



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 242-86

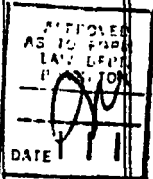
To adopt Amendment Number 101
and Amendment Number 101A to
the Official Plan of the City of
Brampton Planning Area.


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

1. Amendment Number 101 and Amendment Number 101 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 101 and Amendment Number 101 A to the Official Plan of the City of Brampton Planning Area.


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

this 8th day of September, 1986.




Susan Di Marco - Acting Mayor

CERTIFIED A TRUE COPY


City Clerk
City of Brampton


LEONARD J. MIKULICH - CLERK

SEP 11 1986

AMENDMENT NUMBER 101
and
AMENDMENT NUMBER 101 A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to establish, in accordance with Sections 7.2 of the Official Plan, detailed policy guidelines for the development of lands within New Development Area 12, as identified in the City of Brampton Official Plan.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 62.7 hectares (155 acres), and are situated north of Steeles Avenue, east of Second Line West, comprising part of the west half of Lots 1 and 2, Concession 2, W.H.S., of the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are more particularly shown as "New Development Area Number 12" on Schedule "A" to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

3.1 Amendment Number: 101

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

- (i) by adding thereto as Schedule SP15(a), Schedule A to this amendment;
- (ii) by deleting the first paragraph of subsection 7.2.7.15., and substituting therefor the following:

"7.2.7.15 Fletchers West Secondary Plan

Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 15, as amended by Amendment Number 18 and 101 A, and Part IV - Chapter 15(a) of this Plan, shall constitute the Fletchers West Secondary Plan.

- (iii) by adding to Part IV a new chapter title, namely:

"Chapter 15: THE FLETCHERS WEST SECONDARY PLAN"; and,

- (iv) by adding the following text to PART IV - SECONDARY PLANS, as Chapter 15(a):

Chapter 15(a): The Fletchers West Secondary Plan as it relates to New Development Area 12.

1.0

PURPOSE

The purpose of this chapter, together with Schedule SP15(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP15(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area Number 12" on Schedule "D". This chapter will form part of the Fletchers West Secondary Plan.

2.0

LOCATION

The subject lands comprise a total area of approximately 62.7 hectares (155 acres), and are situated north of Steeles Avenue, east of Second Line West, comprising part of the west half of Lots 1 and 2, Concession 2, W.H.S., of the geographic Township of Chinguacousy, now in the City of Brampton, as shown outlined on Schedule SP15(a).

3.0

DEVELOPMENT PRINCIPLES

3.1

Residential Policies

3.1.1

Housing mix target ranges shall be as indicated on Table 1, and shall apply to the whole of the New Development Area Number 12.

Table 1

<u>Housing Type</u>	<u>% of Total Dwelling Units</u>
Single Detached Density Types	45 - 50%
Semi-Detached Density Types	35 - 40%
Townhouse Density <u>Types</u>	<u>10 - 20%</u>
TOTAL	100%

- 3.1.2 The density range for New Development Area Number 12 shall be 18.3 to 32.2 units per hectare (7.4 to 13.0 units per acre) of gross residential area.
- 3.1.3 In areas designated "Low Density Residential" on Schedule SP15(a), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.4 In areas designated "Low and Medium Density Residential" on Schedule SP15(a), permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2.
- 3.1.5 Residential lots shall be oriented toward and have primary access to the local and minor collector road system.
- 3.1.6 The portions of the Class III Woodlot, identified on Schedule C to this Plan, which are located within the Low and Medium Density Residential and Parkette designations on Schedule SP15(a), shall be preserved to the greatest extent practicable. In this regard, development proposals within or abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of this Plan.
- 3.1.7 Residential development adjacent to arterial roads and railways will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, subsections 1.8.2 and 1.8.3 of this Plan.
- 3.1.8 Where residential development, for which noise control measures will be required, precedes the construction of Mavis Road, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authorities.
- 3.1.9 ~~Prior to subdivision approval for lands situated adjacent to the C.P. Rail right-of-way, noise impact studies shall be undertaken by the development proponent, to identify potential adverse impacts, and appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment, Transport and Infrastructure, the C.P. Rail and the City are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the imposition of adequate building setbacks.~~

3.2 Institutional Policies

- 3.2.1 One separate elementary school site will be required in New Development Area 12 in the location designated on Schedule SP15(a).

3.2.2

~~The appropriate school board has identified the need for the reservation of an approximately 6.0 hectare (15.0 acre) separate secondary school site. Such separate school site, if required, shall be provided within the general area designated on Schedule 15(a) as Low Density Residential south of the designated Collector Road (westerly extension of Charolais Boulevard). The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school site is required, the intended residential use of the locality, shall be permitted without amendment to this Plan.~~

NO MODIFICATION
UNDER SECTION 17(1) OF
THE PLANNING ACT 1968

3.3

Open Space

3.3.1

Lands designated Open Space on Schedule SP15(a) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply.

3.3.2

Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be acquired by the municipality or any other public agency.

3.3.3

The City shall endeavour to ensure that the portions of the Class II Woodlot identified on Schedule C to this Plan, which are located within the "Open Space" designation on Schedule SP15(a) are retained to the greatest extent possible for aesthetic and recreational purposes.

3.3.4

A "Neighbourhood Park", with an area of approximately 2.02 hectares (5.0 acres) shall be located in the general location indicated on Schedule SP15(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.-17, of this Plan.

3.3.5

A "Parkette" with an area of approximately 0.93 hectare (2.3 acres) shall be located in the general location indicated on Schedule SP15(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.16, of this Plan.

3.4

Open Space - Hazard

3.4.1

Lands designated Open Space - Hazard south of the C.P. rail at the proposed Mavis Road have been identified by the appropriate Conservation Authority as having inherent environmental hazards due to flood susceptibility. Accordingly, the policies of Chapter 1, Section 1.2 of this plan shall apply.

