



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW


Number 234-83

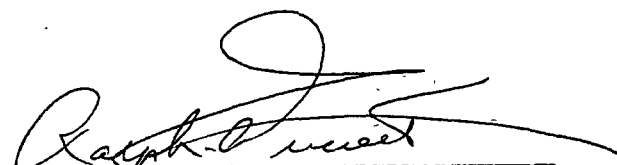
To adopt Amendment Number 102
to the Consolidated Official
Plan of the City of Brampton
Planning Area. (Queensgate and Longmoor)

The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 102 to the Consolidated 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 and Housing for approval of Amendment Number 102 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this
15th day of August, 1983.


KENNETH G. WHILLANS MAYOR


RALPH A. EVERETT CLERK

ORIGINAL

21 · 0 P 000 6-102

Amendment Number 102
to the Consolidated Official Plan
for the City of Brampton
Planning Area



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW


Number 234-83

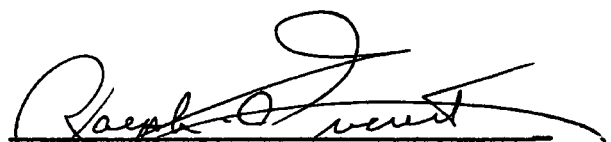
To adopt Amendment Number 102
to the Consolidated Official
Plan of the City of Brampton
Planning Area. (Queensgate and Longmoor)

The Council of The Corporation of the City of Brampton, in accordance
with the provisions of The Regional Municipality of Peel Act, 1973
and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 102 to the Consolidated 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 and
Housing for approval of Amendment Number 102 to the
Consolidated Official Plan of the City of Brampton
Planning Area.

READ a FIRST, SECOND and THIRD TIME and PASSED in Open Council this
15th day of August, 1983.


KENNETH G. WHILLANS MAYOR


RALPH A. EVERETT CLERK

Amendment 102
to the
Official Plan for the
City of Brampton

This Amendment No. 102 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 21 of the Planning Act as follows:

1. Section 7.1.2 page 7 is hereby modified by deleting the third sentence in its entirety and replacing it with the following sentences:

"The minimum right-of-way requirement for Kennedy Road within New Development Area 14 shall be 30 metres. The minimum right-of-way requirement for Rutherford Road within New Development Area 14 shall be 26 metres."

As thus modified, this amendment is hereby approved pursuant to Section 21 of the Planning Act, as Amendment 102 to the Consolidated Official Plan for the City of Brampton Planning Area.

Date Oct 6 / 83


D. P. McHUGH
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs and Housing

1. Purpose

The purpose of this amendment is to incorporate the lands shown on the attached Schedule A into the City of Brampton urban area and to establish policy guidelines for the industrial, commercial and institutional development of the said lands.

2. Location:

The lands subject to this amendment comprise a total of approximately 97.8 hectares, and are bounded by Steeles Avenue to the north, Kennedy Road to the west, the Etobicoke Creek Valley to the south and the future Highway 410 to the east, comprising part of Lot 15, Concession 1, E.H.S. and part of Lots 14 and 15 in Concession 2, E.H.S. in the City of Brampton and shown as "New Development Area 14" on Schedule A attached hereto.

3. Details of the Amendment and Policies Relative Thereto:

The Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:

- (1) by designating, on Plate Number 1, the lands shown as "New Development Area 14" on Schedule A to this amendment with the reference "Chapter A24."
- (2) by changing, on Plate Number 2, the land use designation of the lands subject to this amendment, as shown on Schedule A, to this amendment, to the land use designations shown on Schedule A.
- (3) by outlining, on Plate Number 2, the lands shown as New Development Area 14 on Schedule A to this amendment, and adding thereto the label, "See Plate Number 67."
- (4) by adding thereto, as Plate Number 67, Schedule A to this amendment.
- (5) by adding the following text to Part C, Section A, of the Consolidated Official Plan, as Chapter A24:

"Chapter A24

1.0 Purpose

The purpose of this chapter is to incorporate the lands shown on the attached Plate Number 67 into the City of Brampton urban area and to establish policy guidelines for the industrial, commercial and institutional development of the said lands.

2.0 Location

The lands subject to this chapter comprise a total of approximately 97.8 hectares and are bounded by Steeles Avenue to the north, Kennedy Road to

the west, the Etobicoke Creek Valley to the south and the future Highway 410 to the east, comprising part of Lot 15, Concession 1, E.H.S. and part of Lots 14 and 15 in Concession 2, E.H.S. in the City of Brampton and shown as "New Development Area 14" on Plate Number 67.

DEVELOPMENT PRINCIPLES

3.0 GENERAL PROVISIONS

3.1 Energy Conservation:

3.1.1 The City shall require that any buildings or structures in the mixed commercial-light industrial areas, general industrial areas, light industrial areas and institutional areas be, to the greatest extent practicable, sited and designed with respect to sun orientation and wind direction to minimize heat loss from wind and to maximize the heating effect of the sun.

3.1.2 The City shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings by protecting from north, east and westerly winds and by providing shading from and exposure to the sun during the summer and winter respectively.

3.1.3 The City shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all future buildings in the amendment area in order that the use of the sun as a renewable energy resource may be maximized.

4.0 INSTITUTIONAL POLICIES

4.1 Definition

The Institutional designation on Plate Number 67 includes lands which are predominantly used for educational purposes, which, because of their size, occupy a significant area of land and may generate large amounts of vehicular and pedestrian traffic. This designation will also permit uses accessory to an educational use including a residential unit for a caretaker or custodian employed on the premises.

5.0 PARKWAY BELT WEST POLICIES

5.1 The development of those lands designated Parkway Belt West on Plate Number 67 shall be governed by the provisions of The Parkway Belt West Plan, July, 1978, and in case of any discrepancy between The Parkway Belt West Plan and the remainder of the Consolidated Official Plan, the provisions of the Parkway Belt West Plan shall prevail.

5.2 In addition to the policies outlined under section 5.1, the following shall apply to the lands designated Parkway Belt West on Plate Number 67:

5.2.1 No open storage may be established and no building or structure may be erected, altered or used on lands which are closer than 30.5 metres to the top-of-bank of the Etobicoke Creek Valley.

5.2.2 Lands within 15 metres north of the top-of-bank of the Etobicoke Valley between Kennedy Road and Highway Number 410 shall be used only for landscaped open space and link for pedestrians and cyclists.

5.2.3 The northerly top-of-bank of the Etobicoke Creek Valley between Kennedy Road and Highway 410 shall be established in consultation with the Metropolitan Toronto and Region Conservation Authority.

6.0 INDUSTRIAL POLICIES

6.1 Light Industrial:

6.1.1 Definition

The Light Industrial land use designation on Plate Number 67 includes lands predominantly used for the light manufacturing, assembling, warehousing and storage of goods and products, and repair and servicing operations.

Non-industrial uses may be permitted in a designated Light Industrial area provided they do not interfere with or are detrimental to the development of the area for primarily light industrial uses. Such non-industrial uses may include public and commercial recreation facilities, community services, and retail and office uses ancilliary to a light industrial use.

6.1.2 The following criteria shall apply to Light Industrial development:

- (i) shall be limited to industrial operations within wholly enclosed buildings,
- (ii) may be developed in conjunction with office and retail uses permitted under section 6.1.1,
- (iii) shall maintain a high standard of building design, signs, yard and landscaping, and, in accordance with section 40 of the Planning Act, the City shall endeavour to ensure that due regard is being given to such elements as:
 - (a) the siting and conceptual design of buildings,

- (b) vehicular access points, parking layout, internal circulation system, location of loading docks and ventilation fans,
- (c) location, lighting and screening of parking areas,
- (d) landscaping and fencing,
- (e) location of garbage disposal facilities and areas for snow storage.

- (iv) shall not be likely to generate air pollution, odour or excessive noise and vibration,
- (v) no outside storage of goods or materials shall be permitted,
- (vi) proponents of industrial development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

6.1.3 Light Industrial uses shall be buffered from institutional areas, the Parkway Belt West, and public highways by such means as berms and/or increased yard widths and depths. Fencing or screening will be required where deemed appropriate.

6.1.4 Building height restrictions and setback restrictions shall be imposed for lands abutting the Parkway Belt West so as to preserve the visual amenity of the open space area.

6.1.5 The vehicular access to lands designated Light Industrial as shown on Plate Number 67 shall be restricted to internal roads only with no direct access permitted from Steeles Avenue East, Kennedy Road South and Highway Number 410.

6.2 Mixed Commercial-Light Industrial:

6.2.1 Definition

The Mixed Commercial-Light Industrial land use designation on Plate Number 67 shall include lands which are intended to accommodate light industrial uses including light manufacturing, assembling, warehousing and storage of goods and products, and repair and servicing operations.

The commercial uses permitted in the Mixed Commercial-Light Industrial land use designation include retail warehouses for home furnishings and home improvement products; building supply stores; automobile parts and accessory outlets; service shops; restaurants; hotels; motels; financial institutions; commercial offices but excluding the offices of medical, dental or similar practitioners; public and commercial recreation facilities; community services; and retail and office uses ancillary to a light industrial use.

6.2.2 The type of commercial uses permitted will be restricted to those that are included in the Mixed Commercial-Light Industrial

definition under section 6.2.1. The gross floor area, height and maximum coverage will be regulated by way of zoning by-law amendment. Notwithstanding the generality of the above, the erection of retail and commercial establishments shall not be located in the form of a shopping centre planned and developed as a unit.

6.2.3 The vehicular access to lands designated Mixed Commercial-Light Industrial as shown on Plate Number 67 shall be restricted to internal roads only, with no direct access permitted from Steeles Avenue East, Kennedy Road South and Highway 410.

