



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 223-94

To adopt Amendment Number 253
to the 1984 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, R.S.O. 1990, hereby ENACTS as follows:

1. Amendment Number 253 to the 1984 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 253 to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 24th day of Oct. , 1994.

PETER ROBERTSON - MAYOR


LEONARD J. MIKULICH - CITY CLERK

APPROVED AS TO FORM LAW DEPT. BRAMPTON
<u>wlc</u>
DATE <u>10/24</u>

To: John Marshall, Commissioner of Planning and Building

Re: **Official Plan Amendment 253**
Amendment to Sandringham-Wellington Secondary Plan
Increase Flexibility of Commercial Access Policies
File: P25-253

The subject Official Plan Amendment approved by the Ministry of Municipal Affairs is attached.

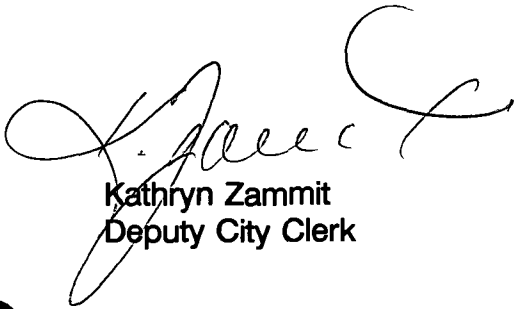


Kathy Zammit
Deputy City Clerk
(Ext. 2115)

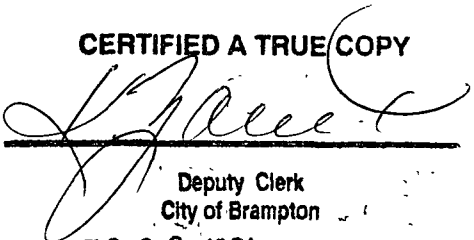
cc P.E. Allen, Region of Peel
M. Walcott (with OPAs)

I, KATHRYN ZAMMIT, Deputy Clerk of the City of Brampton do hereby certify that the attached Amendment Number 253 the 1984 Official Plan of the City of Brampton Planning Area, is a true copy approved by the Ministry of Municipal Affairs on December 15, 1994.

DATED at the City of Brampton this December 22, 1994.


Kathryn Zammit
Deputy City Clerk

CERTIFIED A TRUE COPY


Deputy Clerk
City of Brampton

DEC 22 1994

19

ORIGINAL

AMENDMENT NUMBER 253
to the Official Plan of the
City of Brampton Planning Area

21-OP-0031-253

AMENDMENT NO. 253
TO THE
OFFICIAL PLAN FOR THE
CITY OF BRAMPTON PLANNING AREA

Amendment No. 253 to the Official Plan of the City of Brampton Planning Area which was adopted by the Council of the Corporation of the City of Brampton is hereby approved under Sections 17 and 21 of the Planning Act.

Date: 1994-12-15



Diana L. Jardine, M.C.I.P.
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 223-94

To adopt Amendment Number 253
to the 1984 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, R.S.O. 1990, hereby ENACTS as follows:

1. Amendment Number 253 to the 1984 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 253 to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 24th day of Oct., 1994.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

CERTIFIED A TRUE COPY

Deputy Clerk
City of Brampton

Nov 7 19 94

APPROVED
DATE
WCC
DATE 11/10/94

AMENDMENT NUMBER 253
TO THE 1984 OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to substitute a more flexible policy respecting vehicular access to commercially designated properties, where consistent with safety considerations, in lieu of the excessively rigid policy that currently exists in Section 6.2 of Chapter 28 of Part IV (the Sandringham-Wellington Secondary Plan).

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east.