3.5

Commercial

3.5.1

Lands designated "Convenience Commercial" on Schedule SP15(a) shall be used only as a single retail establishment, selling primarily food and related goods, and shall be developed in accordance with the following principles:

- (i) vehicular access shall only be from Steeles Avenue and not from an abutting or adjacent interior street;
- (ii) no outdoor storage of goods or materials shall be permitted;
- (iii) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walks. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- (iv) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers; and,
- (v) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

3.6

Special Policy Areas

3.6.1

Lands shown on Schedule SP15(a) as "Special Policy Area Number 1" shall be used only for detached single unit dwellings, and shall be developed in accordance with the following principles:

- (i) no more than 3 dwellings shall be permitted;
- (ii) vehicular and pedestrian access shall only be from an abutting interior street and not from Steeles Avenue. However, until such time as access is provided from an interior street, a single access from Steeles Avenue shall be permitted only to an existing single detached dwelling unit; and,
- (iii) to minimize the impact of new residences upon abutting residential uses, appropriate rear, front and side yard setback requirements will be imposed.

3.6.2

Notwithstanding the Low and Medium Density Residential designation for lands shown outlined as "Special Policy Area Number 2", the existing kennel operation shall be permitted. Council shall

encourage the development of these lands, in conjunction with abutting lands, for residential purposes. If such redevelopment does not occur, Council shall require adequate separation distances and buffering to mitigate adverse impacts between the kennel operation and adjacent residential uses. In this regard, owners of abutting land shall be required to provide adequate separation distances as well as measures including landscaped areas, increased yards, fencing and/or screening. Subdivision and zoning approvals for lands abutting the kennel operation may be withheld until these mitigative measures have been implemented to the satisfaction of Council.

4.0 TRANSPORTATION POLICIES

4.1 Roads

4.1.1 Road facilities in New Development Area Number 12 are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2 of this Plan.

4.1.2 The right-of-way requirement for Collector Roads and Minor Collector Roads designated on Schedule SP15(a) shall be 26.0 and 23.0 metres respectively.

4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2., and Schedules "I" and "H".

4.1.4 Lands shall be conveyed to The Regional Municipality of Peel in conjunction with the development of abutting lands within the New Development Area Number 12 to achieve a right-of-way for Mavis Road of 36.0 metres.

4.1.5 To ensure the long term utility of Major Arterial Roads such as Mavis Road, it is the policy of the City to restrict direct access from individual properties. To this end, 0.3 metre reserves shall be a condition of development approval for lands abutting Mavis Road.

4.1.6 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Railways

4.2.1 Schedule SP15(a) identifies a proposed grade separation at the intersection of Mavis Road and the C.P. Railway. Sufficient lands shall be reserved for such a grade separation prior to draft plan approval of affected plans of subdivision.

5.0 MUNICIPAL SERVICES

5.1 Storm Water Management

5.1.1 A comprehensive storm water management study will be undertaken for New Development Area Number 12, and be subject to the approval of the Credit Valley Conservation Authority and the City, prior to draft approval of individual plans of subdivision.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 12 shall be provided, and be subject to, the provision of piped municipal water and sanitary sewers.

6.0 IMPLEMENTATION AND INTERPRETATION

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

3.2 Amendment Number 101 A

1. The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers West Secondary Plan Area (being subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7) is hereby amended:

(i) by deleting, on Plate Number 1, the chapter reference "CHAPTER C74" pertaining to those lands outlined as "New Development Area Number 12" on Schedule A to this amendment, and substituting therefor the following words "See Official Plan, Chapter 15(a)"; and

(ii) by deleting Chapter C74, in its entirety, from the text of the Consolidated Official Plan.



THE CORPORATION OF THE CITY OF BRAMPTON

BY-LAW

Number 242-86

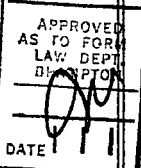
To adopt Amendment Number 101
and Amendment Number 101A to
the Official Plan of the City of
Brampton Planning Area.


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


1. Amendment Number 101 and Amendment Number 101 A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Municipal Affairs for approval of Amendment Number 101 and Amendment Number 101 A to the Official Plan of the City of Brampton Planning Area.

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

this 8th day of September, 1986.




Susan Di Marco - Acting Mayor


LEONARD J. MIKULICH - CLERK

ORIGINAL

RL Av 242-86

AMENDMENT NUMBER 101
and
AMENDMENT NUMBER 101 A
to the Official Plan of the
City of Brampton Planning Area

21-0P 0031-101-1

Amendment No. 101 and 101A
to the
Official Plan for the
City of Brampton Planning Area

This Amendment of the Official Plan for the City of Brampton Planning Area, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby modified under the provision of section 17 of the Planning Act, as follows:

1. Section 3.1.9. is hereby modified by deleting it in its entirety and replacing it as follows:

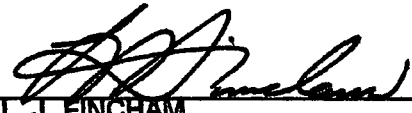
"Prior to subdivision approval for lands situated adjacent to the C.P. Rail right-of-way , noise impact studies shall be undertaken by the development proponent, to identify potential adverse impacts, and appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment and the City, in consultation with C.P. Rail are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing, or the imposition of adequate building setbacks."

2. Section 3.2.2 is hereby deleted in its entirety and replaced as follows:

"Prior to approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 12 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing the separate secondary school designated on Schedule SP15(b) required by the Dufferin-Peel Roman Catholic Separate School Board. This policy shall not apply to those landowners who have previously contributed or conveyed land for the establishment of a school site within New Development Area Number 12."

3. Schedule A to this amendment is hereby modified by deleting it in its entirety and replacing it with the revised Schedule A, attached and labelled Modification #3.

