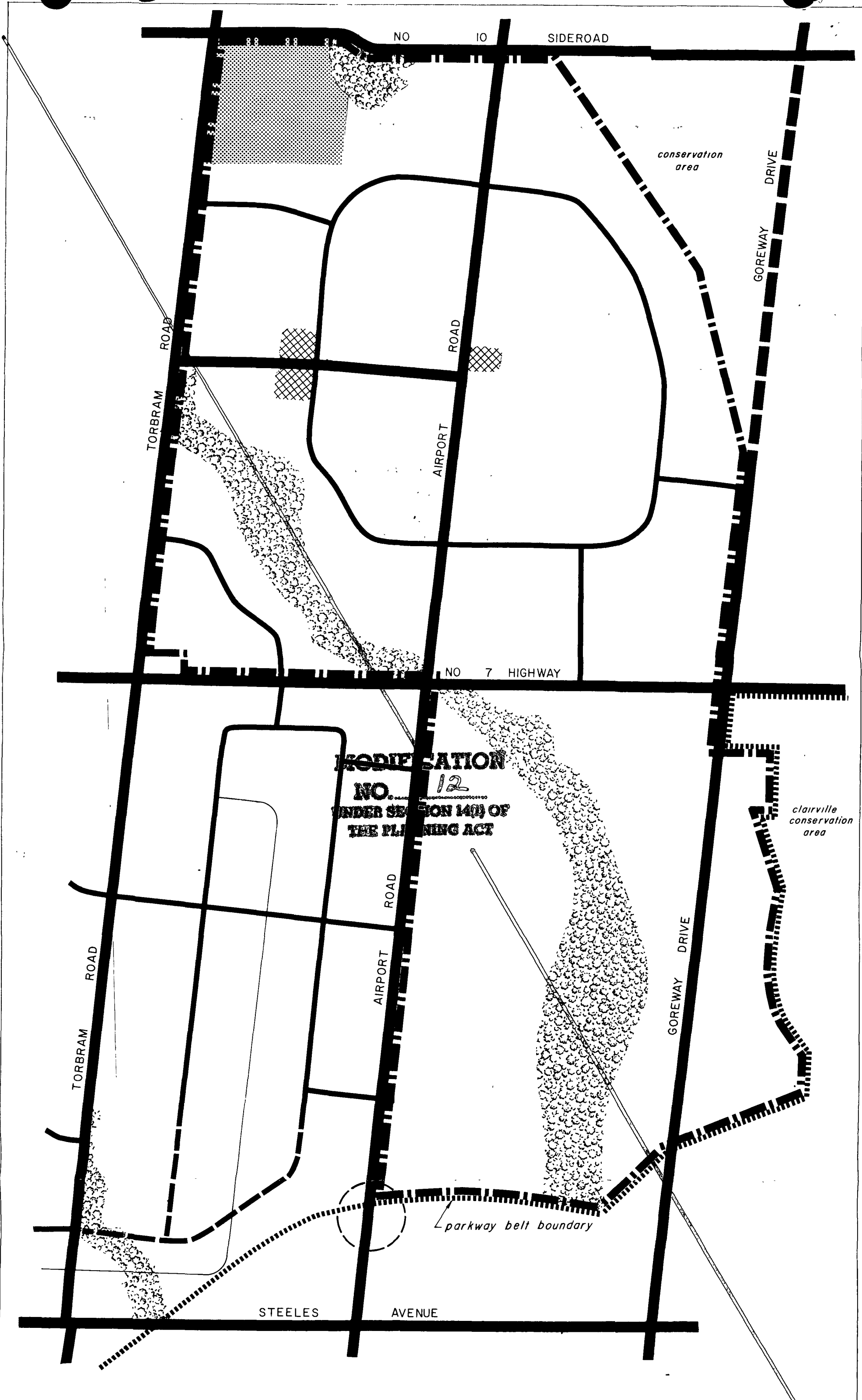
- Future Interchange
- Possible Spur Line Locations
- Grade Separation

MODIFICATION
NO. 12
UNDER SECTION 14(1) OF
THE PLANNING ACT



Date: 1979 02 12

CITY OF BRAMPTON PLANNING DEPARTMENT









CITY OF BRAMPTON OFFICIAL PLAN AMENDMENT NO. 6

Legend

Date. June 11th, 1976

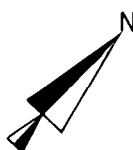
Drawn by. m o

-  Industrial
-  Commercial
-  Open Space
-  Special Use Area
-  Proposed Road Closing
-  Future Interchange

MODIFICATION
NO. 12
 UNDER SECTION 14(1) OF
 THE PLANNING ACT

0 300 600 meters

0 1200 2400 feet



APPENDIX 'A'

December 11, 1973

To: L.W.H. Laine
Planning Director

From: P. Hungerford
Planner

Subject: Industrial Special Study Area
Steeles Avenue to Boviard Drive
(Tenth Sideroad)

1.0 Introduction

The report deals with an area of land previously identified by City Council as a potential industrial area in the City of Brampton. It is intended that this report will examine the industrial potential of the Study Area, having regard for the physical characteristics of the area, development constraints, and outline generalized development concept principles. On this basis it is anticipated that future development in the Study Area can be guided to the essential benefit of the City.

2.0 Study Area Definition

The Study Area, which totals approximately four thousand (4000) acres, includes Lots 1 to 10, Concession 6 East of Hurontario Street, and (formerly part of the Township of Chinguacousy), and Lots 1 to 10, Concession 7 (N.D.), East of Hurontario Street (formerly part of the Township of Toronto Gore).

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

- Boviard Drive (Ten Sideroad) and rural uses to the north,
- Goreway Drive (Seventh Concession Road) and Conservation land to the east,
- Steeles Avenue and the Parkway Belt West to the south, and
- Torbram Road (Fifth Concession Road) and residential uses to the west.

3.0 Background

In the past, portions of the Study Area have been subject to a number of planning and development studies which recognized the suitability of the land in the subject area for industrial purposes. These studies may be summarized as follows:

- 3.1 Amendment Number 36 to the Official Plan of the former Township of Chinguacousy Planning Area, approved by the Minister of Treasury, Economics and Intergovernmental Affairs on December 18, 1972, designated approximately 700 acres of land for industrial purposes including the north half of Lot 2, and all of lots 3, 4 and 5 Concession 6 E.H.S. The Minister deferred approval of approximately 300 acres of land including lot 1 and the south half of lot 2, Concession 6 E.H.S., in recognition of the proposed location of the Parkway Belt West.

On the assumption that the boundaries of the Parkway Belt West Design Area/ Planning Area has been fixed, it would appear reasonable to include in the area being considered for industrial use, the south half of Lot 2 and Lot 1, Concession 6 E.H.S. save and except those lands located within the Parkway Belt West Design Area/Planning Area.

- 3.2 Amendment Number 3 to the Official Plan of the former Township of Toronto Gore Planning Area, adopted by By-law Number 989 on December 6, 1971, designated approximately 1000 acres of land located in Lots 1 to 5, Concession 7 Northern Division for industrial and related uses. This Amendment was submitted to the Ministry of Treasury, Economics and Intergovernmental Affairs, but has not been approved. We are advised by staff of the Ministry of Housing that this amendment is not under active consideration.

- 3.3 Amendment Number 6 to the Official Plan of the former Township of Toronto Gore Planning Area, adopted by By-law Number 1077 on December 27, 1973, designated approximately 725 acres of land located in Lots 6 to 10, Concession 7 E.H.S. for industrial and related uses. This Amendment has not been submitted to the Ministry of Housing for approval, but is noted in this report to indicate that previous consideration had been given by the former Township of Toronto Gore to the designation of industrial uses on these lands.

4.0 Physical Characteristics

4.1 Soils, Topography, Drainage, Vegetation

The most predominant type of soil to be found in the Study Area is classified as Peel Clay, which exhibits the traits of the Grey-Brown Podzolic Group. This soil type is formed from stone free lacustrine materials and is described as being a lacustrine soil lying over heavy till. These soils may be attributed to Glacial Lake Peel, which at one time covered most of the Study Area. The internal drainage of the Peel Clay is characteristically imperfect and as a consequence the run off is slow except where the slope is sufficient to provide a somewhat more rapid external drainage.

The Study Area is part of the Peel till plain, the most dominant topographic feature being a smooth to gently sloping landscape. Hence, the degree of erosion is slight. From an elevation of approximately 575 feet in the south-east (Steeles Avenue and Goreway Drive) the land rises 175 feet to an elevation of approximately 750 feet in the north-west (Torbram Road and Boviard Drive) for an average slope of less than one per cent. The subject area is also transversed by a number of water courses which have dissected shallowly the area, and some erosion normal to creeks, streams, and rivers is evident.