3.0 Amendment and Policies Relative Thereto

The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by deleting policy 6.2.6 of Chapter 28 of Part IV thereof and substituting the following:

"Primary accesses to commercial designations shall be provided from an abutting collector road in a safe and convenient manner. Accordingly, sites for small to medium size commercial designations shall be arranged to provide sufficient frontage width along abutting collector roads to facilitate this desired access arrangement. When such a collector road access can not be provided, primary access may be provided, if it can be done in a safe and operationally satisfactory manner, from the most suitable

abutting Minor Arterial Road. Where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority, the primary access or accesses may be supported by a secondary right-in/right-out access or accesses from a Major or Minor Arterial Road, or, in appropriate circumstances, by a full access or accesses from a Minor Arterial Road";

- (2) by deleting Policy 6.2.9 of Chapter 28 of Part IV thereof and renumbering Policies 6.2.10 to 6.2.13 as Policies 6.2.9 to 6.2.12;
- (3) by revising Policy 6.2.10 (formerly 6.2.11) of Chapter 28 of Part IV thereof to reference Policy 6.2.12 rather than 6.2.13; and
- (4) by deleting Policy 6.2.10 (formerly 6.2.13) of Chapter 28 of Part IV thereof and substituting the following:

"Driveway connections between service stations or gas bar sites and abutting commercial uses or sites will generally not be permitted in circumstances where the accesses to such service stations or gas bars would thereby attract through movements to or from those abutting commercial sites."

AMENDMENT NUMBER OP93- 22
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to add to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, Amendment Number 253 to the document known as the 1984 Official Plan.

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east.

3.0 Amendment and Policies Relative Thereto

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

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, set out in Part II: Secondary Plans thereof, Amendment Number 253 to the document known as the 1984 Official Plan.

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 253

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

AMENDMENT NUMBER OP93- 22
to the Official Plan of the
City of Brampton Planning Area

**BACKGROUND MATERIAL TO
AMENDMENT NUMBER OP93- 22**

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

Note: The above noted reports are attached to Official Plan Amendment Number 253 to the document known as the 1984 Official Plan.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 224-94

To adopt Amendment Number OP93- 22
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, R.S.O. 1990, hereby ENACTS as follows:

1. Amendment Number OP93- 22 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 OP93- 22 to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this 24th day of Oct., 1994.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

CERTIFIED A TRUE COPY

Deputy Clerk
City of Brampton
Nov 7 1994

ALL BY-LAWS
AND RESOLUTIONS
MUST BE
FILED IN THE
CITY CLERK'S
OFFICE
DATE 11/10/94

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

September 14, 1994

To: Chairman and Members of Planning Committee
From: The Planning and Development Department
Re: Proposed Amendment to Sandringham-Wellington Secondary Plan to Increase the Flexibility of Commercial Access Policies
File: P25S-28

EXECUTIVE SUMMARY

Staff have concluded that the Sandringham-Wellington Secondary Plan (Secondary Plan No.28) policies respecting driveway access from arterial roads to commercial uses are considerably more rigid than is the City's or the Region's actual practice in assessing specific access requests. That practice involves thorough technical evaluation based on safety and operational considerations. This secondary plan rigidity can result in unnecessary delays to the overall approval of specific projects because of the extra time required to process a secondary plan amendment in circumstances when all technical conditions are satisfied. The same end result could be achieved by amending the Secondary Plan to establish more flexible commercial access policies that refer to preferred access arrangements, but also provide that supplementary accesses and alternative arrangements may be permitted subject to specific assessments of safety and operational considerations.

Accordingly, it is recommended that Planning Committee recommend to Council:

1. That the staff report dated September 14, 1994 and entitled "Proposed Amendment to Sandringham-Wellington Secondary Plan to Increase the Flexibility of Commercial Access Policies", File: P25S-28, and attachments thereto be received;
2. That the proposed Official Plan Amendment to the Sandringham- Wellington Secondary Plan which is attached to this September 14, 1994 staff report as Appendix A be approved-in-principle subject to the results of a Public meeting; and

3. That a Public Meeting to present these proposed documents for consideration and input be held in accordance with standard City Council procedures.

1.0 INTRODUCTION

In the process of evaluating a number of specific development application within the Sandringham-Wellington Secondary Plan (Secondary Plan No.28) area it has become apparent that some of the applicable secondary plan policies respecting driveway access to commercial uses are too rigid. Rather than maintaining this situation and inevitably causing a requirement for individual Official Plan amendments in association with each of many specific development applications, it is appropriate for the City to initiate an Official Plan amendment to replace these rigid policies with more flexible commercial driveway access policies.