Date *May 25, 1987*



L.J. FINCHAM
Director
Plans Administration Branch
Central and Southwest
Ministry of Municipal Affairs 1



Ministry of
Municipal
Affairs

777 Bay Street
Toronto, Ontario
M5G 2E5

June 10, 1987

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


Re: Amendment #101 and 101A to the Official Plan
for the City of Brampton Planning Area

Dear Mr. Mikulich:

Further to our recent letter advising of the approval of the above-named official plan amendment on May 25, 1987, we wish to advise you that a minor technical error was made on our part in the preparation of the certificate page. The modification number 2 should specify that the proposed secondary separate school site is to be located in New Development Area 11. Instead, we made reference to the proposed Schedule SP15(b) for New Development Area 11. Since there is, at this time, no adopted Schedule SP15(b) this modification should correctly read as shown on the attachment.

We trust that this is not too great an inconvenience for you and request that at the time of the next consolidation of the plan, the planning department revise this matter accordingly. If you have further questions, or if we can assist you in any way, please call Janet Amos at 585-6059.

Yours truly,

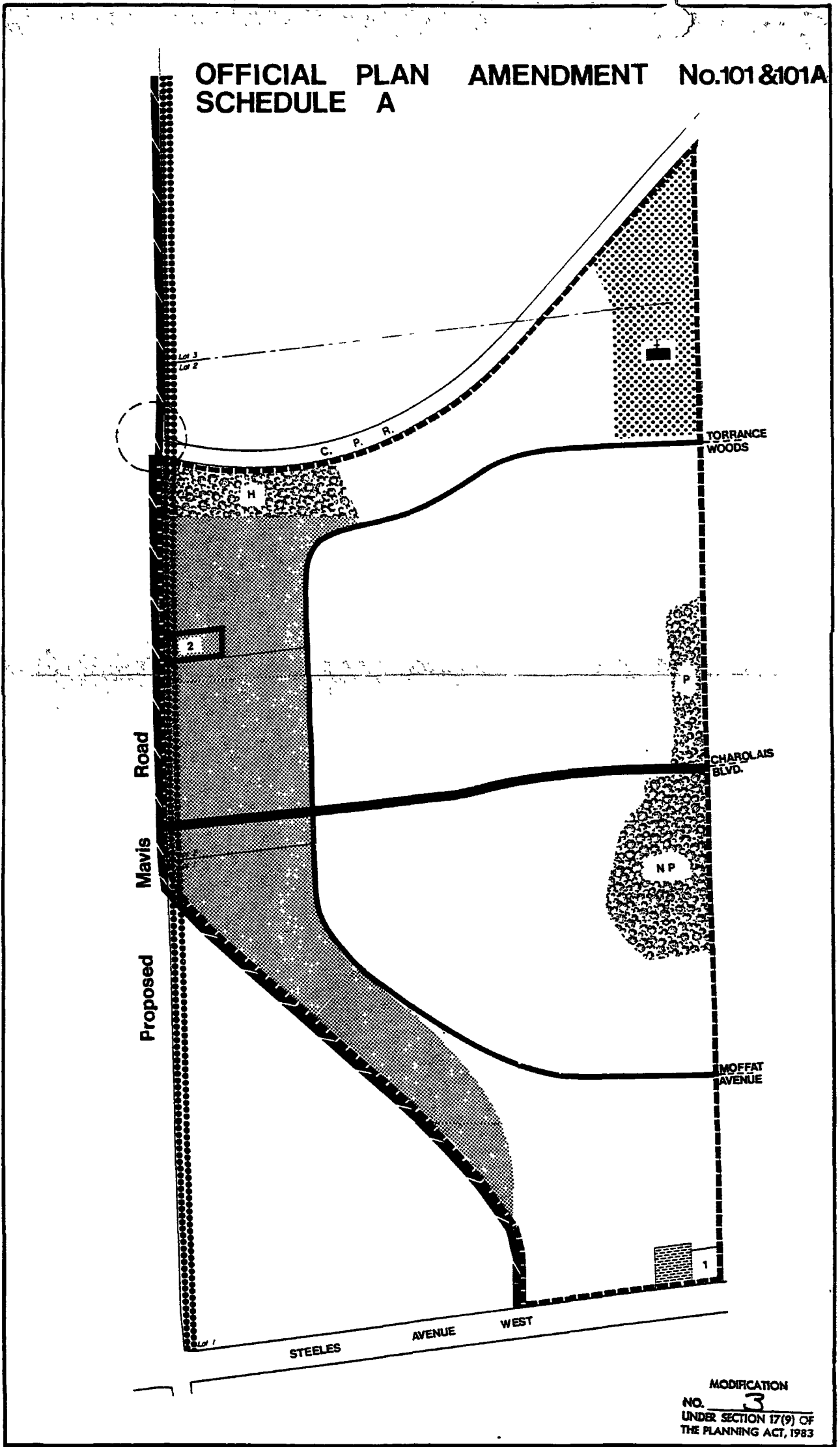

Z. Weing
Senior Planner
Plans Administration Branch

ATTACHMENT

Section 3.2.2 is hereby deleted in its entirety and replaced as follows:

"Prior to approval of plans of subdivision, the City shall encourage landowners within New Development Area Number 12 to enter into an agreement for the purpose of providing for the equalization of the cost associated with establishing a separate secondary school in New Development Area 11 if required by the Dufferin-Peel Roman Catholic Separate School Board. This policy shall not apply to those landowners who have previously contributed or conveyed land for the establishment of a school site within New Development Area Number 12."