Generally, the area is drained from a north-west to south-east direction by the Humber River (West Branch), the East Mimico Creek, and other intermittent tributary watercourses.

The most notable feature of the drainage system is a small bog deposit of approximately 40 acres located to north and the south of Boviard Drive (Tenth Sideroad) midway between Torbram Road and Airport Road.

Vegetation in the Study Area is for the most part dependent on the physical characteristics of the landscape. As a result of past and current agricultural pursuits, most of the Study Area is void of forest cover having been converted to pasture lands or to lands presently under cultivation. A wood lot of approximately twenty-two acres is located on the bog deposit as noted above. Apart from this, forest cover is confined to lands within or adjacent to the Humber River (West Branch) flood plain (See Plates 3 and 4).

Existing Land Uses

4.2.1 Land Uses within Study Area

In summary, the existing land uses, excluding woods within the Study Area are comprised of a mixture of residential, commercial, and agricultural uses. Residential uses associated with various agricultural uses may be found across the whole of the Study Area, most being in that part of the Study Area north of Highway Number 7. A mixture of commercial uses, typical of those which have been established to serve a highway-oriented market, are found along the north side of Highway Number 7, between Torbram Road and Goreway Drive.

Of significance is a trout pond situated in what was previously a sand and gravel pit located in the south-east corner of Torbram Road and Boviard Drive. There is also a municipal service complex located on the south-east corner of Williams Parkway and Central Park Drive.

Existing land uses on approximately 700 acres of land located in the north half of Lot 2, and Lots 3, 4 and 5 Concession 6 E.H.S., are predominantly industrial prescribed as in Amendment Number 36 to the Official Plan (Chinguacousy). The 300 acres of land in Lot 1 and the south half of Lot 2, Concession 6 E.H.S. are for the most part vacant. (See Plate 2)

4.2.2 Surrounding Land Uses

To the north of Boviard Drive (Tenth Sideroad) being the northern boundary of the Study Area, the predominant land use is agricultural, although several rural residential uses have access onto Boviard Drive.

The lands to the east of Goreway Drive (Seventh Concession) and north of Highway Number 7, constitute part of the proposed Ebenezer Dam/Reservoir Area, are under the jurisdiction of the Metropolitan Toronto and Region Conservation Authority (M.T.R.C.A.), and as a result the land is currently vacant and in the future will be limited to passive recreation uses. A number of rural residential uses and some agriculture-associated uses are located between Goreway Drive and the conservation lands Concession 8, E.H.S.).

East of Goreway Drive and south of Highway Number 7, the lands constitute part of the Clairville Conservation Area, also under the jurisdiction of M.T.R.C.A. and part of the Parkway Belt West Planning and

Design Area. Although some rural uses may be found along Goreway Drive, the land located between Goreway Drive and Clairville Conservation Area is for the most part vacant.

North and south of Steeles Avenue, east of Airport Road, lands are located within the Parkway Belt West Planning and Design Area. A portion of these lands have been proposed for future Highway Number 407, the 500 K.V. Hydro Corridor, and as part of an interchange between Airport Road and future Highway Number 407. The remainder has been proposed as a complementary use area. Some of this land has remained in agricultural use, and it is expected that these uses will continue upon implementation of the Parkway Belt West Plan. West of Airport Road north and south of Steeles Avenue, some land is also located within the Parkway Belt West Planning Area. North of Steeles, some of this land has been proposed for future Highway Number 407, the remainder proposed as a complementary use area. Several residential uses are located in the north-west corner of Steeles Avenue and Airport Road. The remainder of the land west of Airport Road is vacant.

West of Torbram Road, from Steeles Avenue to Boviard Drive (Tenth Sideroad) the land use may in summary be described as comprehensive residential development established a number of years ago by plans of subdivision.

The existing land uses described above, and shown on Plates 1 and 2 attached to this report have been described on the basis that they contribute to a greater or lesser degree various constraints to development. The aspect of the existing land uses, is addressed in the following section.

5.0 Development Constraints

5.1 Amendments to the Restricted Area By-laws

On the basis of Amendment Number 20 to the Official Plan (Township of Chinguacousy), which served to recognize a number of commercial uses along Highway Number 7, a number of amendments to the Restricted Area By-law (By-law 861, Township of Chinguacousy) have been enacted to permit a variety of highway commercial-oriented uses along the north side of Highway Number 7 between Torbram Road and Airport Road. In recognition of these existing legal, highway-commercial uses, initially it is not anticipated that all of these uses will be incorporated in the

comprehensive development of lands for industrial purposes. These uses should be recognized at the time of draft plan of subdivision, to provide for the consolidation of these lands with the remainder of lands in the Study Area at some time in the future.

A number of amendments to the Restricted Area By-law (By-law 825, Township of Toronto Gore) have been enacted to permit a variety of highway commercial-oriented uses along the north side of Highway Number 7 between Airport Road and Goreway Drive. It is not anticipated that all of these uses will initially be incorporated in the comprehensive development of lands for industrial purpose, but provision should be made for the future consolidation these lands with the remainder lands in the Study Area. This may occur at the time draft plans of subdivision are submitted municipality.

5.2 Existing Official Plans

As noted in Section 3.0 - Background, a number of Official Plan Amendments pertaining to the Study Area have been prepared. With the exception of Amendment Number 36 to the Official Plan (Township of Chinguacousy) which designated a portion of the Study Area for industrial use, the existing Official Plans of the former Township of Chinguacousy and Toronto Gore designated the remainder of the Study Area for agricultural purposes. The only exception to this, Amendment Number 2 to the Official Plan (Township of Toronto Gore), designated the flood plain lands in part of Lots 8, 9 and 10, Concession 7 E.H.S. as Regional Open Space.

5.3 Parkway Belt West Plan

The Parkway Belt West Plan was tabled in the Provincial legislature in May 1975, by the Minister of Treasury, Economics, and Intergovernmental Affairs as an Interim Draft Plan.

The Interim Draft Plan, which was generally endorsed by the City of Brampton presents policies for the Parkway Belt Planning Area, which serves as the southern boundary of the City of Brampton. A segment of the Parkway Belt West borders the Study Area, and has been recognized as a limited constraint to the development of lands within the Study Area. The Interim Draft Plan proposes to locate both the proposed Highway Number 407 right-of-way and the 500 K.V. Hydro right-of-way immediately

to the south of the Study Area. Both of these facilities serve as the southern boundary of the Study Area (See Plate 4). The remainder of the area in this segment of the Parkway Belt is proposed as a Complementary Use Area. The predominant function of the Parkway Belt in this area, aside from serving as a utility corridor, is to satisfy the major goal of community identification. This goal of the Parkway Belt Plan is to some degree a constraint to the development of lands within the Study Area.

5.4 Open Spaces/Natural Environment Areas

As a prerequisite to the development of lands within the Study Area, it necessary to consider Open Space and Natural Environment Areas, and policies appropriate to these areas.

The principal Open Space Area found in the Study Area is centred on the East Mimico Creek, and would include all associated hazard lands, being those lands subject to flooding. As shown on Plates 3 and 4, this open space system crosses much of the Study Area, beginning at Steeles Avenue (midway between Airport Road and Goreway Drive) in the south and continuing in the same direction to intersect Torbram Road at Williams Parkway.

The maintenance and development of this open space corridor offers an opportunity to integrate the local open space system with the Parkway Belt West open space system, recognizing that it is the intent of the Ministry of Natural Resources to develop an inter-regional open space/trails system along the length of the Parkway Belt West.

A secondary Open Space Area commences at the intersection of Steeles Avenue and the Parkway Belt, and continues in generally a north-westerly direction to intersect Torbram Road at Balmoral Drive. This open space system would function to connect the Parkway Belt open space system with the existing open space system which traverses Phase 9a/10a area of the Bramalea Urban Area.

As noted in Section 4.1 - Soils, Topography, Drainage, Vegetation, there is a small bog area of approximately 40 acres located to the north and south of Boviard Drive, midway between Torbram Road and Airport Road. Approximately 22 acres is located within the Study Area (see Plate 4). Recognizing the unique physical characteristics of this area, it is suggested that this natural feature be maintained as natural environment area as part of the development of lands within the Study Area. Preliminary

Investigation would indicate that this area is environmentally independent of the surrounding area to the extent that the development of lands in close proximity would not adversely affect the physical qualities and attributes of the natural environment area.

5.5 Conservation Lands

The conservation lands which must be recognized as constraints to the development of lands within the Study Area are located along the entire eastern boundary of the Study Area (see Plates 3 and 4).