Accordingly, the purpose of this report is to propose and justify an Official Plan Amendment to delete the current overly rigid commercial driveway access policies in Secondary Plan No.28 and to replace them with significantly more flexible ones.

2.0 NEED/JUSTIFICATION FOR FLEXIBLE COMMERCIAL ACCESS POLICIES

The current commercial driveway access policies of the Sandringham-Wellington Secondary Plan (Secondary Plan No.28) consist of policy 6.2.1 and policies 6.2.6 to 6.2.13 of Chapter 28 of Part IV of the overall Official Plan. The key provision of those policies that severely limits their flexibility is the statement in policy 6.2.6 that:

"no left turns to or from Minor Arterial Roads and no access of any kind from a Major Arterial Road shall be permitted".

In practice, staff of the Public Works Departments of both the City of Brampton and the Region of Peel use more flexible criteria for assessing alternative arterial road access requests based on safety and level of service concerns. Such evaluations often lead to approvals of additional accesses which, in the case of the Sandringham-Wellington Secondary Plan, can then only be implemented through the time consuming processing of an Official Plan amendment. The same end result could be achieved with more flexible policies that simply refer to preferred arrangements, but that provide that limited secondary accesses and alternative arrangements may be permitted subject to specific assessments of safety and operational considerations.

The substitution of more flexible commercial access policies for the rigid ones in the Sandringham-Wellington Secondary Plan is necessary to ensure that high standards of customer service be maintained and that the overall development processing system is streamlined as much as possible.

3.0 SPECIFIC AMENDMENT PROPOSALS

The above referenced commercial access flexibility can be introduced into the Sandringham-Wellington Secondary Plan (Secondary Plan No.28) by:

- revising Policy 6.2.6 to delete the outright prohibition of full turn accesses to and from Minor Arterial Roads and of right-in/right-out accesses to and from Major Arterial Roads;
- substituting instead a policy statement that secondary right-in/right-out access from a Major or Minor Arterial Road or full access from a Minor Arterial Road may be permitted "where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority"; and
- adjusting the wording and numbering of all the other associated commercial access policies, including outright deletion thereof, as required, to conform to this flexible approach.

This flexible commercial access approach has been discussed with the relevant staff of the City and the Region. Regional staff comments on a preliminary draft of the proposed revised policies are attached as Appendix B. Wording adjustments have already been incorporated to address their concerns and to ensure that this report and the attached (Appendix A) Official Plan Amendment will receive their support.

4.0 CONCLUSION

The excessive rigidity of the Sandringham-Wellington Secondary Plan commercial access policies (i.e. Policies 6.2.1 and 6.2.6 to 6.2.13 of Chapter 28 of Part IV of the Official Plan) has become apparent while reviewing recent development applications. In that context, key staff of the City and the Region have discussed the matter and reached an agreement that these policies be amended to introduce considerably more flexibility by referencing preferred commercial access arrangements while providing that secondary accesses and alternative arrangements may be permitted subject to specific assessments of safety and operational considerations. The specific text of a proposed Official Plan amendment is attached as Appendix A.

RECOMMENDATION

Accordingly, it is recommended that Planning Committee recommend to Council:


1. That the staff report dated September 14, 1994 and entitled "Proposed Amendment to Sandringham-Wellington Secondary Plan to Increase the Flexibility of Commercial Access Policies", File: P25S-28, and attachments thereto be received;
2. That the proposed Official Plan Amendment to the Sandringham-Wellington Secondary Plan which is attached to this September 14, 1994 staff report as Appendix A be approved-in-principle subject to the results of a Public meeting; and
3. That a Public Meeting to present these proposed documents for consideration and input be held in accordance with standard City Council procedures.