**OFFICIAL PLAN AMENDMENT No.101&101A
SCHEDULE A**



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

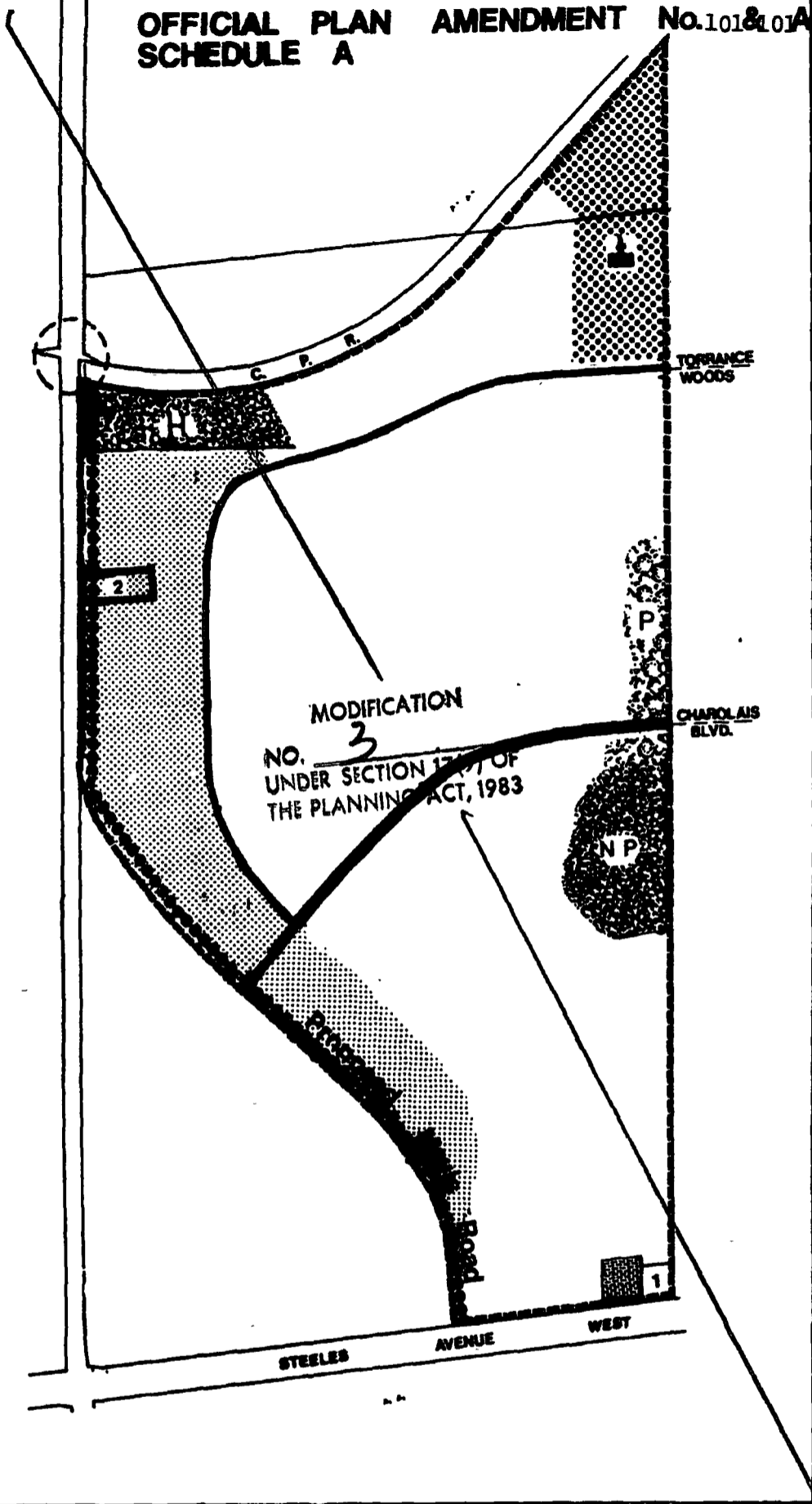
Schedule SP15(a)
New Development Area Number 12
Legend

Scale: 1:4000
Date: January 1987



- | | | |
|-------------------------------|-----------------------------------|--|
| Urban Boundary | New Development Area #12 Boundary | Special Policy Area 1
(Refer to Policy 3.5.1) |
| Low Density Residential | Low & Medium Density Residential | Special Policy Area 2
(Refer to Policy 3.5.2) |
| Institutional Separate School | Convenience Commercial | Collector Road |
| Neighborhood Park | Parkette | Major Arterial Road |
| Open Space - Hazard | | Minor Collector |
| | | Proposed Grade Separation |

**OFFICIAL PLAN AMENDMENT No. 101 & 101A
SCHEDULE A**



Schedule SP15(a)

Date: August 1986

New Development Area Number 12

Legend

- | | |
|-----------------------------------|--|
| New Development Area #12 Boundary | Special Policy Area 1
(Refer to Policy 3.6.1) |
| Low Density Residential | Special Policy Area 2
(Refer to Policy 3.6.2) |
| Low & Medium Density Residential | Collector Road |
| Institutional Separate School | Major Arterial Road |
| Convenience Commercial | Minor Collector |
| Neighborhood Park | Proposed Grade Separation |
| Parkette | |
| Open Space - Hazard | |

BACKGROUND MATERIAL TO
AMENDMENT NUMBER 101 AND 101 A

Attached is a copy of planning reports dated July 3, 1986, July 30, 1986 and August 5, 1986, including the notes of a Public Meeting held on July 23, 1986 after notification in the local newspapers and the mailing of notices to assessed owners of properties within 120 metres of the subject lands.

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

July 3, 1986

TO: The Chairman and Members of the Development Team

FROM: Planning and Development Department

RE: Draft Secondary Plan
New Development Area 12
Our File Number: SP.33

INTRODUCTION

In accordance with the City of Brampton Official Plan, a draft secondary plan has been prepared for "New Development Area Number 12". The purpose of this report is to provide the background material and land use strategy as the basis for the secondary plan.