6.2.4 The architectural treatment of development abutting Steeles Avenue East shall be such as to be complimentary to the adjacent or nearby industrial and institutional development.

6.2.5 No outside operations or storage of goods and materials shall be permitted on lands designated Mixed Commercial-Light Industrial.

6.2.6 The criteria outlined under section 6.1.2(iii) above shall apply to Mixed Commercial-Light Industrial development.

6.2.7 Proponents of Mixed Commercial-Light Industrial development shall be required to submit a landscaping plan which must be approved by the City prior to the issuance of building permits.

6.2.8 Mixed Commercial-Light Industrial uses shall be buffered from institutional areas by means of berms or increased yard widths and depths. Fencing and screening will be required where deemed appropriate.

6.3 General Industrial:

6.3.1 Definition

The General Industrial land use designation on Plate Number 67 shall include lands which are predominantly used for manufacturing, cleaning, packaging, processing or assembly of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods and transportation terminals.

Non-industrial uses may be permitted in a designated General Industrial area provided they do not interfere with or are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include retail, office or other ancillary uses either within industrial buildings or in separate buildings within a complex of associated industrial buildings provided that they are clearly accessory to the primary industrial use.

6.3.2 Outside storage areas may be permitted subject to detailed design considerations.

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

- (i) provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors.
- (ii) provision of adequate yard requirements to ensure the general amenity of the area.
- (iii) provision of detailed servicing and landscaping plans prior to the undertaking of development.

7.0 TRANSPORTATION POLICIES

7.1 Roads:

7.1.1 Road facilities in the New Development Area 14 are intended to function in accordance with the following guidelines and classifications:

- (a) Provincial Freeways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated. Direct access from the freeway to the abutting properties will not be permitted.
- (b) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generations as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.
- (c) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas.

- (d) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.

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

- 7.1.2 The right-of-way requirement for Highway No. 410 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for Steeles Avenue within the New Development Area 14 shall be 36 metres. ~~The minimum right-of-way requirement for Kennedy Road South and Rutherford Road within New Development Area 14 shall be 30 metres.~~

Right-of-way width requirements for the minor road network will typically be 23 metres. Only the minor collectors in the minor road network are shown on Plate Number 67. Local roads will be subject to approval as part of the subdivision approval process.

- 7.1.3 The required right-of-way widths specified in policy 7.1.2 above denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. There may also be additional requirements for rights-of-ways to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

- 7.1.4 To ensure the long term utility of arterial roads such as Steeles Avenue, Kennedy Road South and Rutherford Road, it will be the policy of the City to prohibit individual or direct access to Steeles Avenue and to Kennedy Road and, furthermore, it will be the policy of the City to discourage wherever practical and feasible direct or individual access to Rutherford Road. To this end, one foot reserves and special zoning restrictions will be employed to minimize access onto arterial roads.

- 7.1.5 Appropriate road widenings as required by the appropriate authority at the time of the development, will serve as a prerequisite to development within the New Development Area 14.

- 7.1.6 Vehicular access to Steeles Avenue within the New Development Area 14 will be restricted to interior roads intersecting with Steeles Avenue.

- 7.1.7 Lands adjacent to the Highway Number 410 right-of-way which require a noise analysis according to distance criteria in Appendix A, shall only be considered for development upon consultation with the Ministry of Transportation and Communications regarding preliminary designs for the highway and indicating the number, location, configuration and elevations of all paved lanes within the designated right-of-way.
- 7.1.8 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincidental when the location of a major feature is adjusted slightly.
- 7.1.9 Minor adjustments to the alignment of the roads shown on Plate No. 67 will be permitted without an amendment to this chapter.
- 7.1.10 The design of facilities within road right-of-ways shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.
- 7.1.11 The minor collector road access into New Development Area 14 from Steeles Avenue between Kennedy Road and Rutherford Road as shown on Plate Number 67, shall be restricted to right-turns in and right-turns out only.
- 7.2 Public Transit
 - 7.2.1 The City will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.
 - 7.2.2 Increased right-of-way widths of roads may be required to facilitate future requirements for bus bays and bus lanes.
 - 7.2.3 A transit system in the New Development Area 14 will primarily use the arterial and collector road system.
 - 7.2.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.
- 7.3 Transportation Facility Impacts
 - 7.3.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to ensure the amenity of the streetscape.

8.0 MAJOR PUBLIC UTILITIES POLICIES

8.1 Storm Water Management

8.1.1 Introduction:

Urban development in watersheds generally results in substantial increases in run-off rates and siltation loads in receiving watercourses due to the increase in paved surfaces, the widespread use of storm sewers, and the disturbing effects of construction activity. Secondary effects are erosion along the edges of watercourses, increased downstream flooding, increased stream siltation and deleterious effects on the aquatic environment, increased stream management costs, and impairment of natural beauty.

8.1.2 In conjunction with the City's responsibility for the installation and maintenance of storm sewers, the City shall ensure that storm sewer systems be economically designed to operate on a gravity system and to utilize natural watercourses where available.

8.1.3 The City shall encourage measures such as water retention and siltation ponds. These and other related measures would enable the City to control surface water run-off and to maintain the receiving watercourses in a more healthy, natural condition.

8.1.4 The City shall ensure all construction sites introduce, directly or indirectly, a minimum of silt and debris to natural watercourses through such means as siltation traps and the application of fast growing grass or related seed to earth mounds or bare-earth areas.

8.1.5 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.

8.1.6 A comprehensive storm water management study will be undertaken for the New Development Area 14 and will be subject to the approval of the Ministry of Natural Resources and the responsible conservation authority prior to the final approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the subject lands.

8.2 Sanitary Sewerage

8.2.1 Sanitary sewer services are the responsibility of the Region of Peel. Therefore, the City requests the Region to adopt the following design and development objectives:

- (i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.
- (ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

8.3 Cabled Services

- 8.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.
- 8.3.2 The City shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

9.0 IMPLEMENTATION POLICIES

9.1 Interpretation:

- 9.1.1 In order to provide for flexibility in the interpretation of the text and maps of this chapter, it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this chapter, provided that they do not affect the intent of this chapter.
- 9.1.2 Although Plate Number 67 together with the text of this chapter establishes boundaries of land use designations, and road alignments, these elements may vary slightly provided that the intent of this chapter and the Official Plan is clearly respected.

9.2 Restricted Area By-law

- 9.2.1 Restricted area by-laws pursuant to section 39 of the Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this chapter.
- 9.2.2 Although it is intended that all lands in the amendment area will eventually be rezoned by restricted area by-law amendment to conform with the land use designations herein, the City may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

- 9.2.3 Detailed restricted area by-laws incorporating specific plans and conditions agreed to by the City and a developer of non-residential uses may be adopted in conjunction with rezoning as an adjunct to subdivision agreements or site plan agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this chapter.

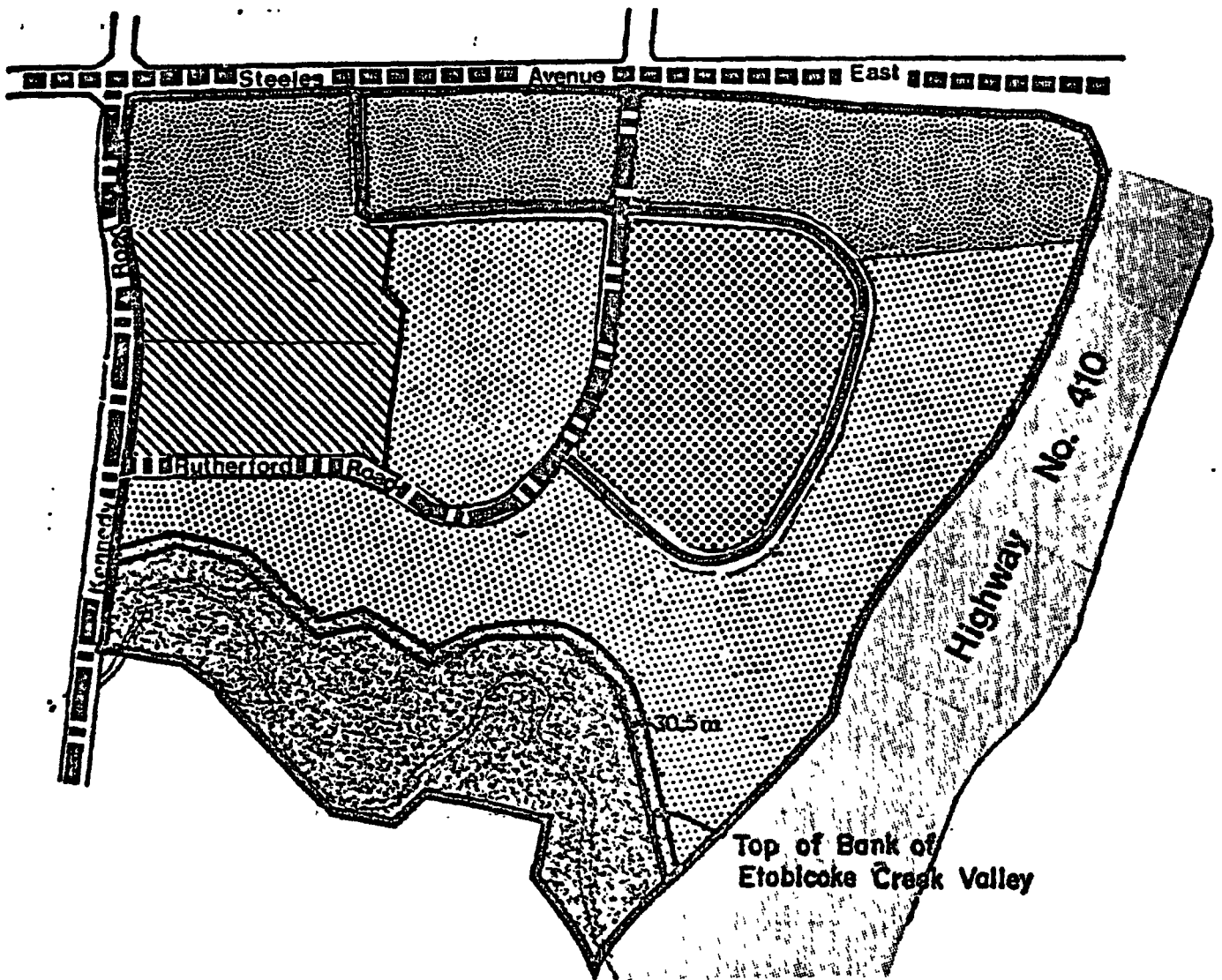
9.3 Subdivision Control:

- 9.3.1 The subdivision plan approval process and subdivision agreements pursuant to section 36 of the Planning Act will be used by the City to ensure that the policies and land uses of this chapter are complied with and that a high standard of layout and design is maintained in New Development Area 14.
- 9.3.2 The City will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.
- 9.3.3 The storm water management studies referred to in policy 8.1.6 shall be completed to the satisfaction of the City prior to the final approval of any plans of subdivision in the New Development Area 14.