Respectfully submitted,



Bill Winterhalt, M.C.I.P.
Director of Planning
Policy and Research

Agreed:



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

cu/WHW/CA.rep

Attachment

Appendix A

AMENDMENT NUMBER _____
to the 1984 Official Plan of the
City of Brampton Planning Area

To adopt Amendment Number _____
to the 1984 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 _____ to the 1984 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 _____ to the 1984 Official Plan of the City of Brampton
Planning Area

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN
COUNCIL, this _____ day of _____, 1994.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

AMENDMENT NUMBER _____
TO THE 1984 OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to substitute more flexible commercial access policy wording for the excessively rigid wording that currently exists in Section 6.2 of Chapter 28 of Part IV (the Sandringham-Wellington Secondary Plan).

2.0 Location:

The lands subject to this amendment involve all of the lands contained in the Sandringham-Wellington Secondary Plan which encompass a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east and comprise all of Lots 11 to 15 of Concession 3, 4, 5 and 6, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto

The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by deleting policy 6.2.6 of Chapter 28 of Part IV thereof and substituting the following:

"Primary accesses to commercial designations shall be provided from an abutting collector road in a safe and convenient manner. Accordingly, sites for small to medium size commercial designations shall be arranged to provide sufficient frontage width along abutting collector roads to facilitate this desired access arrangement. When such a collector road access can not be provided, primary access may be provided, if it can be done in a safe and operationally satisfactory manner, from the most suitable

abutting Minor Arterial Road. Where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority, the primary access or accesses may be supported by a secondary right-in/right-out access or accesses from a Major or Minor Arterial Road, or, in appropriate circumstances, by a full access or accesses from a Minor Arterial Road”;

- (2) by deleting Policy 6.2.9 of Chapter 28 of Part IV thereof and renumbering Policies 6.2.10 to 6.2.13 as Policies 6.2.9 to 6.2.12;
- (3) by revising Policy 6.2.10 (formerly 6.2.11) of Chapter 28 of Part IV thereof to reference Policy 6.2.12 rather than 6.2.13; and
- (4) by deleting Policy 6.2.10 (formerly 6.2.13) of Chapter 28 of Part IV thereof and substituting the following:

“Driveway connections between service stations or gas bar sites and abutting commercial uses or sites will generally not be permitted in circumstances where the accesses to such service stations or gas bars would thereby attract through movements to or from those abutting commercial sites.”

BACKGROUND MATERIAL TO
AMENDMENT NUMBER _____

Attached are copies of planning reports dated-----, and a copy of a report dated -----forwarding the notes of a Public Meeting held on -----, after notification in the local newspaper and the mailing of notices to assessed owners of properties within 120 metres of the subject lands, and a copy of all written submissions received.

The following written submissions were also received with respect to this amendment:



Regional
Municipality
of Peel

September 14, 1994

Mr. B. Winterhalt
Director of Planning Policy and Research
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

City of Brampton	
PLANNING AND DEVELOPMENT DEPARTMENT	
DATE: SEP 14 1994	Rec'd
File No.	OPA-149

Re: Commercial Access Policy Review -
Springdale Secondary Plan OPA 149

Dear Sir:

In response to your request for review of the above matter, attached is a copy of comments dated September 14, 1994 as received from our Public Works Traffic Division. In summary, the Region concurs with the need to clarify policy, however certain matters as per the attached comments must be considered.

We trust that this information is satisfactory.

Yours truly,

A handwritten signature in black ink, appearing to read 'Vince Zammit', written over a horizontal line.

Vince Zammit
Senior Planner
Development Review

VZ/kk

att.



Memorandum

TO Vince Zammit

DATE September 14, 1994

FILE OMR 23.2

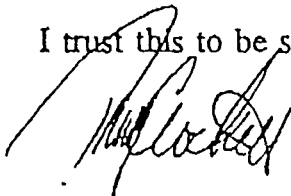
FROM P. M. Crockett

SUBJECT Amendment to Sandringham-
Wellington Secondary Plan
(OPA 149)

This is in response to a proposal from Mr. Winterhalt of the City of Brampton concerning an amendment to increase commercial access flexibility for the above noted. We have reviewed the proposed amendment and offer the comments.