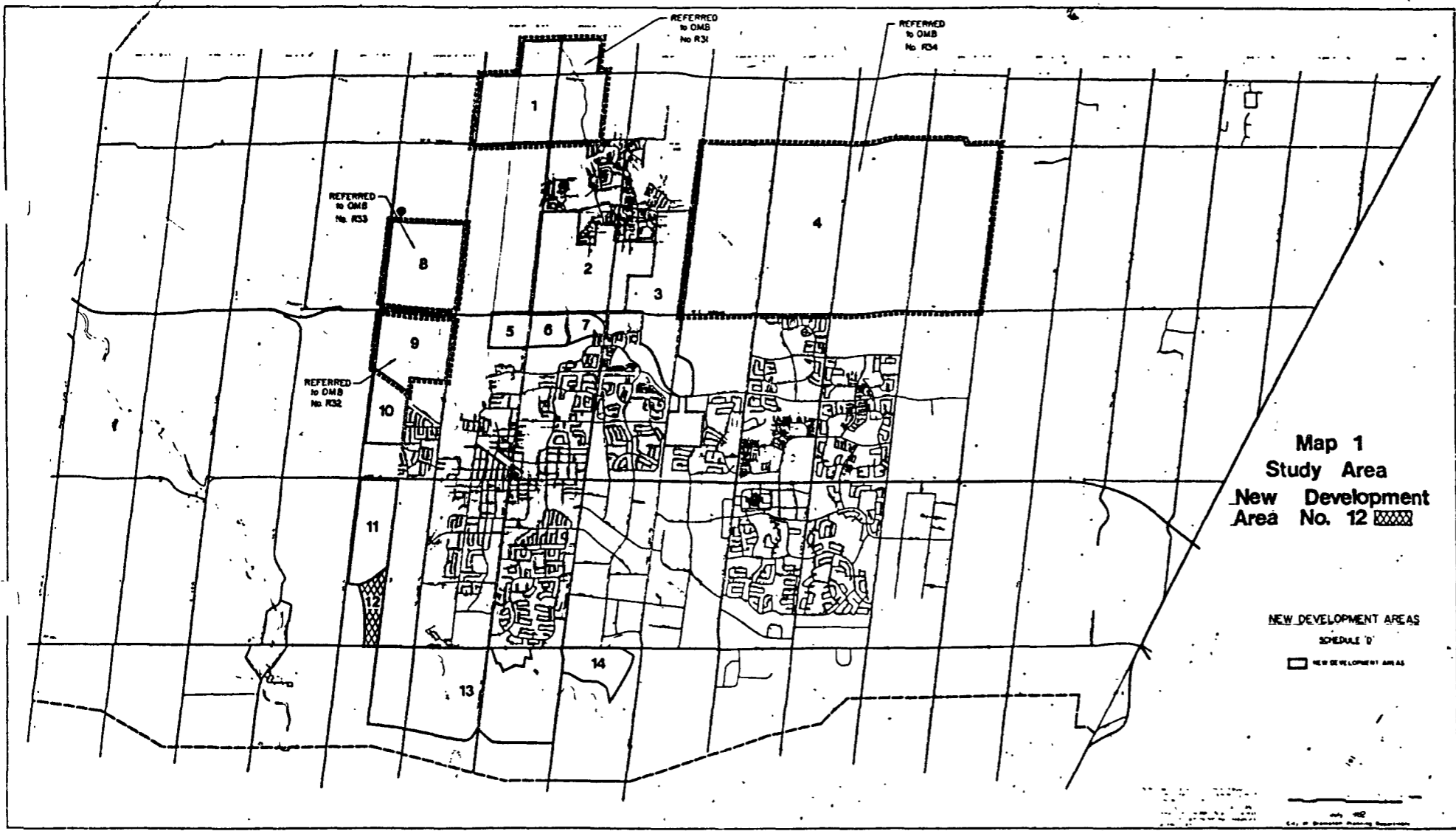
PART I: BACKGROUND

1.1 Area Description and Existing Land Use

New Development Area Number 12 is situated north of Steeles Avenue, east of Second Line West, and south of the Canadian Pacific Railway tracks, as depicted on Map 1. It should be noted that the westerly boundary of the area is coincident with the proposed alignment of Mavis Road.

New Development Area Number 12 covers an area of approximately 62.7 hectares (155 acres). Topographically, the lands are gently sloping with a fall of approximately 3.0 metres towards the westerly study area boundary. A tributary and associated valleylands of the Credit River occur at the extreme northwest corner of the study area.

C10-2



Two mature woodlots occur central to the study area, adjacent to the easterly boundary.

Existing land uses are depicted on Map 2. In this regard, the lands are predominantly vacant, with some limited crop production. One residential holding abuts the easterly study area boundary, on the north side of Steeles Avenue. Two commercial uses, (a fruit market and garden centre) are situated to the west of this residential holding. A salvage metal operation occupies a parcel of land on the west side of Second Line West, north of Steeles Avenue. Further to the north, a residential holding and kennel operation exists. An elementary separate school site is located at the extreme northeast corner of the study area. (This separate school site was created by land severance and approved in September 1984).