9.4 Site Plan Control:

The City may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of site plan agreements pursuant to section 40 of the Planning Act."

New Development Area 14



— New Development Area 14 Boundary

INDUSTRIAL

- GENERAL INDUSTRIAL
- LIGHT INDUSTRIAL
- MIXED COMMERCIAL - LIGHT INDUSTRIAL

PARKWAY BELT WEST

INSTITUTIONAL

ROADS

- PROVINCIAL FREEWAY
- MAJOR ARTERIAL
- MINOR ARTERIAL
- MINOR COLLECTOR

PLATE No. 67

OFFICIAL PLAN AMENDMENT No. 102
Schedule A



1:9100

CITY OF BRAMPTON
Planning and Development

Date: 83 04 20
File no. T2E14.2

Drawn by: RB
Map no. 77-50

APPENDIX A

I HIGHWAY AND RAILWAY NOISE
INDOOR SOUND LEVEL LIMITS

The following are the indoor sound level limits for planning land use:

Type of Space	Equivalent Sound Level Limit L_{eq} (dBA)
Bedrooms, sleeping quarters, hospitals, etc. (Time period: 23:00 - 07:00 hours)	40
Living rooms, hotels, motels, etc. (Time period: 07:00 - 23:00 hours)	45
Individual or semi-private offices, small conference rooms, reading rooms, classrooms, etc. (Time period: 07:00 - 23:00 hours)	45
General offices, reception areas, retail shops, and stores, etc. (Time period: 07:00 - 23:00 hours)	50

II HIGHWAY AND RAILWAY NOISE SOUND LEVEL LIMITS FOR OUTDOOR RECREATIONAL AREAS

The following are recommended sound level limits for outdoor recreational areas, including residential outdoor privacy areas, to be used for planning land use:

Period of Day	dBA Limits		
	Traffic Noise		Rail Noise
	L _{eq}	L ₅₀	L _{eq}
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 07:00 hours	50*	47	50*

L_{eq} - "equivalent sound level" - the value of the constant sound level which would result in exposure to the same A-weighted energy as would the specified time-varying sound, if the constant sound level persisted over an equal time interval.

L₅₀ - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

dBA - sound pressure level measured in decibels using the A scale, which is intended to approximate the relative sensitivity of the normal human ear to different frequencies of sound.

* Where a developer has demonstrated that he has done everything economically, technically and administratively feasible to reduce noise levels and the resultant noise level is above 55 dBA and below 60 dBA, the Ministry and the City will consider approval provided purchasers are advised that there may be a potential noise problem. This provision also applies to situations where a slight noise level excess of 1-5 dBA exists and it is not practical to implement noise measures to deal with this slight excess.

III AREAS REQUIRING NOISE ANALYSIS

Areas that may require noise analysis are considered to be those lying within the following distances of the various roadway types projected to have the following characteristics:

Road Classification	Operating Speed	Projected Number of Lanes	Projected Traffic-Volumes AADT	Assumed Percent Trucks	Area Requiring Analysis* Distances from Edge of Pavement (Deop) (metres)
Freeway	60	10	180,000	15%	1,060
		8	145,000	15%	900
		6	110,000	15%	740
		4	73,000	15%	540
Provincial Highway	50	6	78,000	15%	380
		4	35,000	15%	220
		2	17,000	15%	120
Arterial (Major & Minor)	35	6	60,000	15%	200
		4	27,000	15%	110
		2	13,000	10%	60
Collector & Minor	30	4	20,000	10%	70
		2	10,000	10%	40
Collector					

* Calculations are based on the following MTC formula

$$Deop = \text{Antilog} (3.56 + 0.73 \log (V_c + 6V_t) + 0.015 S - 0.072 Leq)$$

Areas that may require noise analysis are defined by the distances from the edge of pavement which would be subject to Leq traffic noise levels exceeding 55 dBA for the 07:00 to 23:00 hour time period assuming no intervening development or noise attenuating features.

IV SOUND LEVEL LIMITS FOR STATIONARY SOURCES OF SOUND*

(extracted from Ministry of the Environment Publication NPC-133)(1) Urban Area

For a source in a developed area, where the existing sound environment is determined largely by the activities of man, the sound level due to the source should be shown to not exceed the existing sound level resulting from industrial activity and road traffic at a point of reception in a residential or recreational area. In particular:

- (a) for impulsive sound from the source, with the exception of Quasi-Steady Impulsive Sound, the predicted Logarithmic Mean Impulsive Sound level (L_{1m}), of sound from the source at a point of reception, should not, in any hour of the day, exceed the larger of 50 dBAI or the combined one hour equivalent sound level (L_{eq}) of existing industry and existing road traffic, measured together as if they constituted a stationary source;
- (b) for all other types of sound from the source including Quasi-Steady Impulsive Sounds, the predicted one hour equivalent sound level (L_{eq}) of sound from the source at a point of reception, should not, in any hour of the day, exceed the one hour equivalent sound level (L_{eq}) of existing industry and existing road traffic measured together as if they constituted a stationary source.

(2) Rural Areas

For a source in a rural area where the existing sound environment is determined largely by natural sounds, and where road traffic, if any, is not frequent, the sound level due to the source should be shown not to exceed the existing background sound level at any point of reception within 30 metres of a dwelling or a camping area. The following specific sound level limits apply:

- (a) for impulsive sound from the source, with the exception of Quasi-Steady Impulsive Sound, the predicted Logarithmic Mean Impulse Sound Level (L_{1m}) should not, in any hour of the day, exceed the higher of:
 - (i) the one hour ninetieth percentile sound level (L_{90}) of natural sound plus 15 dB, or
 - (ii) 50 dBAI.

- (b) for all other types of sound from the source, including Quasi-Steady Impulsive Sounds, the predicted one hour equivalent sound level (L_{eq}) of natural sounds by more than 10 dB. The predicted one hour ninetieth percentile sound level (L_{90}) of sound from the source should also not, in any hour of the day, exceed the existing one hour ninetieth percentile sound level (L_{90}) of natural sounds by more than 5 dB.

* Technical Definitions and information on Instrumentation, Procedures and Sound Level Adjustments can be found in Ministry of the Environment Publications NPC-101, NPC-102, NPC-103 and NPC-104.

BACKGROUND MATERIAL TO AMENDMENT NUMBER 102

Attached hereto are copies of three reports prepared by the Planning and Development Department in response to land development applications submitted by Mississauga Developments and Longmoor Building Company. Also attached hereto is a copy of notes of a special meeting the Planning Committee held on June 30, 1981 subsequent to the publishment of notices in the local newspapers and mailing of notices to property owners within 400 feet of the subject site.

INTER-OFFICE MEMORANDUM

Sent to Council

Office of the Commissioner of Planning & Development

1983 07 12

TO: The Mayor and Members of Council
FROM: Planning and Development Department
RE: Proposed Amendment to the Consolidated Official Plan
Queensgate and Longmoor
Part of Lots 14 and 15, Concession 2, E.H.S.
Our File Numbers T2E14.1 and T2E14.2

1.0 Origin

At its meeting of August 16, 1982, Council adopted Amendment Number 1 to the new Official Plan to provide detailed policy guidelines for the industrial, mixed commercial - light industrial, and institutional development of approximately 97 hectares of land south of Steeles Avenue between Kennedy Road and Highway Number 410.

As inferred above, the said Amendment Number 1 takes the form of a Secondary Plan Amendment to the new Official Plan. This was upon advise from the Ministry who at the time, anticipated partial approval of the new Official Plan.

With partial approval of the new Official Plan still pending to date, the applicants have now requested that staff also prepare an amendment to the Consolidated Official Plan in order that any further delays in approval for development of the subject area be avoided.

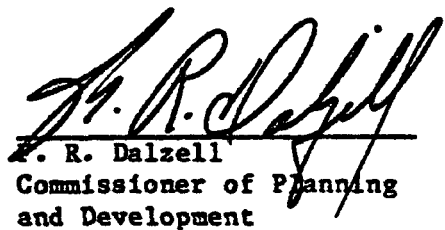
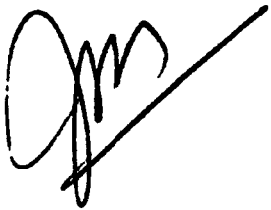
Accordingly, staff has prepared the attached proposed amendment to the Consolidated Official Plan.

This attached amendment differs merely in format, not in substance from the aforementioned Amendment Number 1 to the new Official Plan.

The attached amendment has been reviewed by the applicants who indicated their agreement with its contents.