There should be no reference to "full access" from abutting arterial roads (Dixie Road, Bovaird Drive and Airport Road.) The Region will consider right in/out access only in accordance with the Region's Controlled Access By-law Number 56-93.

I trust this to be satisfactory



Peter M. Crockett, P. Eng.
Manager, Traffic
Operations Division

JLC/vr


INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 14, 1994

TO: The Chairman and Members of Planning Committee
FROM: The Planning and Building Department
RE: Proposed Amendment to Sandringham-Wellington Secondary Plan to Increase the Flexibility of Commercial Access Policies: Our File: P25S-28

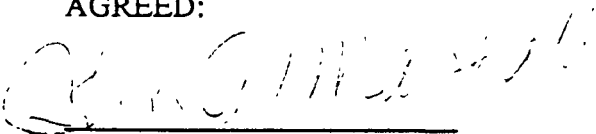
The notes of the public meeting held Wednesday, October 5, 1994 respecting the above subject are attached for the consideration of Planning Committee and Council. There were no members of the public in attendance, and no telephone inquiries or written comments were received.

Accordingly, it is recommended that Planning Committee recommend to City Council that:

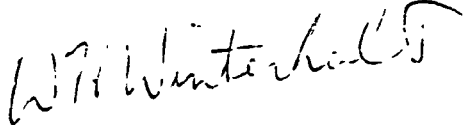
- A: The notes of the October 5, 1994 public meeting respecting the "Proposed Amendment to Sandringham-Wellington Secondary Plan to Increase the Flexibility of Commercial Access Policies" (File: P25S-28) be received; and
- B: The attached amendments to the 1984 Official Plan of the City of Brampton Planning Area including the Sandringham-Wellington Secondary Plan, and to the 1993 Official Plan of the City of Brampton Planning Area be adopted by By-law.

Respectfully submitted,

AGREED:



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



Bill Winterhalt, M.C.I.P.
Director of Planning Policy
and Research

jm/WHW/Comaccpolic.wp

attachments

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, October 5, 1994, in the Council Chambers, 4th Floor, 2 Wellington Street West, Brampton, Ontario, commencing at 7:38 p.m., with respect to PROPOSED AMENDMENTS TO SANDRINGHAM-WELLINGTON SECONDARY PLAN TO INCREASE THE FLEXIBILITY OF COMMERCIAL ACCESS POLICIES (File: P25S-28).

*Members Present: City Councillor D. McMullen - Chairman
City Councillor G. Gibson
City Councillor B. Hunter
City Councillor J. Sprovieri
Regional Councillor L. Bissell
Regional Councillor Paul Palleschi*

*Staff Present: J. Corbett, Director, Development Services
D. Ross, Manager, Development Services,
N. Grady, Planner, Development Services
A. Rezoski, Planner, Development Services
K. Ash, Planner, Development Services

B. Winterhalt, Director, Policy and Research
C. Brawley, Manager, Policy and Research
D. Saltel, Planner, Policy and Research*

The Chairman inquired if notification of the public meeting was placed in the local newspaper.

Mr. Corbett replied in the affirmative.

There were no interested members of the public in attendance and the meeting was adjourned at 7:39 p.m.

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



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

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City of Brampton Planning Area

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2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number _____ to the 1984 Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this _____ day of _____, 1994.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

AMENDMENT NUMBER _____
TO THE 1984 OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to substitute more flexible commercial access policy wording for the excessively rigid wording that currently exists in Section 6.2 of Chapter 28 of Part IV (the Sandringham-Wellington Secondary Plan).