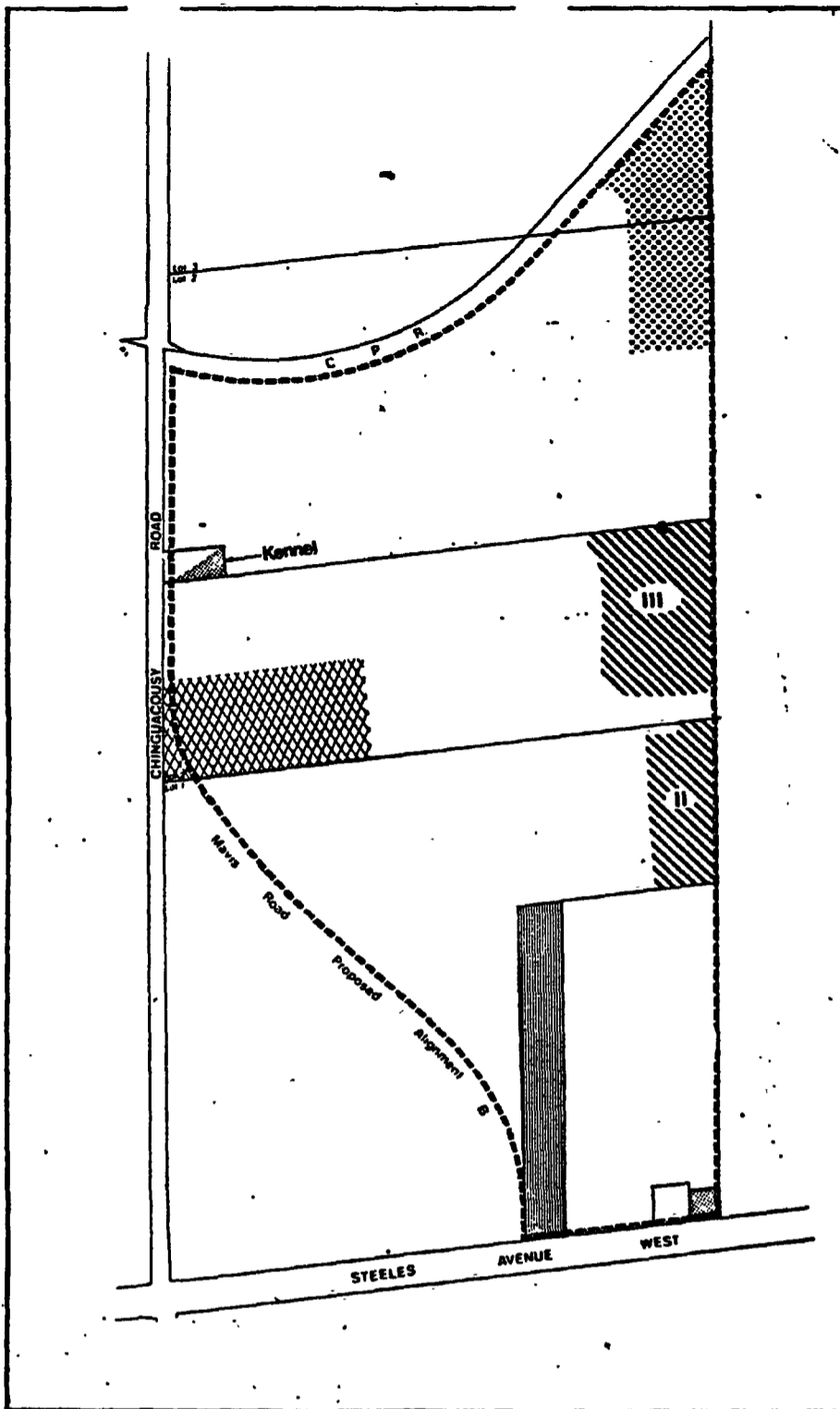
1.2 Land Ownership Pattern

Map 3 depicts the land ownership pattern in the area. There are four main land holdings in the study area with areas of 17.8, 16.6, 14.7 and 7.1 hectares (43.9, 41.0, 36.5 and 17.5 acres respectively). Five smaller land holdings comprise the remaining area.

1.3 Development Context

New Development Area Number 12 is situated within the Fletchers West Secondary Planning Area, as delineated by the Official Plan. Accordingly, the development pattern of New Development Area Number 12 will be influenced by existing development in the Fletchers West Secondary Planning Area, which has proceeded west of McLaughlin Road. The development of this area is substantially complete, consisting of single and semi-detached dwelling units and related activities.

Lands within New Development Area Number 12 are subject to four outstanding draft plans of subdivision affecting the major landholdings of the area. Processing of these plans have been