2.0 Recommendation

It is recommended that Council enact the respective by-law to adopt the subject Official Plan Amendment.



F. R. Dalzell
Commissioner of Planning
and Development

cc: J. Galway

Enclosure - 1

FRD/FY/thk

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

Int-6/C
June 11
1981

TO: Chairman of the Development Team

FROM: Planning and Development Team

RE: Application to Amend the Official Plan and
Restricted Area By-law;
Draft Plan of Proposed Subdivision
The Regional Municipality of Peel
File Number: 21T-81013B
Part of Lot 15, Concessions 1 and 2
and Road Allowance between
Part of Concession 1 and 2 E.H.S.
(Toronto Township)
Longmoor Building Company
Our File: T2E14.1

1.0. Background

An application has been filed to amend the Official Plan and Restricted Area By-law to permit the development of lands located at the south-east corner of the intersection of Steeles Avenue and Kennedy Road South (1st Line East) for industrial commercial and open space purposes.

A draft plan of a proposed subdivision has been submitted on behalf of the application as well.

2.0 Property Characteristics

The property has frontage on Steeles Avenue, which is interrupted by a parcel owned by others comprising an area of almost 0.353 hectares (0.872 acres), of almost 668.3 metres (2192.6 feet) and on 1st Line East, which is interrupted by property of The Peel Board

of Education occupied by J.W. Fenton Vocational Secondary School and J.A. Turner Secondary School, of about 363.7 metres (1193.2 feet).

The total area of the applicant's land is 82.84 metres (204.698 acres).

The southerly portion of the property is tranversed by the Etobicoke Creek and its valley, whilst the tableland is crossed by several prominent drainage swales flowing in a west to east direction.

Trees are located in the vicinity of the farm buildings and in the Etobicoke Creek valley lands, consisting of deciduous species.

The tableland has been actively cultivated whilst the valley lands and adjacent slopes are grassed .

The farmstead buildings comprise a two storey brick veneer dwelling, two barns, two sheds and a two storey stucco covered cement block building.

Two sanitary sewer easements cross the property with one located in the Etobicoke Creek valley and the other crosses the east third of the site from near Rutherford Road parallel to a drainage swale. An existing hydro pole line adjacent to 1st Line East near Steeles Avenue, occupying the former right-of-way of the road allowance, apparently is not covered by an easement.

Abutting the subject lands to the north-east and east is the right-of-way of Highway Number 410 and Steeles Avenue interchange property requirements. On the south is a residual parcel of land owned by Queensgate Investments Limited and Atir Investments Limited and south of the south bank of the Etobicoke Creek other lands have been acquired by the Ministry of Government Services, whilst near 1st Line East, a residential small holding is situated. To the west, on the opposite side of 1st Line West is a residential small holding, Brampton Golf Club and lands acquired by the Ministry of Government Services. At the north-west corner of Steeles Avenue and Kennedy Road South is a small commercial

plaza abutting existing medium and high density residential development. On the north side of Steeles Avenue adjacent to the subject lands is industrial development (American Motors Company assembly plant) and a commercial plaza at the north-east corner of Rutherford Road and Steeles Avenue.

Steeles Avenue abutting the property has been improved to a basic 4 lane cross section with a left turn facility at Rutherford Road, and left and right turn lanes at Kennedy Road South. Traffic control signals have been installed at the intersections of Rutherford road and Kennedy Road South with Steeles Avenue.

A sidewalk has been constructed along the west side of Kennedy Road South north of Steeles Avenue, along the north side of Steeles Avenue from Kennedy Road South westerly to Orchard Drive and along the east side of 1st Line East from Steeles Avenue to the secondary schools.

3. Official Plan and Zoning Status

The subject lands are designated by the Consolidated Official Plan, principally as Agriculture with a small quantity of Residential in the south-west corner of the property. The small parcel on the south side of Steeles Avenue opposite Rutherford Road is designated as a Public School (plate number 2).

The new Official Plan designates the subject property as Industrial, Open Space and Parkway Belt West.

The Consolidated Official Plan indicates Steeles Avenue is to have a minimum right-of-way width of 36.576 metres (120 feet) and Kennedy Road north of Steeles Avenue a minimum width of 30.48 metres (100 feet). The new Official Plan classifies Steeles Avenue as a Major Arterial Road with a minimum right-of-way width of 35 metres (114.83 feet) and 1st Line East as a Minor Arterial Road with a minimum right-of-way width of 30 metres (98.42 feet).

The Parkway Belt West Plan designates the southerly portion of the lands as (Etobicoke Creek) Public Open Space Use Area and a strip of land approximately 91.4 metres (300 feet) in width north of the top of bank as a Special Complementary Use Area.

The subject property is presently zoned by the former Town of Mississauga By-law Number 5500 as Agricultural.

4.0 Proposal

The applicant proposes that the subject land be subdivided according to the attached draft plan to provide a basic road pattern and large blocks which would be subdivided further as necessary. The street system would accommodate access to the Queensgate Investments Limited tableland abutting the south-east limits of the applicant's lands.

Access to the abutting arterial roads will be restricted by the imposition of 0.3 metre (1 foot) reserves except at 3 street intersections. One street will intersect with Kennedy Road, whilst the other two will be located on Steeles Avenue. The principal access location will be from Steeles Avenue through the extension of Rutherford Road. The second access onto Steeles Avenue is proposed to be located between Kennedy Road and Rutherford Road and is intended to accommodate only right turn movements.

It is proposed that "prestige industrial/commercial" uses will be located along the Steeles Avenue frontage; "prestige industrial" uses abutting Highway Number 410 right-of-way, and Etobicoke Creek valley (Parkway Belt); whilst "general industrial" uses will occupy two interior blocks including a block abutting the existing secondary schools.

The existing valley lands are intended to be used as open space and together with a 15.24 metre (50.00 feet) tableland buffer area comprise an area of about 12.8 hectares (31.6 acres).

Three small blocks of land have been designated as "reserved for future development" with an aggregate area of 0.35 hectares (0.86 acres).

5.0 Comments

The applicant's lands and abutting properties comprised part of Amendment Number 1 to the Consolidated Official Plan. The Amendment proposed to designate these lands as Industrial, Institutional and Open Space. Objections to the approval of the Amendment were filed with the Ministry of Housing on behalf of Longmoor Building Company and Queensgate Investments Limited and Atir Investments Limited with the result that the lands of the objectors west of Highway Number 410 right-of-way were referred to the Ontario Municipal Board. The objectors now have requested the Minister to withdraw the requests for referral.

The new Official Plan identifies the area as a Developing Industrial Area requiring a Secondary Plan (High Priority). The Policy and Research Division has suggested that, in view of the limited number of property owners involved, the extant policies of the new Official Plan and the approved Parkway Belt West Plan, a Secondary Plan Amendment could be prepared contemporaneously with the processing of the subdivision plan that covers approximately 80 per cent of the area that would be subject to the amendment. The Secondary Plan would enunciate at least, policies regarding:

- i) controlled access on Steeles Avenue and 1st Line East;
- ii) re-affirm the minimum right-of-way width of 35 metres (114.8 feet for Steeles Avenue and 30 metres (98.42 feet) for 1st Line East;
- iii) extension of Rutherford Road south of Steeles Avenue with an appropriate right-of-way width;
- iv) basic internal road patterns to provide property access and to protect the traffic function of the abutting external roads;
- v) industrial classes to be permitted adjacent or abutting external roads; provincial freeway and non-industrial land use designations and industrial classes to be permitted elsewhere;

- vi) commercial classes to be permitted and requirements to be satisfied;
- vii) provision of services such as water, existing sewer, storm sewer, roads, sidewalks, street lighting and transit;
- viii) storm water management, and
- ix) implementation procedures.

The applicant will require an amendment to the Parkway Belt West Plan in order to reduce the width of the Tableland Special Complementary Use Area from about 91.4 metres (300 feet) to 15.24 metres (50 feet). The particular matters to be considered are laid down by Section 6.4.3 (r) as follows:

r) "In the Special Complementary Use Areas at Etobicoke Creek, permit open-space and outdoor recreation uses and only those associated buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the following conditions:

- i) Protect the Etobicoke Creek Valley visually and physically from construction of buildings and structures.
- ii) Protect tree stands, hedgerows, and prominent trees.
- iii) Maintain and enhance the existing open-space character of the area.
- iv) Satisfy any other conditions required to secure the provisions of the Plan."

The existing deciduous trees are located principally along the river and floor of the valley and while they do provide a partial visual screen during certain times of the year, a dense mixed stand of trees, including conifers, is necessary. In order to visually screen structures with a height of 2.5 metres (24.6 feet) from the floor of the valley, trees should be located near the top rim of the valley with a minimum height of 3 metres (9.8 feet) to 5 to 6 metres (16.4 to 19.7 feet) to be effective at the majority of locations. At a location about 220 metres (720 feet) east of 1st Line East the top of bank is less well defined and the tree height would have to be a minimum of 7.5 to 9 metres (24.6 to 29.5 feet) to screen a building with a height of 7.5 metres (24.6 feet). The reduction in width of the Special Complementary Use Area to 15.24 metres (50 feet) from the top of bank is inadequate to provide space for landscaping and an upper level path system. A minimum width of about 23 to 30 metres (70 to 100 feet) maybe sufficient, but a preliminary landscape and path systems plan should be prepared to ensure that the basic features are protected. Accordingly, the top of bank should be established by a surveyed of boundary with the width of the Special Complementary Use Area determined by the "northerly" boundary of the landscaped screen buffer area. Further the height of buildings adjacent to the Special Complementary Use Area should be subject to maximum height limitation of one storey or 8 metres (26.2 feet).