South of Highway Number 7, the Clairville Conservation Area borders the Study Area. This conservation area is an active recreation area, and functions in a regional rather than a local context. The development of adjacent lands should not impinge on the recreational and conservational qualities of the Clairville Area. Further, any such development must be sensitive to the transition from an active recreational use area to an area of industrial land uses.

To the north of Highway Number 7 and to the east of Goreway Drive, the Study Area is bordered by lands owned by the Metropolitan Toronto and Region Conservation Authority. In addition, some lands to the west of Goreway Drive (in Lots 9 and 10, Concession 7, E.H.S.) are also owned by M.T.R.C.A. These lands are part of the proposed Ebenezer Dam and Reservoir Area, which is considered necessary by M.T.R.C.A. as a supplement to the Clairville Dam facility to provide for an adequate flood control of the West Branch of the Humber River to satisfy the recreational needs of the Clairville reservoir, and to improve the summer flows in the river downstream of the Clairville area. The proposed Ebenezer reservoir will affect both Goreway Drive (7th Concession) and Macvean Drive (8th Concession). At the top water level of 605 feet, Goreway Drive would be flooded for 700 feet of its length to a depth of 5 feet. A further 200 feet would be virtually level with the top water surface. Some flooding would also occur on Macvean Drive at a bridge located approximately 2,200 feet north of Highway Number 7. The proposed reservoir will make necessary the replacement of the bridge on Macvean Drive if this road is to be kept open. In the case of Goreway Drive, it is suggested that this road be closed to through traffic at a point approximately 4,000 feet off Highway Number 7, and at Boviard Drive. It is also recognized that some interim access must still be provided to the rural residents on Goreway Drive, although these properties may be acquired by M.T.R.C.A. at the time the Ebenezer

Dam and reservoir project is initiated. It is understood that the future Ebenezer Conservation Area, will function as a passive recreation area and for this reason, the development of adjacent lands for industrial purposes must be sensitive to the transition from a passive recreational use area to an area of industrial land uses. It should be noted that access to the Ebenezer area will be from the Clairville Area to the south, under the existing bridge over which Highway Number 7 crosses the West Branch of the Humber River.

5.6 Special Use Area

Located in the west half of Lot 10, Concession 6, E.H.S. is an area of approximately 25 acres, previously a sand and gravel pit, now used as a trout farm. The continuation of the existing use would not conflict with nearby industrial uses, although the development of such industrial use should not be permitted to adversely affect this existing use, for as long as it is continued. It is expected that the availability of municipal services may render the present activity uneconomical. There is some question concerning the feasibility of utilizing the land for building construction. For these reasons, the land has been classified as a special use area.

5.7 Property Ownership

As shown on Plates 1 and 2, the property ownership pattern is composed of blocks of lands ranging from 100 acres or more in area to parcels of 15 acres in area. The development of lands within the Study Area should recognize the existing property ownership pattern, as this is often the most significant artificial constraint to any form of development. It is noted that lands fronting on the north side of Highway Number 7 between Torbram Road and Goreway Drive are the most fragmented in terms of property ownership, and as a result this is an area where the constraints to comprehensive development will be most obvious.

5.8 Development Applications - Pending

A number of applications have been submitted by various property owners to provide for the industrial and/or commercial development of lands within the Study Area. These applications, which constitute preliminary draft subdivision plans have been received in the absence of definitive policies to provide for such development. These applications have been recognized in this report to the extent that they reflect the intent of certain property owners to develop their lands. It is to be noted, however, that these applications for industrial and/or commercial purposes require considerable revision to best reflect the policies of the municipality as may be expressed in future amendments to the Official Plan.

5.9 City-Owned Lands

The City of Brampton is the owner of approximately 93 acres of land located in the east half of Lot 8, Concession 6, E.H.S. This property is bisected by Williams Parkway. The south half of these lands (approximately 47 acres) is the site of the municipal maintenance complex and the Chinguacousy Snowmobile Club. The north half of these lands is presently vacant. It is not known what area of land the municipality will require for future municipal purposes. On this basis, should all of these lands not be required by the municipality, then the development of these lands should be in accordance with policies similar to those applicable to adjacent lands.

5.10 Transportation

In examining the Study Area as a potential industrial use area, a number of local, regional, and provincial roads must be considered. These roads, when viewed in the context of the whole, satisfy a broad spectrum of needs which must not be constricted as a result of development within the Study Area. By definition, these needs are of local, regional, and provincial significance, and the future development of the Study Area will impose additional demands on these rights-of-way. Another consideration is future Highway Number 407, a proposed Provincial facility. The development of lands within the Study Area, must recognize the requirements of this proposed facility.

5.11 Airport Restrictions

As indicated on Plate Numbers 3 and 4, the entire Study Area is located in the Airport Noise Zones 1-4. The constraints to development imposed by the affects of airport noise will apply principally to building construction. These constraints should be recognized at the time of construction. Height restrictions not presently identified may also be of concern.

5.12 Servicing Sanitary Sewer

An examination of the Study Area would indicate that portions of the area may be better suited to servicing other relative to areas. Accordingly the Study Area is divided into four sub-areas for analysis.

5.12.1 Sub-Area 1

This area is comprised of all of Lot 1 and the south half of Lot 2, Concession 6 E.H.S. An existing 48" sewer main traverses this area (See Plate 6). Recognizing the drainage pattern in this area, it would appear that servicing considerations will not present any great constraint to the development of this area.

5.12.2 Sub-Area 2

This area is comprised of Lots 6-10, Concession 6 E.H.S. An existing 48" sewer main extends north on the west side of Airport Road, to a point approximately 1000 feet south of Highway Number 7 and will provide capacity for this area. An existing 54" sewer was previously installed under Highway Number 7 in anticipation of such an extension to the north of Highway Number 7. Further, it is our understanding that in order to provide servicing for the future residential development of lands in Lots 9 and 10, Concession 5 E.H.S., it would be necessary to construct a sewer facility in a north and west direction from the intersection of Airport Road and Highway Number 7. These factors indicate that servicing considerations will not present any significant constraint to the development of this area.

5.12.3 Sub-Area 3

This area is comprised of Lots 6-10, Concession 7 E.H.S. A proposed 48" sewer main would service lands east of Airport Road to a depth of approximately 500 feet. Servicing for the remainder of these lands would be on the basis of a pumping station and a force main located on the north side of Highway Number 7 and extending west to intersect with the 48" sewer facility on the west side of Airport Road. Preliminary investigation would suggest that the most appropriate location for this pumping station would be generally the north-west corner of Goreway Drive and Highway Number 7. This facility could also be sited on the south side of Highway Number 7, to provide for the servicing of some lands in lot 5, Concession 7 E.H.S. Servicing considerations will present some constraint to the development of these lands.

5.12.4 Sub-Area 4

This area is comprised of Lots 1-5, Concession 7 E.H.S., and part of Lots 2, 3, 4 and 5, Concession 8 E.H.S. A 48" sewer main located on the west side of Airport Road would service lands east of Airport Road, to a depth of

approximately 500 feet. Servicing for the remainder of this area would be on the basis of a pumping station and force main. As this area is divided by the East Mimico Creek, and the natural drainage pattern is towards both the East Mimico Creek and the West Humber River, it has not been established how this area might best be serviced. There may be merit in locating the principal sewer in the East Mimico Creek open space corridor. This would be on the basis of providing service to lands which drain towards the West Humber River. This area presents the highest constraint to development on the basis of servicing considerations.

5.13 Implementing Constraints

In order to provide for the development of these lands for industrial purposes, a number of Official Plan Amendments will be necessary. For the lands west of Airport Road, an amendment will be required to the Official Plan of the former Township of Chinguacousy Planning Area. Lands east of Airport Road will require an amendment to the Official Plan of the former Township of Toronto Gore Planning Area. In regards to the lands east of Goreway Drive, an amendment to the boundaries of the Parkway Belt Planning Area will be necessary prior to the preparation of an Official Plan Amendment.

6.0 Concept Principles

6.1 Purpose

The purpose of this report has been to examine the industrial potential of lands within the Study Area. The following set of concept principles has been prepared in recognition of the physical characteristics of the Study Area, and the various constraints to development which have been identified.

6.2 Objectives

The following objectives should be satisfied through process of the development of lands within the Study Areas:

- (a) The achievement of an aesthetically pleasing development.
- (b) The maintenance of a continuous compatibility between existing residential uses and future industrial uses.
- (c) The protection of environmental assets situated in open space, natural environment and conservation areas.

- (d) The development of lands should proceed on a comprehensive basis.
- (e) The development should proceed on the basis of high performance and design standards.
- (f) The development shall recognize, where necessary, the impact of airport noise.