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east and comprises all of Lots 11 to 15 of Concession 3, 4, 5 and 6, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto

The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by deleting policy 6.2.6 of Chapter 28 of Part IV thereof and substituting the following:

*Primary accesses to commercial designations shall be provided from an abutting collector road in a safe and convenient manner. Accordingly, sites for small to medium size commercial designations shall be arranged to provide sufficient frontage width along abutting collector roads to facilitate this desired access arrangement. When such a collector road access can not be provided, primary access may be provided, if it can be done in a safe and operationally satisfactory manner, from the most suitable

abutting Minor Arterial Road. Where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority, the primary access or accesses may be supported by a secondary right-in/right-out access or accesses from a Major or Minor Arterial Road, or, in appropriate circumstances, by a full access or accesses from a Minor Arterial Road";

- (2) by deleting Policy 6.2.9 of Chapter 28 of Part IV thereof and renumbering Policies 6.2.10 to 6.2.13 as Policies 6.2.9 to 6.2.12;
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- (4) by deleting Policy 6.2.10 (formerly 6.2.13) of Chapter 28 of Part IV thereof and substituting the following:

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BACKGROUND MATERIAL TO
AMENDMENT NUMBER _____

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

AMENDMENT NUMBER OP93-_____
to the Official Plan of the
City of Brampton Planning Area



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number _____

To adopt Amendment Number OP93-_____
to the Official Plan of the
City of Brampton Planning Area

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1. Amendment Number OP93-_____ 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 OP93-_____ to the Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME, and PASSED, in OPEN COUNCIL, this _____ day of _____, 1994.

PETER ROBERTSON - MAYOR

LEONARD J. MIKULICH - CITY CLERK

AMENDMENT NUMBER OP93-_____
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to add to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, Amendment Number _____ to the document known as the 1984 Official Plan.

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east and comprises all of Lots 11 to 15 of Concession 3, 4, 5 and 6, E.H.S., in the geographic Township of Chinguacousy, now in the City of Brampton.

3.0 Amendment and Policies Relative Thereto

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

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, set out in Part II: Secondary Plans thereof, Amendment Number _____ to the document known as the 1984 Official Plan.

**BACKGROUND MATERIAL TO
AMENDMENT NUMBER OP93-_____**

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

Note: The above noted reports are attached to Official Plan Amendment Number _____ to the document known as the 1984 Official Plan.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

October 20, 1994

TO: The Mayor and Members of City Council

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

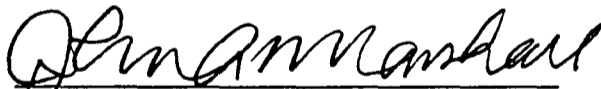
RE: Proposed Amendment to Sandringham-Wellington Secondary
Plan to Increase the Flexibility of
Commercial Access Policies
Our File: P25S-28

Draft Official Plan Amendment documents to implement the subject increase in Commercial Access Flexibility were considered and recommended for adoption by Planning Committee at its meeting of October 17, 1994.

In the interim, minor wording adjustments have been incorporated in the documents based on suggestions received pursuant to completion of the standard staff level circulation. Accordingly, attached for Council consideration and adoption are the final Official Plan Amendment and Zoning By-law Amendment documents pertaining to the above subject.

IT IS RECOMMENDED

1. that City Council authorize the enactment of the attached by-laws to adopt the Official Plan Amendments.



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

jm/WHW/flexcap.wp

attachments

c.c. L.J. Mikulich



Post-it Fax Note	7671	Date	SEP 14 1994	# of pages	2
To	BILL WINTERHALT		From	VINCE ZAMMIT	
Co./Dept.			Co.		
Phone #			Phone #		
Fax #			Fax #		

September 14, 1994

Mr. B. Winterhalt
Director of Planning Policy and Research
City of Brampton
2 Wellington Street West
Brampton, Ontario
L6Y 4R2

City of Brampton	
PLANNING AND DEVELOPMENT DEPARTMENT	
DATE	SEP 14 1994 Rec'd
File No.	OPA-149

-P255-28

Re: Commercial Access Policy Review -
Springdale Secondary Plan OPA 149

Dear Sir:

In response to your request for review of the above matter, attached is a copy of comments dated September 14, 1994 as received from our Public Works Traffic Division. In summary, the Region concurs with the need to clarify policy, however certain matters as per the attached comments must be considered.

We trust that this information is satisfactory.

Yours truly,

Vince Zammit
Senior Planner
Development Review

VZ/kk

att.