The northerly boundary of the buffer area should be fenced by the applicant with a 1.83 metre (6 foot) high chain link fence when it abuts private property. No fencing is required along the east boundary except to control trespass onto the Queensgate Investments Limited lands and along the south limit of the applicant's land until the abutting property is to be developed for more intensive development. Upon registration of the subdivision plan the hazard lands and the tableland buffer area as determined and approved by the Province and the City should be conveyed to the City.

In several locations the Etobicoke Creek water course abuts steep slopes which have been subject to recent erosion. A slope stabilization report

should be submitted for the approval of the Metropolitan Toronto and Region Conservation Authority and the City to indicate the minimum works to be undertaken by the developer to minimize erosion and siltation and to ensure the long term stabilization of the banks.

The proposal to locate prestige industry - no outside storage - along Steeles Avenue, 1st Line Road East, Highway Number 410 and adjacent to the Etobicoke Creek is acceptable. Moreover, it should be required that the exterior architectural features of buildings and landscaping of the setback or yard areas abutting the above noted locations be of a high order. Service areas - truck loading facilities and refuse collection areas - will have to be visually screened from public view in order to achieve an acceptable level of design. However, general industrial use - outside storage - abutting the secondary school site must give regard to the need to minimize the extent and visibility of open storeage. A more satisfactory solution is the location of prestige industry abutting the existing school site.

The Peel Board of Education staff has advised that a site of 1.62 hectares (4 acres) abutting the existing school site should be reserved for purchase by the Board for playfield purposes.

An acceptable level of air quality must be assured by the appropriate selection of uses and by the requirement of industry to comply with the minimum standards of the Ministry of Environment.

The inclusion of selected commercial uses as a component of prestige industrial uses along Steeles Avenue is appropriate to maximize the advantage of high visibility and exposure that an arterial road can provide. Commercial uses such as banks, restaurants, service outlets and office users with manufacturing industry as their principal clientele, extensive floor space users such as furniture, carpet, building supply firms with no outside storage or display areas are acceptable either in industrial small type buildings or in free standing buildings.

The area of the 3 blocks - 16.60 hectares (41.02 acres) - proposed to be used for prestige industrial/commercial purposes is extensive and should be subject to architectural control and detailed examination of site plans for each block as a condition of site plan approval pursuant to Section 35(a) of The Planning Act. It is appropriate that conceptual development plans be submitted for review prior to the enactment of the restricted area by-law to assist in the drafting of the by-law to ensure that incompatible commercial uses do not dominate the mixed use concept or that the policies of the new Official Plan are violated. Recognition must be given to the proximity of existing commercial plazas situated at the north-west corner of Kennedy Road South and Steeles Avenue and at the north-east corner of the intersection of Rutherford Road and Steeles Avenue. In addition, vehicle access to the three prestige industrial/commercial blocks is restricted to internal roads. In particular, access to Block 1 is limited to one direction - from the east - to a roadway that the applicant proposes would be restricted to only right turn movements at Steeles Avenue. Convenient access to the other blocks as well as to the subdivision in general, is dependent upon the institution of Rutherford Road as the principal connection to Steeles Avenue.

Rutherford Road extension is a logical and essential element of the industrial development of the locality. Accordingly, the applicant should be required to provide the necessary right-of-way for the road extension and the widening of Steeles Avenue. Further, Rutherford Road should be designated as a collector road and its dual function of land access and traffic assured by the judicious location of private access driveways. Towards this end the Official Plan should outline general guidelines for the location and spacing of private driveways along Rutherford Road and along local roads, whilst the zoning by-law should establish the minimum lot frontage or lot width for each industrial or industrial/commercial undertaking. The creation of individual parcels through severance applications should be monitored to ascertain whether the minimum of the zoning by-law has become the norm rather than the exception which has happened in some locations. As an industrial

collector road the minimum curve radius of 185 metres (607 feet) should be provided.

Until Street A is completed to form a continuous loop or crescent temporary cul-de-sac provision should be constructed on the south leg of the loop near Block 9 and on the north leg near the easterly limit of Block 3. Development of Block 4 abutting Highway Number 410 and generally the east half of Block 6 should be deferred. The deferral should be instituted as a condition of draft approval and implemented through appropriate clauses in the subdivision agreement.

Blocks 5, 9 and 10 reserved for future development should be enlarged to ensure the efficient and proper development of the abutting lands both within the proposed subdivision and in the lands owned by Queensgate Investments Limited. Hence, the subdivision plan should be redlined to achieve this objective by enlarging Block 5 and by combining Blocks 9 and 10.

A storm water management report should be submitted by the applicant, for approval by the Metropolitan Toronto and Region Conservation authority and the City of Brampton, which will recommend how storm water flow and quality will be maintained at predevelopment levels or "improved" if required by the Authority of the City.

Visibility triangles of streets intersection Steeles Avenue and 1st Line Road East should be provided with a minimum "radius" of approximately 15 metres (49.2 feet). The comparable visibility triangles for internal roads should be provided on a minimum standard of 10 metres (32.8 feet). To control access to Steeles Avenue, 0.3 metre reserves along the south limit of Steeles Avenue as widened to the minimum width and along the hypotenuse of visibility triangles should be conveyed to the Regional Municipality of Peel. Reserves along 1st Line Road East, the hypotenuse of the visibility triangle of Rutherford Road with 1st Line Road East, along the frontages of Blocks 1, 2 and 3 abutting City streets and along the dead end and open sides of street allowances should be conveyed to the City.

6.0 Conclusion

It is recommended that:

- A. A Public Meeting be held with respect to the proposed Official Plan Amendment (Secondary Plan) and zoning by-law amendment, and
- B. Subject to the results of the Public Meeting, approval of the Official Plan Amendment and amendment of the Parkway Belt West Plan the proposed plan be recommended for draft approval subject to the following:

1. The conditions be based upon the subdivision plan dated February 24, 1981 and red-lined.

2. The plan be red-lined to

- (i) provide temporary cul-de-sac provisions at the ends of loop Street A as shown;
- (ii) enlarge reserve Blocks 5 and to link reserve Blocks 9 and 10;
- (iii) provide 0.3 metre reserves along the frontages of Blocks 1, 2, and 3 and open sides of road allowances;
- (iv) provide minimum visibility triangles of 15 metres at road intersections with Steeles Avenue and 1st Line Road East with 0.3 metre reserves, and
- (v) provide minimum visibility triangles of 10 metres at internal road intersections
- (vi) provide minimum horizontal curve of 185 metres on Rutherford Road.

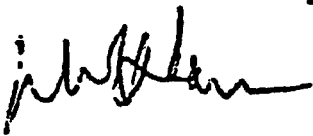
3. The 0.3 metre reserves along Steeles Avenue and the hypotenuse of visibility triangles be conveyed to the Region.

4. Widening of Steeles to a minimum width of 17.5 metres (57.41 feet) from the centre line to be conveyed to the Region.

5. The applicant convey 0.3 metre reserves along 1st Line Road East, hypotenuse of the visibility triangle at 1st Line Road East and Rutherford Road, at the dead end and open sides of all road allowances to the City.
6. The applicant agree by agreement to grant easements to the appropriate authorities for the installation and provision of utilities and services.
7. Prior to the release of the final plan for registration the applicant agree to name the streets acceptable to the City and the Region of Peel Street Name Committee.
8. The applicant agree by agreement to satisfy the requirements of the City and the Region with respect to engineering, landscaping, legal and other matters.
9. Applicant agree by agreement to satisfy the requirements of the Region and the City with respect to intersection improvements at the intersection of Steeles Avenue and Street A to ensure right turn movements only.
10. The applicant agree by agreement to defer development on Block 4 and the easterly half of Block 6 until Street A has been completed for its full length to the satisfaction of the City.
11. The applicant agree by agreement, in the event that lands in Lot 14, Concession 2 E.H.S. (Toronto Township) now owned by Queensgate Investments Limited and Atir Investments Limited are subject to a plan of subdivision, to complete Street A to the limits of its subdivision and to remove the temporary cul-de-sac as required by Condition 2(i).
12. The applicant agree by agreement to convey to the City Block 11 as shown on the plan and such additional lands as may be required to satisfy the requirements of the Parkway Belt West Plan.

13. The applicant agree by agreement to submit a storm water management report acceptable to the Metropolitan Toronto and Region Conservation Authority and the City.
14. The applicant agree by agreement to submit a bank stabilization report acceptable to the Metropolitan Toronto and Region Conservation Authority and the City.
15. The applicant agree by agreement prior to the release of the final plan for registration provide for the extension of Rutherford Road acceptable to the Region and the City and to convey 0.3 metre reserves along the limits of Rutherford Road to the City and along Steeles Avenue and the hypotenuse of visibility triangles to the Region.
16. The applicant agree by agreement to support a amendment to the restricted area by-law.
17. The applicant agree by agreement to provide for the approval by the City of conceptual development plans for Blocks 1,2 and 3 prior to the enactment of the restricted area by-law for these lands.