6.3 Land Use Concept-General

6.3.1 Industrial Land Uses

To best provide for the proper and orderly development of lands within the Study Area, the proposed industrial uses will be classified as follows:

1. Industrial-Low Density/Low Intensity
2. Industrial-Special
3. Industrial-Geeral

1. Industrial-Low Density/Low Intensity

In summary, the Industrial-Low Density/Low Intensity use category is proposed to apply to those lands located in parts of the Study Area where there is a transition from land use of low impact to land uses of high impact. (See Plates 7 and 8) This industrial classification is sensitive to the need for the protection of environmental assets, not only within a defined area, such as an open space area or conservation area extending to lands adjacent to such areas. These industrial uses are proposed to locate generally on the eastern boundary of the Study Area, adjacent to the Conservation areas. It is intended that in this industrial use area, development will proceed on the basis of 10 percent coverage, or in other words, 10 acres of industrial land uses for every 100 acres of land. These industrial uses will have a relatively low impact on the land area, and will be subject to site plan controls and architectural controls in regards to the profile, design, texture and colour of industrial buildings. Development in this area will be of a high quality and as a basic principle industrial uses will not be of a type that generate large traffic volumes. At the time of site development, it will be the policy of the municipality to ensure that the existing, physical characteristics of the lands are maintained, and supplemented with additional landscaping as required. Special consideration will in some instances take into account the impact of airport noise in the design and construction of industrial buildings. Due to the low density qualities of this development, direct access to public rights-of-way may be considered at the time of development.

2. Industrial-Special

The Industrial-Special use category is proposed to apply to lands located in those parts of the Study Area adjacent to major roads. (See Plates 7 and 8). This use category will be developed without direct access to major roads, so as to protect the traffic functions of each of these rights-of-way. In these areas, outdoor storage will be limited and subject to effective screening and site plan control. Architectural control will also be applied to this use category, but will be less restrictive relative to that applied to the Industrial Low Density/Low Intensity Area. It will be the policy of the municipality to encourage the siting of industrial buildings along the major arterials in such a manner that the individual buildings will appear to front onto the arterial roads notwithstanding that access will be had from the rear of the property.

3. Industrial-General

The Industrial-General use category is proposed to apply to lands located in the interior parts of the Study Area, and next to Industrial-Special Areas. Although no special restrictions are proposed to control this use category, regard will be had to the impact of airport noise. Further, where these areas abut open space areas, visual screening of storage areas will be required.

6.3.2 City-Owned Lands

The City of Brampton areas lands approximately 97 acres of land within the Study Area. The southern portion of these lands are now used by the municipality; the northern portion is presently vacant. The future needs of the municipality may require that these lands be used for municipal purposes. However, should this not be the case it is expected that development of these lands would be in accordance with the principles of which have been proposed for the abutting areas.

6.3.3 Special Use Area

An area of approximately 100 acres has been designated as a Special Use Area. The unique features of this area, the existing use, and possible construction constraints to the future development of these lands would suggest the advisability of adequate study and investigation prior to the submission of land use proposals.

6.3.4 Natural Environment Area

Approximately 22 acres of land is designated as a natural environment area. (See Plate 7). This designation recognizes the well established

vegetation, unique drainage and soil characteristics, and the environmental independence of this bog/wet land relative to the remainder of the Study Area.

6.3.5 Open Space Area

The Open Space Areas shown on Plates 7 and 8 incorporate the flood plain and hazard lands of the East Mimico Creek and a small intermittent stream in the south-west corner of the Study Area. No development will be permitted in these areas, except for the purposes of erosion control. In the future, it is expected that these open space areas will be incorporated with the more broad open space system of the municipality. These areas will afford the municipality the opportunity to develop pedestrian oriented access to the proposed trails system which is to be developed across the length of the Parkway Belt.

6.3.6 Conservation Areas

The land use concept has been structured to protect the natural qualities of the existing and proposed Conservation lands which are located to the east of the Study Area. As these lands will in the future be subject to the controls of the Conservation Authority, the policies expressed in this report collectively serve to protect and enhance the natural qualities of the conservation areas.

6.3.7 Commercial

A number of commercial areas have been indicated on Plates 7 and 8, although it is not anticipated that all of these proposed commercial areas will be necessary to satisfy the needs of the industrial area. Alternative sites have been indicated to ensure that commercial facilities can be provided at the same time as the lands are development for industrial purposes. It should be the policy of the municipality to require in any one area uses directly related to the needs of employees and industry in the industrial areas. Such uses as banks, restaurants, and service stations will be encouraged. In order to provide a higher level of service to customers, it is proposed that a minimum of two banks and/or two restaurants be located in the one commercial use area.

6.3.8 Transportation

The Roads plan, as shown on Plates 5 and 6 has been designed to restrict access to the major arterials and highways which abut or pass through the


Study Area. The collector 'ring' road has been designed to recognize the existing portions of Williams Parkway/Central Park Drive. The collector road will be supplemented by interior streets to be designed at the draft plan of subdivision stage. The design of interior streets will cater to the provision of a range of industrial sites (in terms of area) and will be in accordance with acceptable traffic planning principles.

The Roads plan has also recognized a future interchange at Airport Road and proposed Highway Number 407, although it is not possible to incorporate detailed design considerations.

Of principle significance to the Roads Plan is the proposed closing of Goreway Drive. It is suggested that this action should be recognized at this time as part of the design concept for the Study Area. Consequently, the municipality should strive to minimize development along Goreway Drive in anticipation of the road closing. This road closing should not be effected until such time as the Ebenezer Dam/Reservoir project is commenced by the Conservation Authority.

7.0 Conclusion/Recommendation

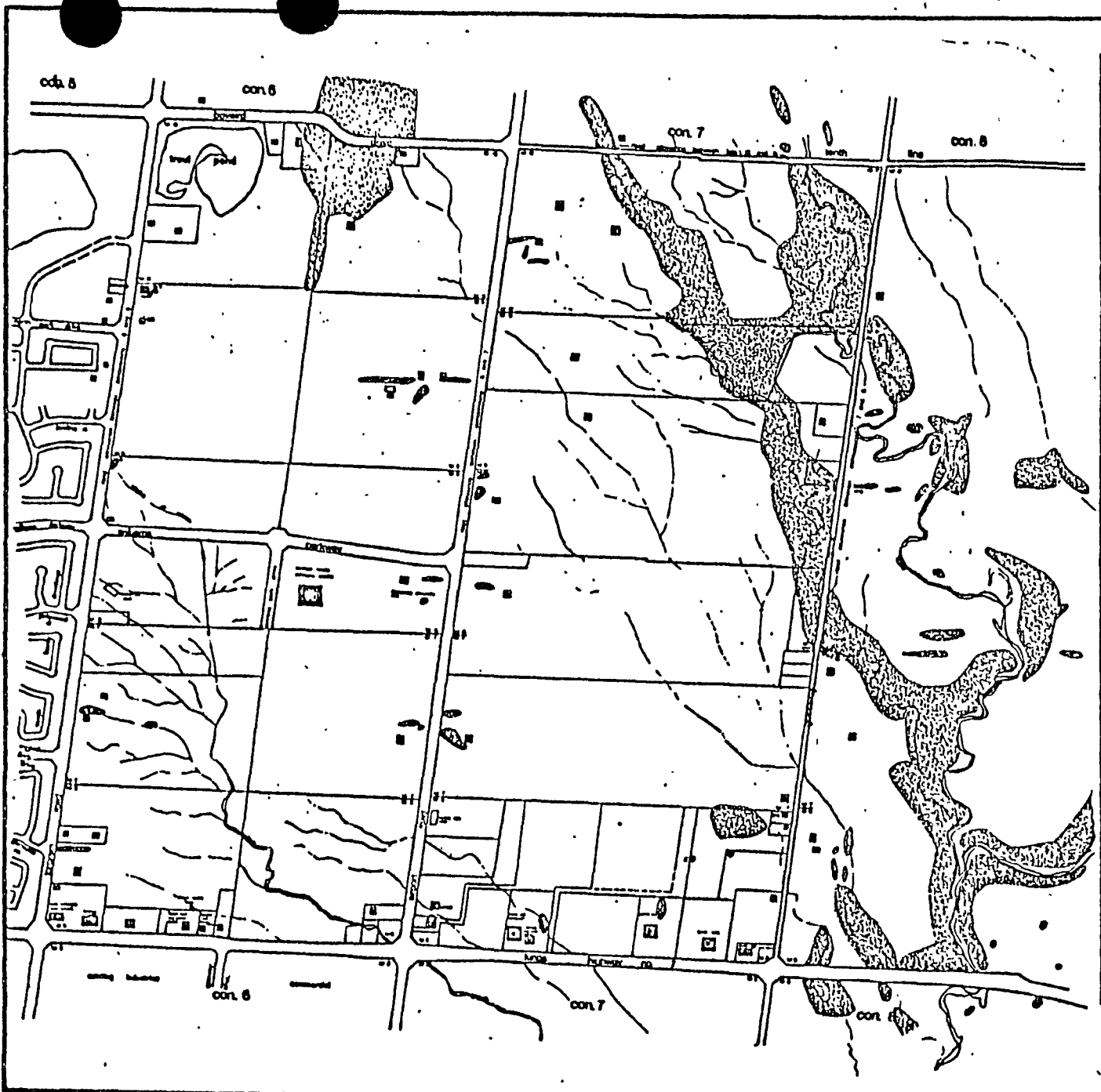
It is suggested that the appropriate Official Plan Amendments be prepared in accordance with Section 5.13-Implementing Constraints. It is intended that these amendments to the Official Plans would incorporate and expand on the concept principles contained in this report.