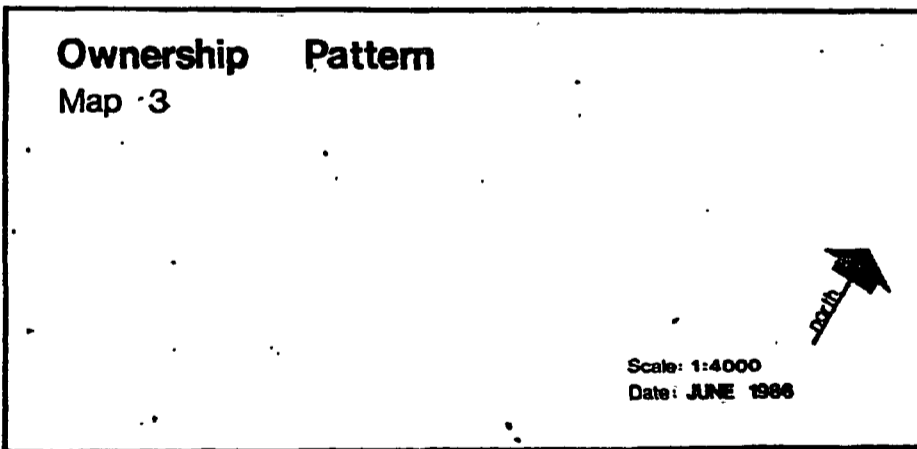
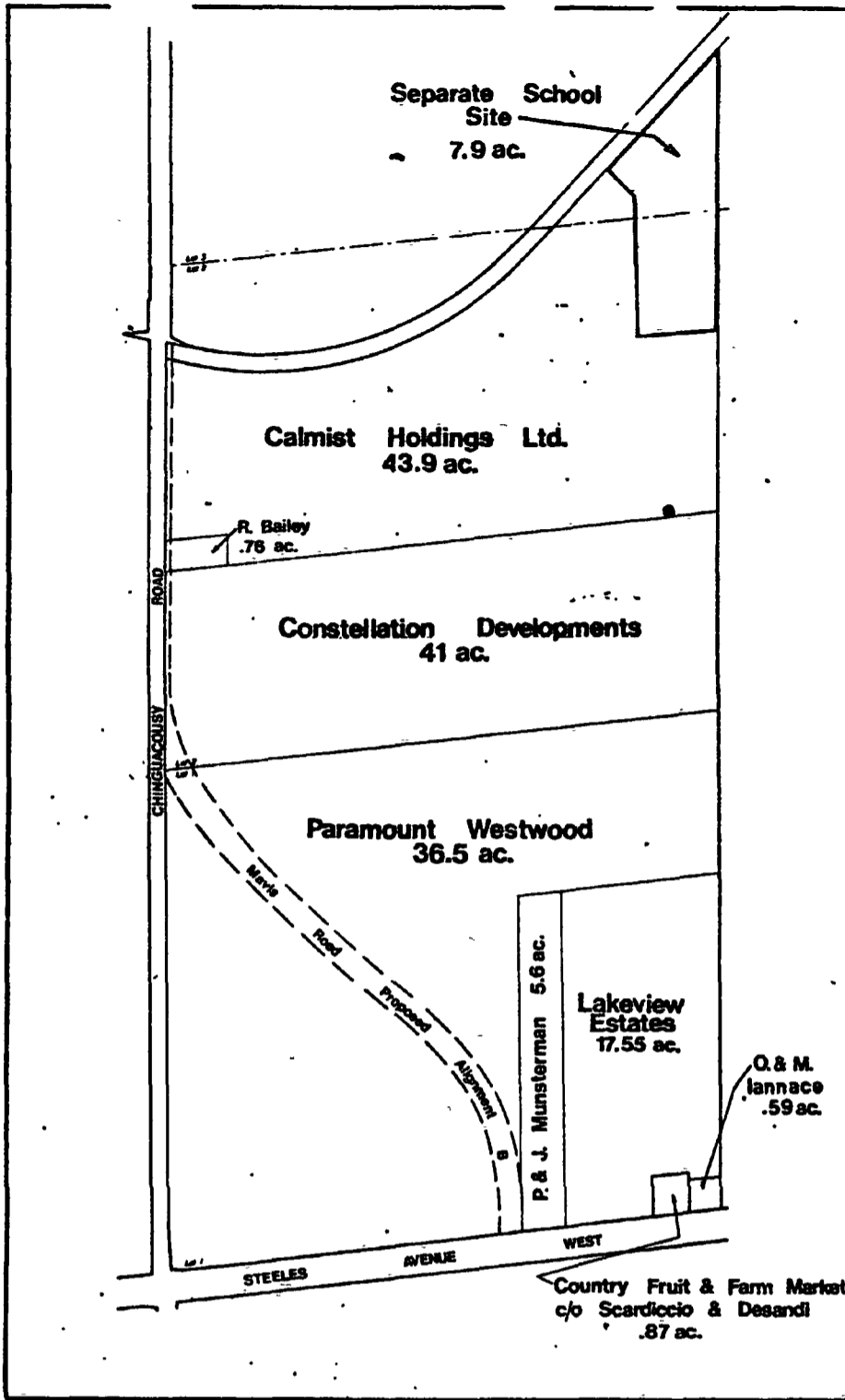


Existing Land Use and Major Environmental Features
Map 2

LEGEND

	Residential		Class III Woodlot
	Commercial		Class II Woodlot
	Industrial		
	Institutional		
	Undeveloped Agriculture		
	Environmentally Sensitive Areas		

Scale: 1:4000
 Date: JUNE 1986



deferred pending the approval of a secondary plan and the final disposition of Mavis Road.

1.4 Official Plan Status

The City of Brampton Official Plan sets out general parameters for growth within New Development Area Number 12. In particular, Schedule "A" - General Land Use Designations designates the subject lands predominantly as "Residential". It should also be noted that the most westerly limit of New Development Area Number 12 is coincident with the urban boundary, also delineated on Schedule A.

Schedule "C" of the Official Plan identifies the two existing woodlots within the study areas as "Environmentally Sensitive Areas".

Official Plan Amendment Number 53 (adopted by Council on February 11, 1985) established a "Convenience Commercial" designation on Schedule "F" - Commercial, for the existing fruit market on the north side of Steeles Avenue.

Schedule "H" - Major Transportation Elements and Major Road Network prescribes a collector road alignment for the study area, indicating the westerly extension of Charolais Boulevard, to intersect with the proposed Mavis Road extension.

1.5 Zoning Status

By-law 861 zones the study area predominantly as "Agricultural Class One (A1)". However, By-law 40-85 established a "Commercial (C5A)" zone for the previously noted fruit and garden centre on the north side of Steeles Avenue. The abutting property to the west is zoned "Residential (R6)" which will permit the construction of a maximum of 3 single family dwellings.

The scrap metal operation on the east side of Second Line West exists under legal non-conforming status.

The kennel, north of the scrap metal operation is a permitted use within the Agricultural zone of By-law 861.

1.6 Development Constraints

An effective land use strategy must recognize constraints and limitations imposed by natural and man made features. Specific constraints ubiquitous to New Development Area Number 12 include:

- existing woodlots;
- noise sensitivity areas;
- valleylands;
- proposed Mavis Road extension;
- servicing; and,
- existing land use.

1.6.1 Woodlots

As previously noted, Schedule "C" identifies two mature deciduous woodlots within New Development Area Number 12. Map 3 of this report identifies these woodlots as Class II and III, defined by the Official Plan as follows:

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

Class III: These are low to medium quality woodlots which will withstand a moderate to high degree of disturbance. This class of woodlot represents the areas where there is the opportunity to carefully develop within and use the trees.

Priority is given, within the draft secondary plan for the preservation of the Class II woodlot.

The secondary plan also makes provision for the preservation of the Class III woodlot to the greatest extent practicable, through the sensitive development of the area. The Official Plan provides that applications for amendments to the zoning by-law or subdivision approval within or adjacent to any classified woodlot, shall include an Environmental Sensitivity Report. The main purpose of such a report shall be to show the effect the proposed development would have on the woodlots. The Environmentally Sensitive Report should include:

- inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wild life;
- the consideration and evaluation of alternatives including locational, land use, engineering and design possibilities; and,
- a commitment to measures for protection of the woodlot.