AGREED



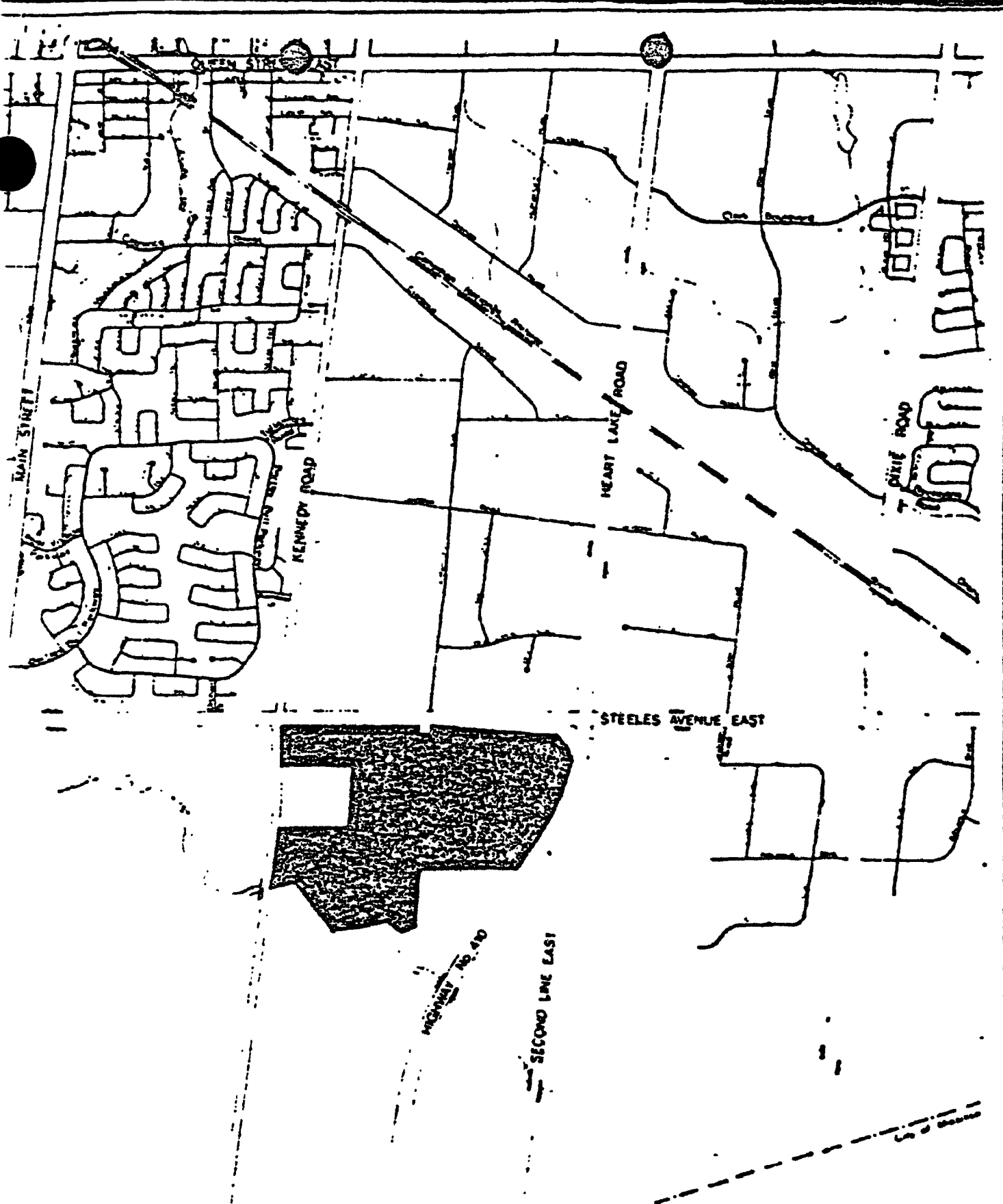
L.W.H. Laine
Director of Planning
and Development



F. R. Dalzell
Commissioner of Planning
and Development

Enclosures (2)

FRD/LL/th



LONGMOOR BUILDING CORP.

LOCATION MAP



1:25000

CITY OF BRAMPTON
Planning and Development

Date: 81.06.05 Drawn by: J.K.

File no: T2E14.1 Map no: 77-3A

INTER-OFFICE MEMORANDUM

*Sent to P
Sept. 16*

Office of the Commissioner of Planning and Development

1981 09 16

TO: Chairman of the Development Team

FROM: Planning and Development Department

RE: Application to Amend the Restricted Area By-law;
Draft plan of Proposed Subdivision
The Regional Municipality of Peel File No. 21T-81033B
Part of Lot 14, Concession 2, E.H.S.
(Toronto Township)
Queensgate Investments Limited and Atir Investments
Limited c.o.b.
MISSISSAUGA DEVELOPMENTS
Our File No. T2E14.2

1.0 Background

An application has been filed to amend the Restricted Area By-law to permit the development of lands located on the west side of Highway Number 410, about 680 metres (2,230 feet) south of Steeles Avenue for prestige industrial and open space purposes. A draft plan of a proposed subdivision for the same lands has been circulated for a recommendation by the Regional Municipality of Peel.

2.0 Property Characteristics

The property is a residual parcel of a larger holding which was severed by the acquisition of the right-of-way for controlled access Highway Number 410. Essentially, the property is land-locked having no direct access to a municipal road allowance.

The subject lands has a triangular shape with the apex of the triangle at the south and encompasses an area of about 14.954 hectares (36.95 acres).

The property contains two principal physical features, the Etobicoke Creek Valley and relatively flat gently sloping tableland. The Etobicoke Creek Valley occupies an area of about 4.2 hectares (10.4 acres) whilst the tableland comprises approximately 10.75 hectares (26.5 acres). The steep valley walls rise vertically some 9 to 10 metres (29.5 to 32.8 feet) and are well treed on the south side and to a lesser extent on the north side. Trunk sanitary sewers are located in the valley.

The tableland presently is being cultivated and is planted in corn.

Abutting the east boundary is Highway Number 410; on the north and north-west is the property of Longmoor Building Company which is subject to an Official Plan and zoning by-law amendment and draft plan proposal (The Regional Municipality of Peel File No. 21T8-810138, our File No. T2E14.1), and to the south-west is Ministry of Government Services property.

3.0 Official Plan and Zoning Status

The subject lands are designated by the Consolidated Official Plan as Agriculture.

The new Official plan designates the property partly Industrial and partly Parkway Belt West.

The Parkway Belt West Plan designates the extreme southerly portion of the property as (Etobicoke Creek) Public Open Space and Buffer Area, which in turn is bordered by a strip of tableland approximately 91.4 metres (300 feet) in width designated as a Special Complementary Use Area.

The zoning of the property according to the former Town of Mississauga Zoning By-law No. 5500 is Agricultural.

4.0 Proposal

The applicant proposes to subdivide the land for the purposes of establishing a prestige industrial development. The road pattern provides for the connection of a local loop or crescent road planned by the Longmoor Building Company Subdivision Plan and the dedication of a 100 metre (328 feet) long cul-de-sac road with a right-of-way width of 26 metres (85.3 feet).

The valley lands together with a 15.2 metre wide tableland strip on the north bank will be used for Open Space purposes.

Two small blocks - 0.15 and 0.2 hectares (0.37 and 0.49 acres) respectively to be developed for prestige industrial purposes will be Reserved for future development.

5.0 Comments

Comments have been filed by the Metropolitan Toronto and Region Conservation Authority. The Authority staff has suggested that because of relatively steep slopes leading to the Etobicoke Creek that the following setbacks for buildings or structures be used unless studies by a competent professional show that the structures will be safe over a period of 100 years and will not aggravate or create erosion problems:

(a) 10 m back from the top-of-bank where a stable defined valley exists.

(b) 10 m back from a projected 2H:1V slope where an unstable valley exists.

Further, the staff of the Authority has indicated no objection to the draft plan subject to the following conditions:

(1) Prior to the initiation of grading and prior to the registration of this plan or any phase thereof, that the owner shall submit for the review and approval of the Metropolitan Toronto and Region Conservation Authority the following:

(a) a detailed engineering and drainage report that describes the storm water management techniques which may be required to minimize the amount of storm water directed into the Etobicoke Creek and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.

(2) That prior to the final registration of this plan, the owner enter into an agreement with either the Metropolitan Toronto and Region Conservation Authority or the City of Brampton with respect to the acquisition of the valley lands.

(3) That the owner agree in the subdivision agreement, in wording acceptable to the Metropolitan Toronto and Region Conservation Authority:

(a) to carry out, or cause to be carried out, to the satisfaction of the Metropolitan Toronto and Region Conservation Authority, the recommendations referred to in the report, as required in Condition 1(a).

(b) prior to the initiation of any grading or construction on the site, to erect a temporary snow fence of other suitable barrier along the boundary between Blocks 1 and 4. This barrier shall remain in place until all grading and construction on the site are completed.

- (c) to not place fill, grade, construct any buildings or structures or interfere with the channel of the watercourse within Block 4 without prior written approvals being received from the Metropolitan Toronto and Region Conservation Authority.
 - (d) overall grading plans for the subject lands.
- (4) The municipality's restricted area by-law shall contain provisions which will have the effect of:
- (a) prohibiting all buildings and structures of any kind; the placement of fill; or the alteration of a watercourse other than as required for flood or erosion control within Block 4.

The Public Works Department has requested that the intersection of the cul-de-sac (Street E) with Street A be revised to provide a right angle Tee intersection, with the bar of the Tee extending from Rutherford Road.

The Region of Peel staff have provided the following information:

Sewer and Water: Development of this plan is subject to development of the lands to the north.

Roads: Regional Roads are not directly affected.

Staff of the Ministry of Transport and Communications has advised that they have reviewed the proposed plan and have no comments to offer.

The comments recorded with respect to the Longmoor Building Company (Our File: C2E14.2) proposal are applicable in many instances to the Mississauga Developments plan. Notwithstanding this apparent duplication, the Planning and Development Department comments are provided to allow an independent assessment of the subdivision.

The applicant's lands and abutting properties comprised part of Amendment Number 1 to the Consolidated Official Plan. The Amendment proposed to designate the applicant's lands as Industrial, and Open Space. Objections to the approval of the Amendment were filed with the Ministry of Housing on behalf of Longmoor Building Company and Queensgate Investments Limited and Atir Investments Limited with the result that the lands of the objectors west of Highway Number 410 right-of-way were referred to the Ontario Municipal Board. The objectors now have requested the Minister to withdraw the requests for referral.