Peter Hungerford
Planner








PH/pd



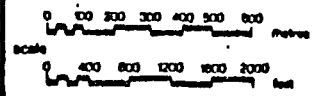


city of brampton proposed industrial area northern section

existing land use








- legend
-  commercial
 -  residence
 -  church
 -  trees
 -  public use
 -  vacant
 -  limits of property ownership

city of brampton
planning department

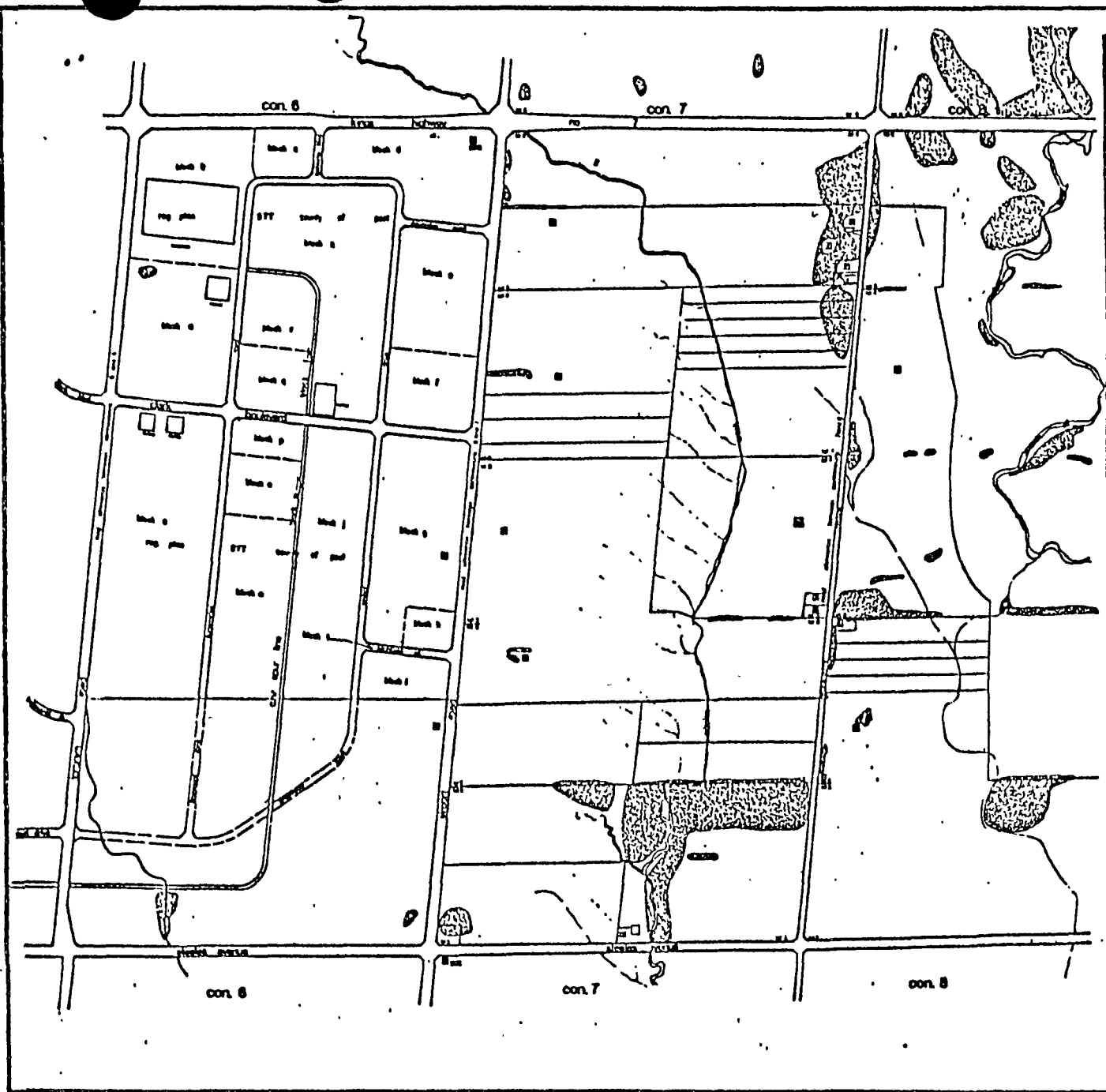
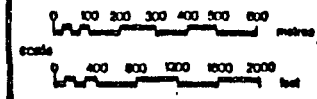


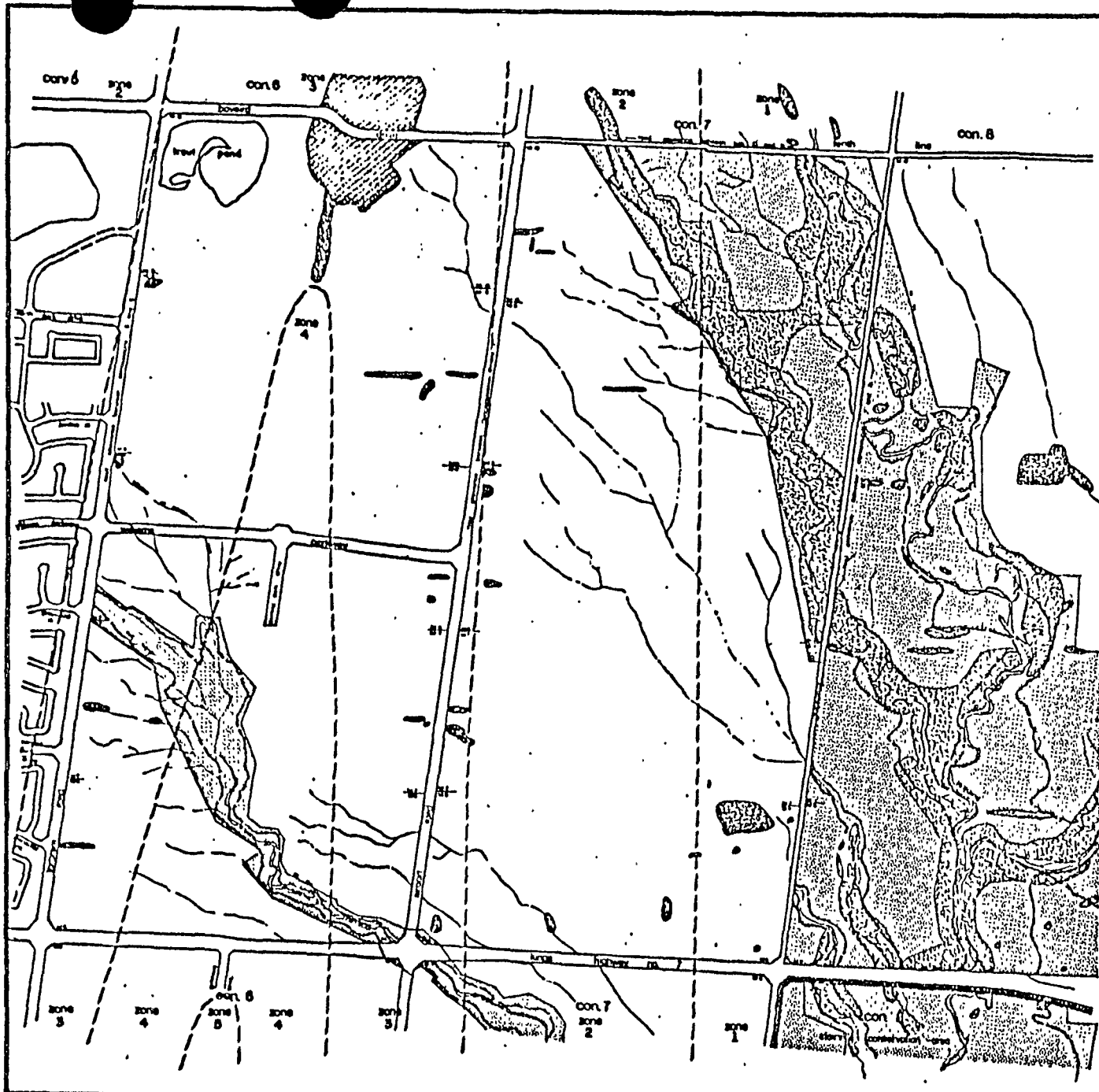
city of brampton proposed industrial area southern section