Regional
Municipality
of Peel

Memorandum

To Vince Zammit

DATE September 14, 1994

FILE OMR 2.3.2

FROM P. M. Crockett

SUBJECT Amendment to Sandringham-
Wellington Secondary Plan
(OPA 149)

This is in response to a proposal from Mr. Winterhalt of the City of Brampton concerning an amendment to increase commercial access flexibility for the above noted. We have reviewed the proposed amendment and offer the comments.

There should be no reference to "full access" from abutting arterial roads (Dixie Road, Bovaird Drive and Airport Road.) The Region will consider right in/out access only in accordance with the Region's Controlled Access By-law Number 56-93.

I trust this to be satisfactory

Peter M. Crockett, P. Eng.
Manager, Traffic
Operations Division

JLC/vr

AMENDMENT NUMBER 253
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER 253
TO THE 1984 OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to substitute a more flexible policy respecting vehicular access to commercially designated properties, where consistent with safety considerations, in lieu of the excessively rigid policy that currently exists in Section 6.2 of Chapter 28 of Part IV (the Sandringham-Wellington Secondary Plan).

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east.

3.0 Amendment and Policies Relative Thereto

The document known as the 1984 Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by deleting policy 6.2.6 of Chapter 28 of Part IV thereof and substituting the following:

"Primary accesses to commercial designations shall be provided from an abutting collector road in a safe and convenient manner. Accordingly, sites for small to medium size commercial designations shall be arranged to provide sufficient frontage width along abutting collector roads to facilitate this desired access arrangement. When such a collector road access can not be provided, primary access may be provided, if it can be done in a safe and operationally satisfactory manner, from the most suitable

abutting Minor Arterial Road. Where deemed to be acceptable from a safety and operational perspective by the City or the relevant road authority, the primary access or accesses may be supported by a secondary right-in/right-out access or accesses from a Major or Minor Arterial Road, or, in appropriate circumstances, by a full access or accesses from a Minor Arterial Road";

- (2) by deleting Policy 6.2.9 of Chapter 28 of Part IV thereof and renumbering Policies 6.2.10 to 6.2.13 as Policies 6.2.9 to 6.2.12;
- (3) by revising Policy 6.2.10 (formerly 6.2.11) of Chapter 28 of Part IV thereof to reference Policy 6.2.12 rather than 6.2.13; and
- (4) by deleting Policy 6.2.10 (formerly 6.2.13) of Chapter 28 of Part IV thereof and substituting the following:

"Driveway connections between service stations or gas bar sites and abutting commercial uses or sites will generally not be permitted in circumstances where the accesses to such service stations or gas bars would thereby attract through movements to or from those abutting commercial sites."

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 253

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

AMENDMENT NUMBER OP93- 22
to the Official Plan of the
City of Brampton Planning Area

AMENDMENT NUMBER OP93- 22
TO THE OFFICIAL PLAN OF THE
CITY OF BRAMPTON PLANNING AREA

1.0 Purpose:

The purpose of this amendment is to add to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, Amendment Number 253 to the document known as the 1984 Official Plan.

2.0 Location:

The lands subject to this amendment include various portions of the the Sandringham-Wellington Secondary Plan Area which encompasses a total area of approximately 1,630 hectares (4,030 acres) bounded by Bovaird Drive on the south, Heart Lake Road on the west, Countryside Drive on the north and Airport Road on the east.

3.0 Amendment and Policies Relative Thereto

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

- (1) by adding to the list of amendments pertaining to Secondary Plan Area 28: Sandringham-Wellington, set out in Part II: Secondary Plans thereof, Amendment Number 253 to the document known as the 1984 Official Plan.

BACKGROUND MATERIAL TO
AMENDMENT NUMBER OP93- 22

Attached are copies of a planning report dated September 14, 1994, and of a report dated October 14, 1994 forwarding the notes of a Public Meeting held on October 5, 1994, after notification in the local newspaper. No written submissions were received.

Note: The above noted reports are attached to Official Plan Amendment Number 253 to the document known as the 1984 Official Plan.