The new Official Plan identifies the area as a Developing Industrial Area requiring a Secondary Plan (High Priority). The Policy and Research Division has suggested that in view of the limited number of property owners involved, the extant policies of the new Official Plan and the approved Parkway Belt West Plan, a Secondary Plan Amendment could be prepared contemporaneously with the processing of the Longmoor Building Company subdivision plan.

The Secondary Plan is presently being prepared for submission to City Council.

The applicant will require an amendment to the Parkway Belt West Plan in order to reduce the width of the Tableland Special Complementary Use Area from about 91.4 metres (300 feet) to 15.24 metres (50 feet). The particular matters to be considered are laid down by Section 6.4.3 (r) as follows:

- a) In the Special Complementary Use Areas at Etobicoke Creek, permit open-space and outdoor recreation uses and only those associated buildings and structures that cannot reasonably be located outside the area covered by the Plan. Such uses shall meet to the maximum possible degree the following conditions:

- i) Protect the Etobicoke Creek Valley visually and physically from construction of buildings and structures.
- ii) Protect tree stands, hedgerows, and prominent trees.
- iii) Maintain and enhance the existing open-space character of the area.
- iv) Satisfy any other conditions required to secure the provisions of the Plan.

The existing deciduous trees are located principally along the bank and floor of the valley and while they do provide a partial visual screen during certain times of the year, a dense mixed stand of trees, including conifers, is necessary. In order to visually screen structures with a height of 7.5 metres (24.6 feet) from the floor of the valley, trees should be located near the top rim of the valley with a minimum height of 3 metres (9.8 feet) to 5 to 6 metres (16.4 to 19.7 feet) to be effective at the majority of locations. The reduction in width of the Special Complementary Use Area to 15.24 metres (50 feet) from the top of bank is inadequate to provide space for landscaping and an upper level path system. A minimum width of about 23 to 30 metres (70 to 100 feet) may be sufficient, but a preliminary landscape and path systems plan should be prepared to ensure that the basic features are protected. Accordingly, the top of bank should be established by a surveyed boundary with the width of the Special Complementary Use Area determined by the "northerly" boundary of the landscaped screen buffer area. Further, the height of buildings adjacent to the Special Complementary Use Area should be subject to maximum height limitation of one storey or 8 metres (26.2 feet).

As a development condition, upon registration of the subdivision plan, the hazard lands and the tableland buffer area as determined and approved by the Province and the City should be conveyed to the City. As a development condition, the northerly boundary of the buffer area should be fenced by

the applicant with a 1.83 metre (6 foot) high chain link fence. No fencing is required along the west and east boundaries of the buffer area except to control trespass and along the south limit of the applicant's land until the abutting property is to be developed for more intensive development.

In locations where the Etobicoke Creek water course has caused recent erosion, a slope stabilization report should be submitted for the approval of the Metropolitan Toronto and Region Conservation Authority and the City to indicate the minimum works to be undertaken by the developer to minimize erosion and siltation and to ensure the long term stabilization of the banks.

The proposal to locate prestige industry - no outside storage - along Highway Number 410 and adjacent to the Etobicoke Creek is acceptable. Moreover, it should be required that the exterior architectural features of buildings and landscaping of the setback or yard areas abutting the above noted locations be of a high order. Service areas - truck loading facilities and refuse collection areas - will have to be visually screened from public view in order to achieve an acceptable level of design.

The location of private access driveways should be subject to general guidelines to ensure adequate spacing whilst the zoning by-law should establish the minimum lot frontage or lot width for each industrial undertaking. The creation of individual parcels through severance applications should be monitored to ascertain whether the minimum of the zoning by-law has become the norm rather than the exception which has happened in some locations.

Until the draft plan of the Longmoor Building Company is registered and until Street A is completed to the north boundary of the Mississauga Developments plan, release for registration of the applicant's draft plan should be deferred as a condition of draft approval.

Other conditions of draft approval should require:

- a) Blocks 2 and 3, Reserved for future development, be efficiently and properly integrated with abutting lands both within the proposed subdivision and lands owned by Longmoor Building Company. It appears that an equal area exchange and a private cost-sharing agreement between the owners for common frontage servicing can be effectuated.
- b) The 'storm water management' report required by the Metropolitan Toronto and Region Conservation Authority also should be subject to the approval of the City of Brampton.
- c) Visibility triangles at the intersection of Streets B and A should be provided with a minimum radius of about 10 metres (32.8 feet).
- d) The 0.3 metre reserve abutting the open side of Street A should be conveyed to the City unless the Longmoor Building Company plan has been registered previously.

6.0 Conclusion

It is recommended that:

- A. A Public Meeting be held with respect to the zoning by-law application.
- B. Subject to the results of the Public Meeting, approval of the Official Plan Amendment and amendment to the Parkway Belt West Plan the proposed plan be recommended for draft approval subject to the following:
 1. The conditions be based upon the subdivision plan dated July 2, 1961 as red-lined.
 2. The plan be red-lined to provide minimum visibility triangles of 10 metres at the intersection of Streets A and B, and a right angle Tee intersection of the cul-de-sac with Street A towards Rutherford Road.

3. The applicant agree by agreement to grant easements to the appropriate authorities for the installation and provision of utilities and services.
4. The applicant agree by agreement that prior to the release of the final plan for registration to name the streets acceptable to the City and the Region of Peel Street Name Committee.
5. The applicant agree by agreement to satisfy the requirements of the City and the Region with respect to engineering, landscaping, legal and other matters.
6. The applicant agree by agreement to convey to the City Block 4 as shown on the plan and such additional lands as may be required to satisfy the requirements of the Parkway Belt West Plan.
7. The applicant agree by agreement to submit a storm water management report acceptable to the Metropolitan Toronto and Region Conservation Authority and the City.
8. The applicant agree by agreement to submit, if required, a bank stabilization report acceptable to the Metropolitan Toronto and Region Conservation Authority and the City.
9. The applicant agree by agreement to support an amendment to the restricted area by-law.
10. The applicant agree by agreement to reserve development of Blocks 2 and 3 and agree to achieve an exchange of lands subsequent to registration of the plan and prior to the development of the adjacent lands.
11. The applicant agree by agreement not to seek release for registration of the draft plan until the City of Brampton is

satisfied that the draft plan to the north (Region of Peel File: 21T-81013B) will be registered.

12. The applicant agree by agreement to convey to the City a 0.3 metre reserve along the open side of Street A if the abutting draft plan to the north has not been registered prior to the registration of the applicant's plan (Region of Peel File: 21T-81033B).

AGREED:



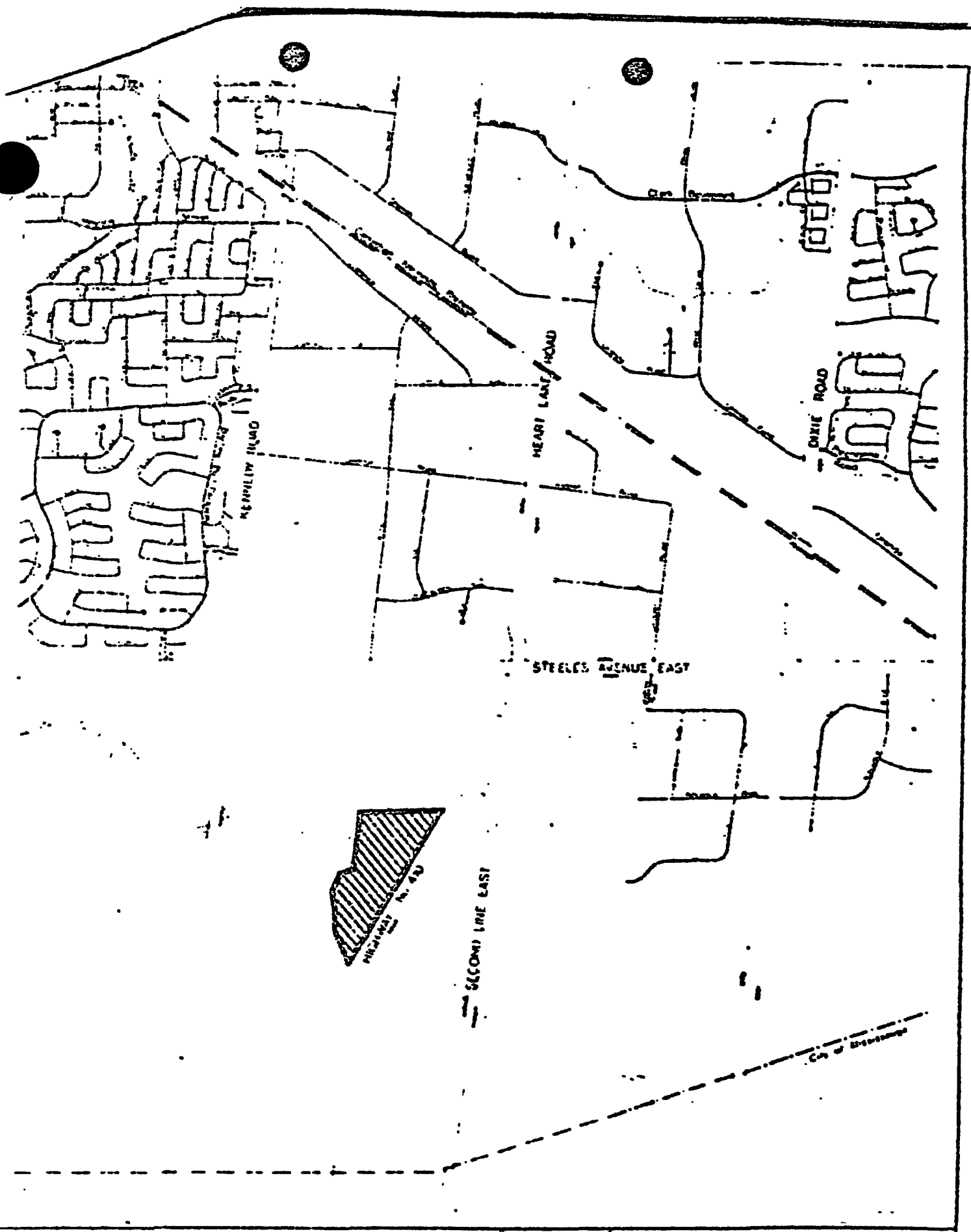
L.W.H. Laine,
Director of Planning
and Development.