existing land use

- legend
-  commercial
 -  residence
 -  church
 -  trees
 -  public use
 -  vacant
 -  limits of property ownership

city of brampton
planning department





city of brampton proposed industrial area northern section

environmental factors

legend

- boundary of pathway belt
- storm conservation area
- airport noise zones
- bog areas
- existing trees
- bog areas

city of brampton
planning department

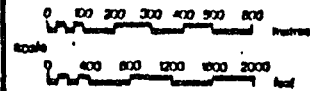
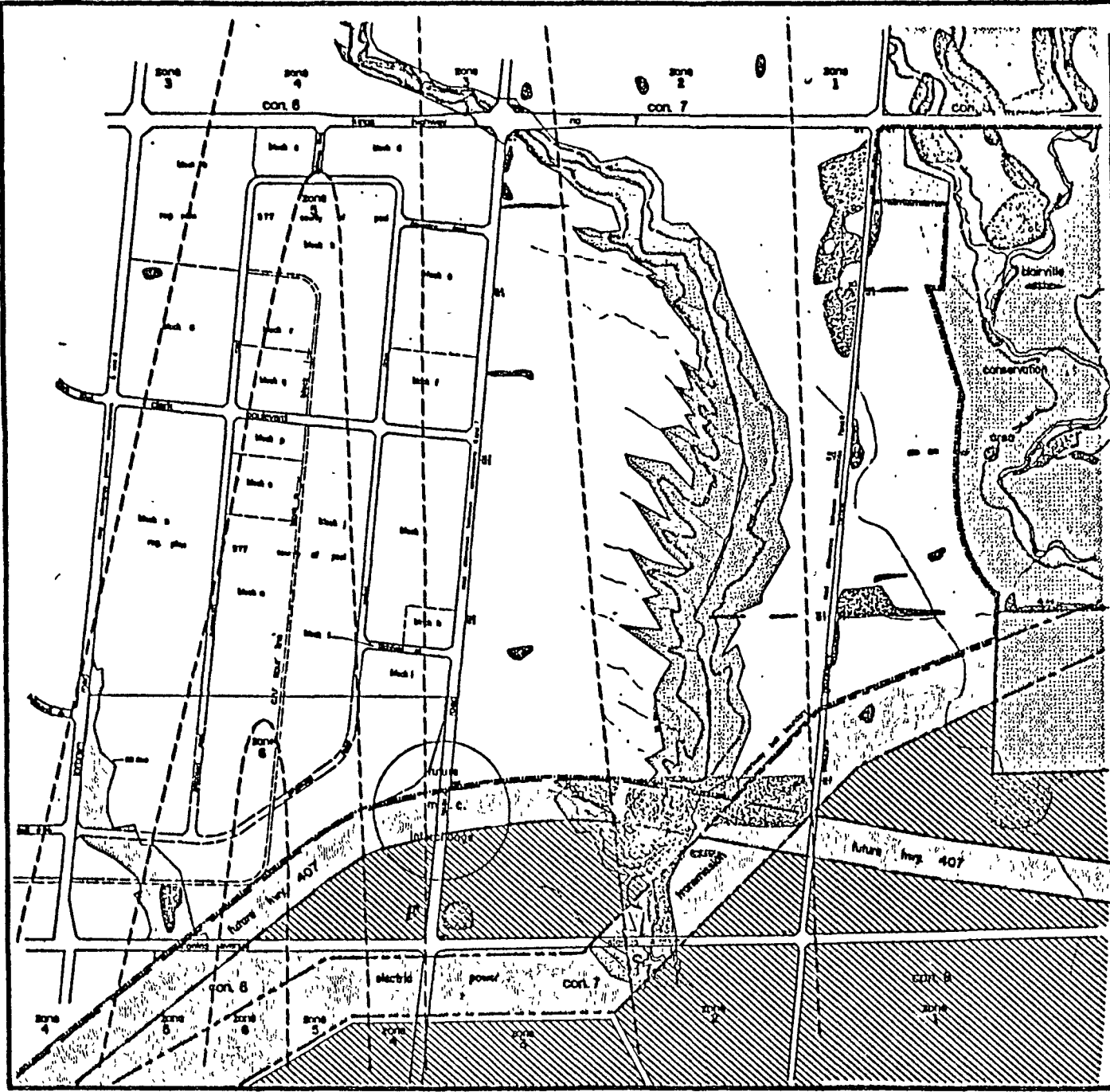


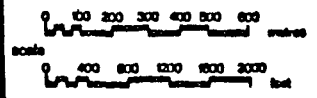
plate 3

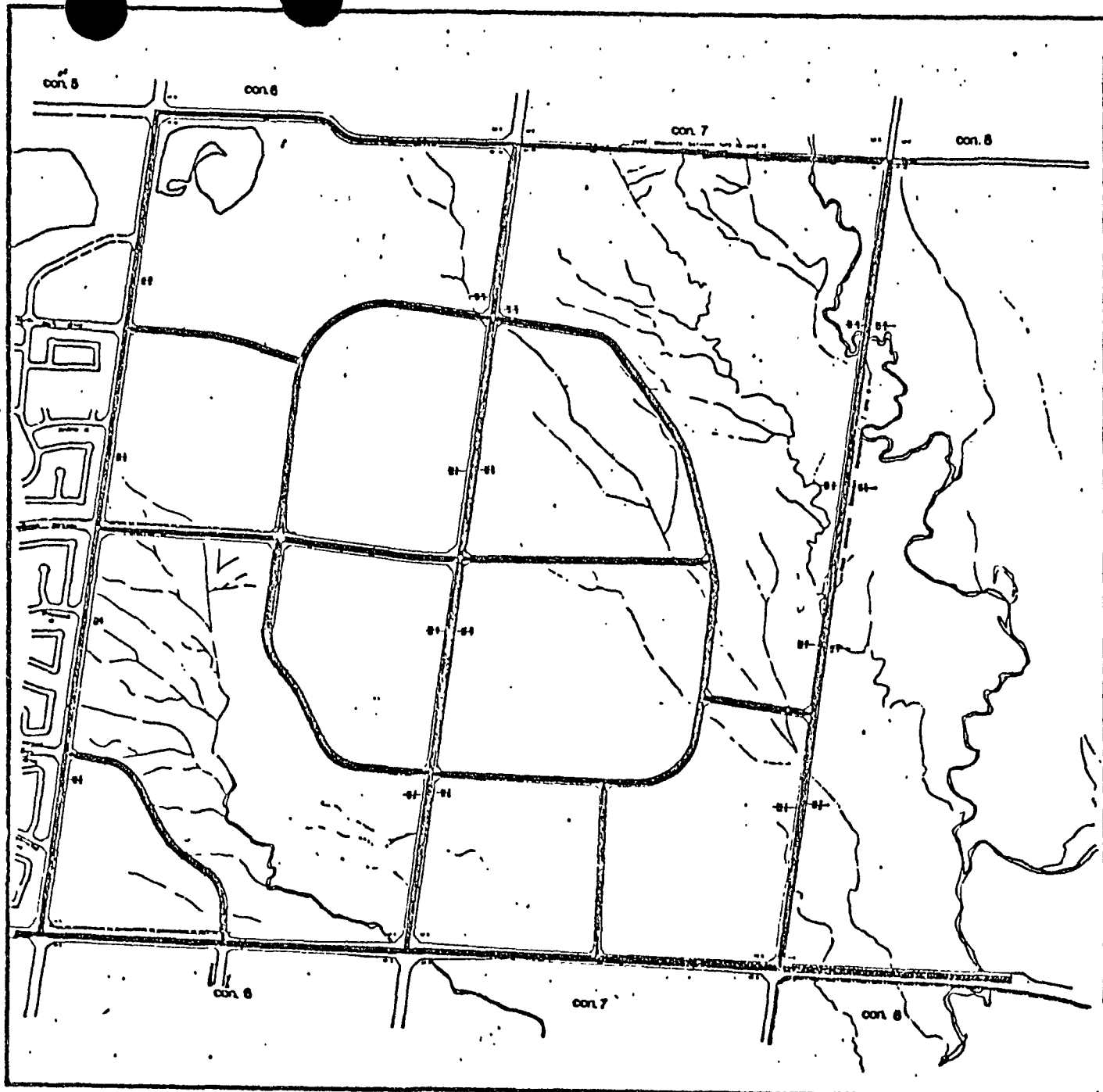


city of brampton
 proposed industrial area
 southern section
 environmental factors

- legend
- boundary of pathway belt design area
 - future hwy 407 right-of-way
 - 66-ft conservation area
 - electric power transmission the right-of-way
 - airport noise zones
 - ▨ public open space inc. conservation area
 - ⊙ existing trees
 - ▩ complementary use area

city of brampton
 planning department





city of brampton
 proposed industrial area
 northern section
 major transportation and service facilities

- legend
- existing sanitary sewer
 - existing water mains





city of brampton
 planning department

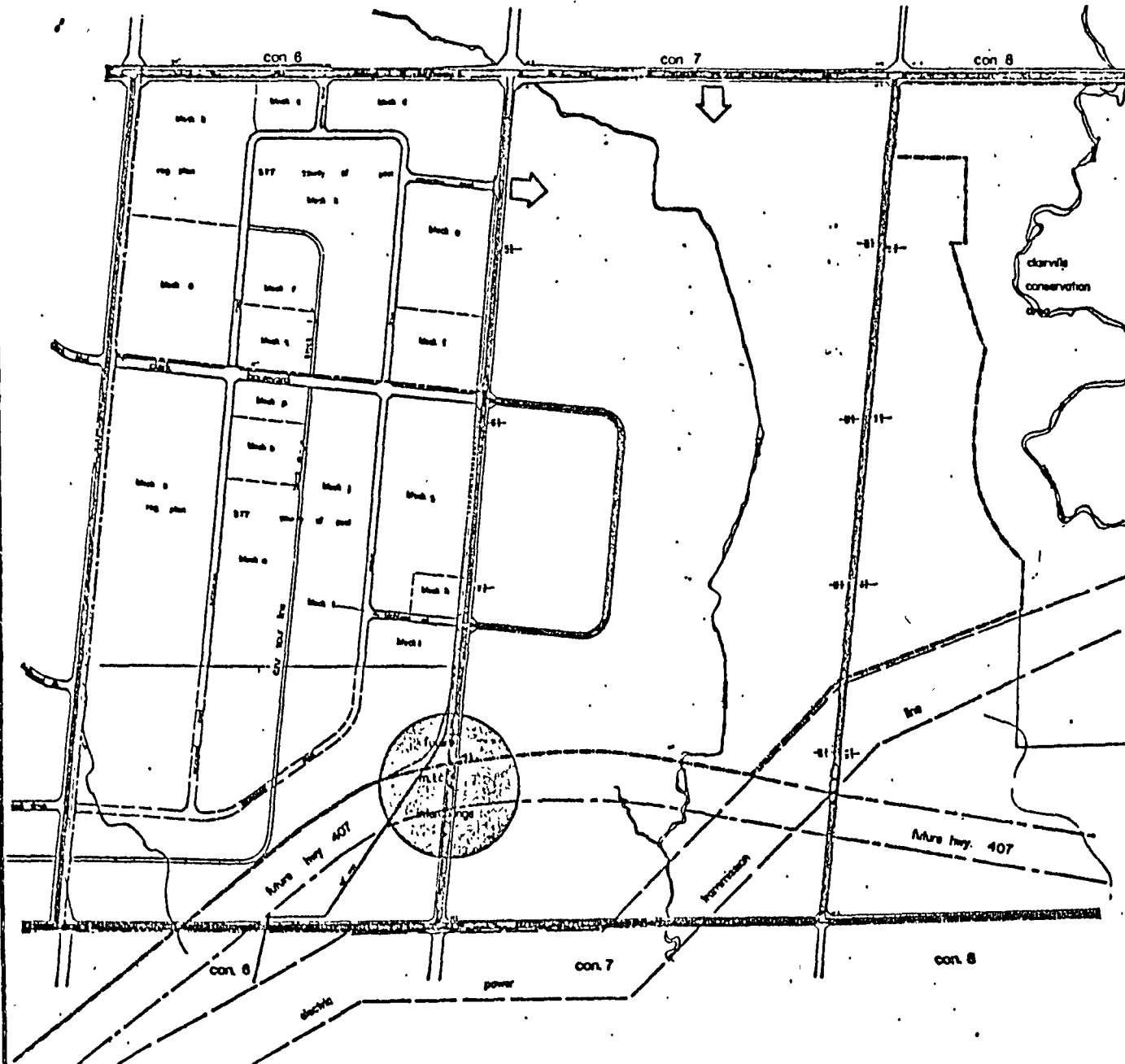
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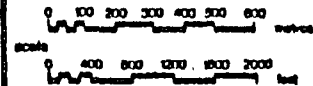
city of brampton
 proposed industrial area
 southern section
 major transportation and service facilities

legend

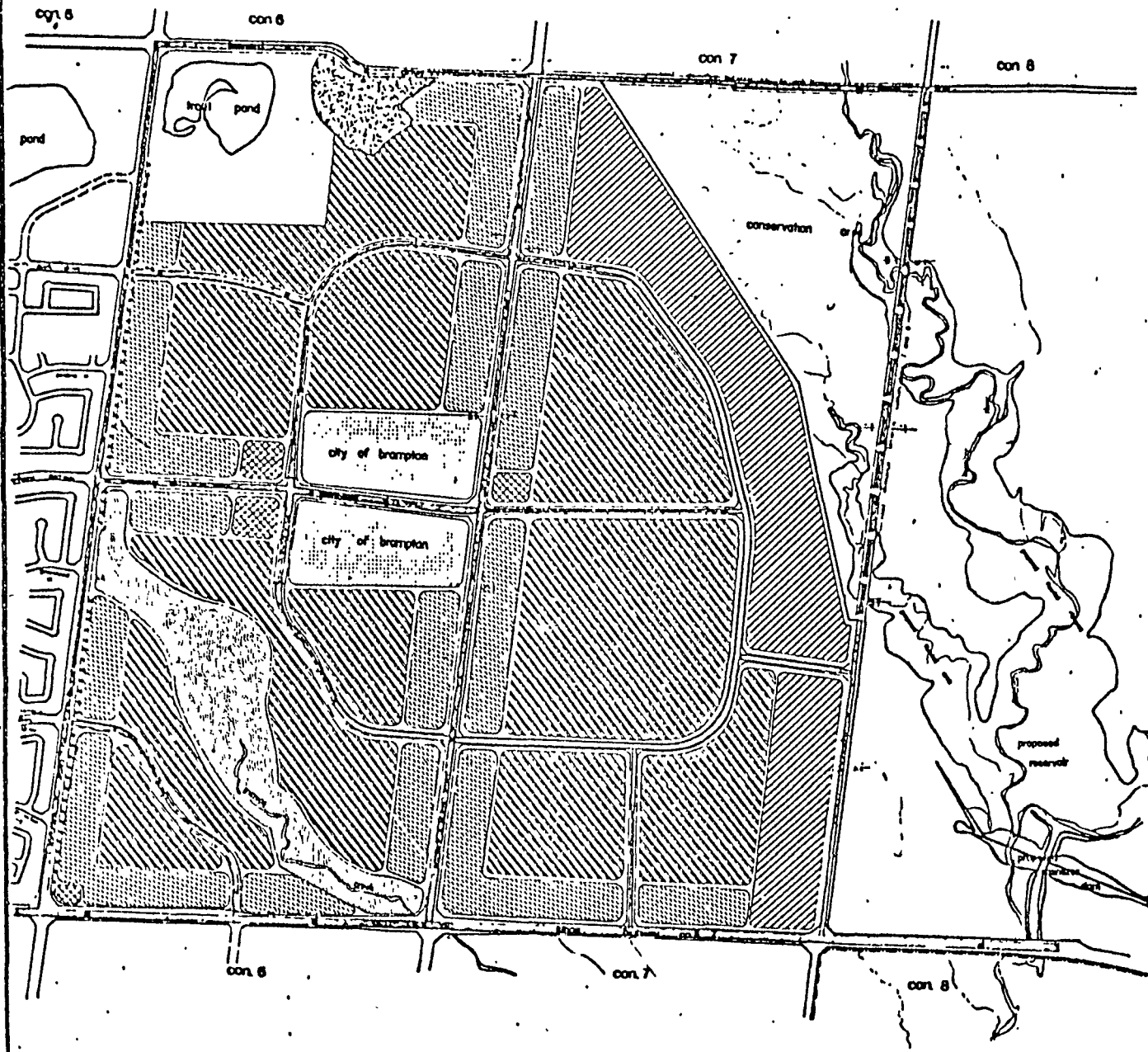
-  existing sanitary sewer
-  existing watermain
-  parkway belt boundary
-  proposed access