F.R. Dalzell,
Commissioner of Planning
and Development.

Enclosure (1)

FRD/LWHL/kab



Y PLAN

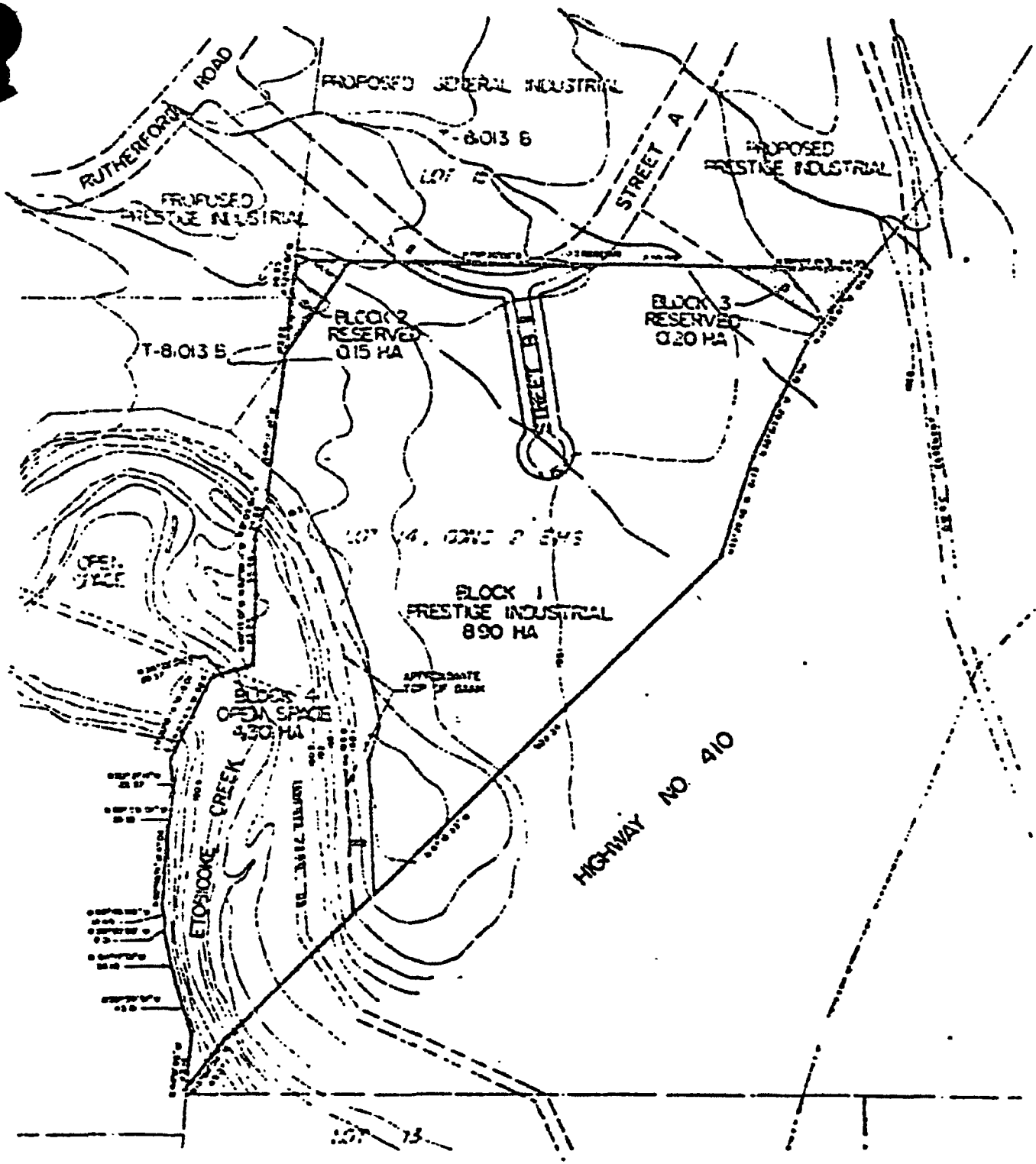
SISSAUGA

DEVELOPMENTS



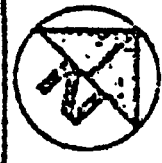
CITY OF BRAMPTON
Planning and Development

Date: 81. 08 24 Drawn by: J.K.



PROVISION PROPOSAL

MISSISSAUGA DEVELOPMENTS



CITY OF BRAMPTON
Planning and Development

Date: 8.06.24 Drawn by: J.H.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1981 07 03

To: The Chairman and Members of Planning Committee .

From: Planning and Development Department

Re: Application to Amend the Official Plan
and Restricted Area By-law;
Draft Plan of Proposed Subdivision
The Regional Municipality of Peel
File Number: 21T-81013B
Part of Lot 15, Concessions 1 and 2
and Road Allowance between
Part of Concession 1 and 2 E.H.S.
(Toronto Township)
Longmoor Building Company
Our File: T2E14.1


Attached is a copy of the notes of the public meeting held on Tuesday, June 30, 1981 with respect to the above development proposal. Forming part of the notes is a communication from a representative of American Motors raising a matter which does not appear to be an issue at this time.


At the public meeting a near-by property owner Mr. Fitzpatrick, suggested that Prestige Industrial sites should be subject to a Master Plan concept. It was noted by staff at the public meeting that a Master Plan should be prepared for the three Commercial/Prestige Industrial sites along Steeles Avenue to ensure (a) the proper severance of land (b) consistent approach of access (access to the sites would be from internal roads only and not from Steeles Avenue) (c) an acceptable determination of the type, distribution and siting of commercial uses in relation to prestige industrial uses. The prestige industrial blocks are not encumbered with similar design and use concerns. Accordingly, it is felt that suitable regulations and restrictions can be incorporated in the zoning by-law applicable to the prestige industrial blocks without the necessity of the Master Plan concept.

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

- (1) City of Brampton endorse an amendment to the Parkway Belt West Plan to reduce the width of the Special Complimentary Use Area abutting the top of bank of the Etobicoke Creek to about 30.5 metres (100 feet) provided that regard be had for the matters enunciated by section 6.4.3(r) of the Parkway Belt Plan;
- (2) the application to amend the Official Plan and restricted area (zoning) by-law be approved in principle;
- (3) the draft plan of a proposed subdivision submitted by Longmoor Building Company be recommended for approval subject to the conditions contained in the report of the Planning and Development Department and the conditions be forwarded to the Region of Peel for their consideration, and
- (4) staff be directed to submit for the consideration of City Council a Secondary Plan Amendment to the Official Plan generally for the lands south of Steeles Avenue, east of Kennedy Road and west of Highway number 401, and an amendment to the restricted area by-law (By-law Number 5500 of the former Town of Mississauga) together with a subdivision agreement for the Longmoor Building Company lands upon receipt of the conditions of draft approval of the subdivision plan.

AGREED


F. R. Dalzell
Commissioner of
Planning


L.W.H. Laine
Director of Planning
and Development Division

FRD:si

attachment

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Tuesday, June 30th, 1981, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:50 p.m., with respect to an application by Longmoor Building Company to amend both the Official Plan and Restricted Area By-law to permit the subject property to be subdivided into blocks for industrial, commercial, and open space purposes.

Members Present: Councillor D. Sutter - Chairman
Mayor J. Archdekin
Alderman R. Callahan
Alderman K. Coutlee
Alderman C. Gibson
Alderman F. Kee
Alderman R. Miller
Councillor P. Robertson
Councillor K. Whillans

Staff Present: F. R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director of Planning and Development Division
P. Schwartzberg, Policy Planner
J. Singh, Development Planner
E. Coulson, Secretary

Approximately 60 members of the public were present.

The Chairman enquired if notices to the property owners within 400 feet of the subject site were sent and whether notification of the public meeting was placed in the local newspapers.

Mr. Dalzell replied in the affirmative.

Mr. Laine outlined the proposal and explained the intent of the application.

After the close of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

- cont'd. -

Mr. Fitzpatrick, owner of property to the south on Kennedy Road, suggested that a Master Plan for prestige industrial sites, those adjacent to Highway 410 and north of the open space area. He voiced approval of additional playing fields for the school, landscaping for the top-of-bank of the open space area, and restrictions for open storage and the height of the buildings. Also, he commented on the negative effects of other industrial sites.

Mr. Laine commented that these suggestions would be considered, and that the Ministry of the Environment would be giving input to the application.

Mr. Dalzell introduced a letter received from American Motors dealing with the subject property (see attached).

There were no further questions or comments and the meeting adjourned at 8:15 p.m.

Mr. Fitzpatrick, owner of property to the south on Kennedy Road, suggested that a Master Plan for prestige industrial sites, those adjacent to Highway 410 and north of the open space area. He voiced approval of additional playing fields for the school, landscaping for the top-of-bank of the open space area, and restrictions for open storage and the height of the buildings. Also, he commented on the negative effects of other industrial sites.

Mr. Laine commented that these suggestions would be considered, and that the Ministry of the Environment would be giving input to the application.

Mr. Dalzell introduced a letter received from American Motors dealing with the subject property (see attached).

There were no further questions or comments and the meeting adjourned at 8:15 p.m.