city of brampton
 planning department



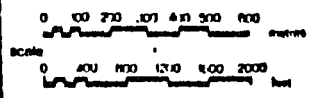
city of brampton proposed industrial area northern section proposed land use



legend







-  open space
-  industrial special
-  industrial
-  commercial
-  special use area
-  city of brampton lands
-  50' buffer
-  industrial low density/
/low intensity
-  proposed road closing
-  natural environment area

city of brampton
planning department

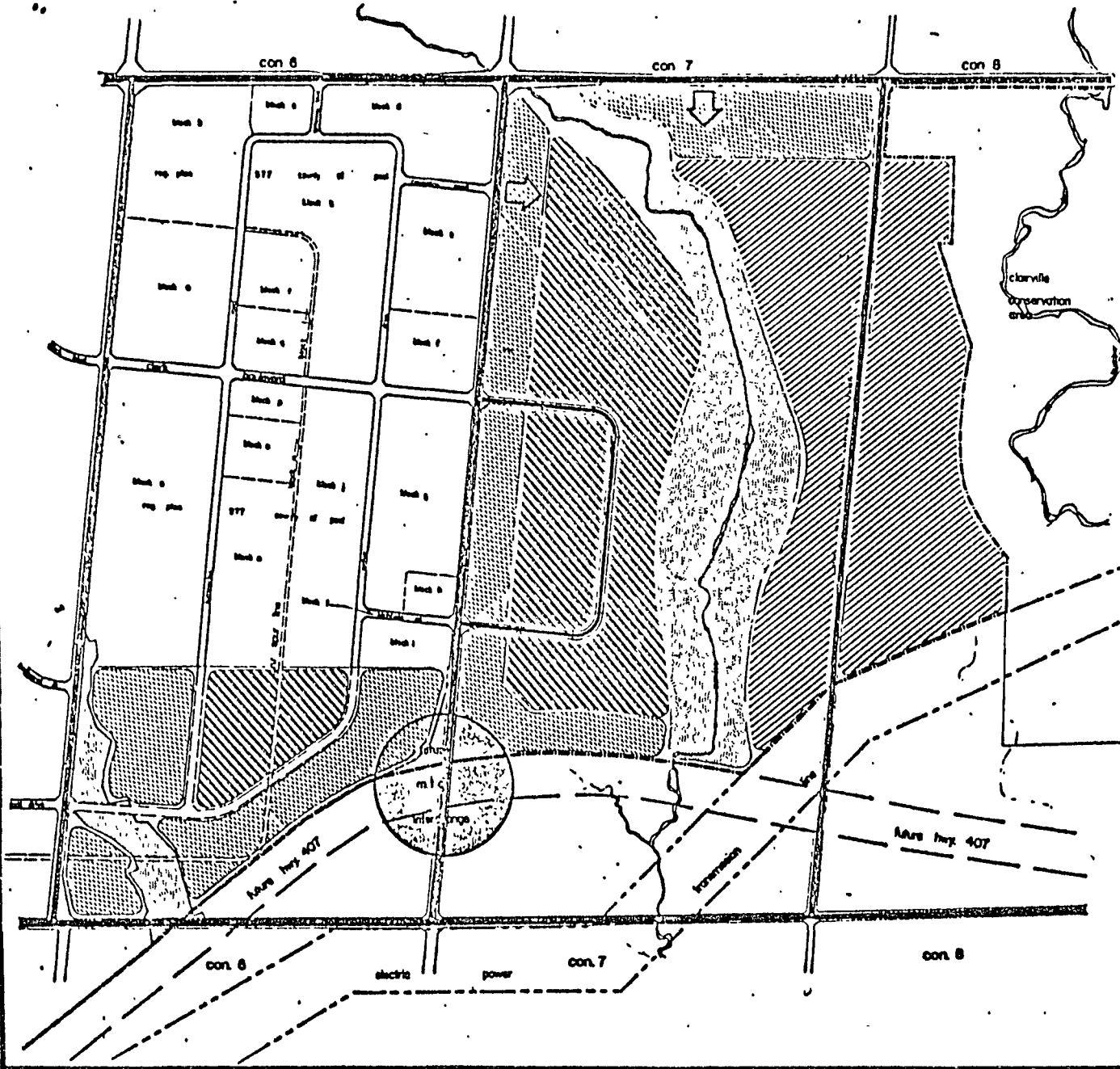


city of brampton proposed industrial area southern section proposed land use

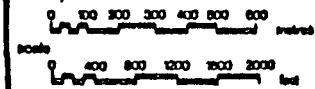
legend

-  open space
-  industrial special
-  industrial
-  industrial low density/
/ low intensity
-  parkway belt boundary
-  proposed access

clarville
conservation
area



city of brampton
planning department



plate

APPENDIX 'B'

INDUSTRIAL ZONING
INDUSTRIAL STUDY AREA

Lots 1 - 11, Concession 6, 7, E.H.S
AND

South of Steeles Keenedy - Torbram

A Special Meeting of Planning Committee was held on January 14th., 1976, in the Lester B. Pearson Theatre, Bramalea Civic Centre, 150 Central Park Drive, Bramalea, Ontario commencing at 7:30 p.m. to hear representation on a proposal to amend the Official Plan in order to permit the development of certain areas within the City for Industrial purposes.

Members present were:	F. R. Dalzell	Chairman
	W. J. Baillie	Alderman
	R. V. Callahan	Alderman
	C. F. Kline	Alderman
	E. Martin	Alderman
	Mrs. D. Sutter	Alderman
	R. F. Russell	Alderman
	Mrs. E. Mitchell	Alderman

Staff present were	L.W.H. Laine	Director of Planning
	P. Hungerford	Planner
	H. Jenak	Planner

Approximately 75 members of the public were in attendance. The Chairman welcomed the members of the public to the meeting and explained that the meeting was to advise the public of the proposed Amendments and to solicit their comments and questions.

The Chairman asked that if developers in attendance had presentations to make to please keep them short at this meeting and forward their written briefs to the Planning Department. The Chairman then asked the Director of Planning to outline the proposal to the public.

After the close of the Director of Planning's presentation the Chairman invited questions and comments from the members of the public in attendance.

Mr. Fryer of Fryer Planning Services Inc. addressed the Committee by commenting that he hoped to proceed to dead roads and services to the City by way of subdivision agreement and to sever the land by a Committee of Adjustment application, that he had some discussion with M.T.C. and they would accept 2 access points, he also felt that the valley was too wide and questioned this because of the Conservation area, and that he was looking forward to land uses and agrees to controls.

Mr. Smith of Bramalea Consolidated Development Limited spoke about Industrial number 8 having priority, and that Bramalea Consolidated will be filing a formal submission for the balance of lands to Planning Committee.

Mr. Ackroyd: asked if there was any more word on the C.N.R. Malport proposal.

The Chairman replied that this was a dead issue.

Bill Sheard asked if the lands north of No. 10 Sideroad would be serviced by these areas.

The Chairman replied that at this time he really did not know if these areas would service lands to the north of No. 10 Sideroad. A member of the public representing clients south of Steeles asked how long before approval of the Amendments, and if this approval is given will it illiminate lands in the Parkway Belt.

The Director of Planning replied that he was most anxious to see this done as soon as possible, and indicated that discussions had been carried on with Ministry staff and with developers who have made available engineering input. It was suggested that the documents might be prepared by July 1st., 1976. As for the withdrawal of lands in the Parkway Belt the Province has the planning jurisdiction but the amendments would be structured in such a way that the contiguous industrial lands presently contained within the Parkway Belt Planning Area could be designated for Industrial use without further amendment to the Official Plan. A member of the public asked if all four areas would be dealt with as one or will we deal with them in separate blocks.

The Chairman replied that we will try to deal with them all in one. Mr. Fryer asked if the Official Plan Amendments are approved by July will the Zoning By-laws also be passed?

The Director of Planning replied that we expect to be substantially along the road for the preparation of the By-laws.

A member of the public who resides on Goreway Drive commented that he felt the closing of a portion of Goreway Drive would do a lot of damage because of the Estate Residential to the North. He also stated that residents who reside in this area would continue to require access.

The Planning Director replied that it would be improper to surmise that these lands would not flood.

Mrs. Mitchell on behalf of Mr. Wilson of Balmoral asked Mr. Smith of Bramalea Consolidated if they could present the plan for the open space at the Etobicoke Creek.

Since there were no further questions from the members of the public the Chairman reminded the public that written submission could be made at the Planning Department.

The meeting adjourned at 8:40 p.m.