1.6.2 Noise Sensitivity Areas

Areas of potential noise sensitivity within the study area include locations in proximity to:

- the C.P. railway tracks;

- the proposed Mavis Road extension; and,
- Steeles Avenue.

The study area is bounded, at its most northerly limits by a C.P. rail line. In accordance with the provisions of the Official Plan, noise sensitivity areas are those lands lying within 300.0 metres (985 feet) of rail lines having a development component that includes outdoor passive recreation areas, or a residential component.

In addition, the Official Plan provides that prior to development approval, the proponent shall undertake a noise and vibration analysis, and to recommend abatement measures to the satisfaction of the City, Ministry of the Environment and C.P. Rail.

In this regard, C.P. requirements for noise and vibration protection for new residential development within the noise sensitivity areas include among others, the following:

- a continuous berm having a total height of not less than 2.5 metres above top of rail, must be erected on adjoining property, and parallel to the railway right-of-way;
- dwellings should, wherever possible, be setback a minimum distance of 25.0 metres from the nearest future track;
- dwellings must be constructed such that interior noise levels meet the criteria of the appropriate ministry.

Two other areas of noise sensitivity include lands in proximity to the proposed Mavis Road and Steeles Avenue. Noise analysis according to criteria stipulated by the Official Plan, and special design features to reduce noise to acceptable levels will also be necessary for all residential development with exposure to these roads.

1.6.3 Valleylands

New Development Area Number 12 is situated predominantly on developable tableland with the exception of a tributary of the Credit River, south of the C.P. Rail at Second Line West. The Credit Valley Conservation Authority has identified this area as being within the valley system of the Credit River. Accordingly, an "Open Space" designation for these lands in the secondary plan would be appropriate, to retain these lands for stormwater management purposes.

1.6.4 Mavis Road Extension

As noted previously, the westerly boundary of the study area coincides with the proposed Mavis Road extension. The Region of Peel is undertaking the development of Mavis Road to provide a main north-south arterial, providing regional road service between the City of Mississauga, the City of Brampton and the Town of Caledon.

A Functional Planning Study undertaken on behalf of the Region of Peel identified alternative alignments for Mavis Road, consisting of a four lane road divided cross section, within a 36.0 metre right-of-way.

The alignment of Mavis Road indicated in the secondary plan represents the alternative recommended in the Mavis Road Functional Planning Study, and most closely follows the designated alignment in the Official Plan, as well as the urban area boundary. The Mavis Road Functional Planning Study was the subject of a public meeting and public submissions, and three of the alternative alignments studied are still under serious consideration. These included the alternative alignment designated in the draft secondary plan, and two alternatives which coincide with the Second Line West, north of Steeles Avenue. It is probable that secondary plan approval for the area generally south of the westerly extension of Charolais

Boulevard may have to be deferred pending the final disposition of Mavis Road.

1.6.5 Servicing

New Development Area Number 12 is situated entirely within the Fletchers Creek sanitary servicing shed. In this regard, the westerly physical limits of development within the study area is fixed by the high point of land which is serviceable within this drainage system. This also coincides with the urban area boundary delineated by the Official Plan.

1.6.6 Existing Land Use

The draft secondary plan makes provision to protect the integrity of specific existing land uses. In particular, it was previously noted that the existing kennel operation on the east side of Second Line West is a permitted use within the prevailing "Agricultural" zoning. It would be desirable to incorporate these lands with the residential development of surrounding lands. However, as this may not be realized, the secondary plan must contain provisions to protect future residential development from incompatibilities emanating from the kennel operation. It should be noted that a minimum separation distance of 152 metres (500 feet) between kennels and residential uses have been incorporated into the City's most recently enacted comprehensive zoning by-laws.

Accordingly, the draft secondary plan encourages the development of the kennel lands, with abutting lands. If such redevelopment does not occur, owners of abutting land shall be required to implement mitigative measures including adequate separation distances, landscaped areas, increased yards, fencing or screening. Subdivision and zoning approvals for lands abutting the kennel may be withheld until these mitigative measures have been implemented to the satisfaction of Council.

The easterly boundary of the study area abuts existing single family residential development. Hence, the secondary plan provides policy direction to encourage new residential development of a type and density compatible with existing development. More detailed provisions (i.e lot size and area requirements) to enhance compatibility is appropriately established prior to subdivision and zoning approvals.

PART II: LAND USE STRATEGY

The land use strategy defines the nature and extent of future growth while promoting an orderly and attractive community. As previously noted, Schedule A of the Official Plan designates the study area predominantly as "Residential". However, the proposed land use strategy:

- provides a more detailed distribution of residential land uses relative to specific housing mix and density; and,
- establishes a land use pattern whereby services and utilities may be effectively deployed; environmentally sensitive areas are protected; sufficient commercial, open space and educational opportunities are accessible from residential uses.

2.1 Residential Land Use

The City of Brampton Official Plan prescribes housing mix ranges for New Development Area Number 12, as follows:

<u>Housing Type</u>	<u>Mix</u>
Single Family Density Types	45-50%
Semi-Detached Density Types	35-40%
Townhouse Density Types	10-20%
Cluster Housing and Apartment Density Types	0%

The housing mix is based on a gross residential density of 18.3 units per hectare (7.4 units per acre).¹

Accordingly, the potential residential capacity of the study area is 1,036 units. Population capacity will be in the order of 3,626. Table 2.1 below illustrates the housing mix distribution of maximum population allocation.

TABLE 2.1

Unit Type	Maximum Density Range	No. of Units	Population Factor	Population
Large Singles	45%	466	3.5	1,631
Semi's (including small singles)	35%	363	3.5	1,270
Townhouse	20%	207	3.5	725
TOTAL		1,036		3,626

2.2 Institutional Land Use

The institutional land use within New Development Area Number 12 will consist of school sites. As previously noted, a 3.23 hectare (7.9 acre) separate elementary school site was created by land severance at the northeasterly corner of the study area.

¹. Gross Residential Area = one or more surveyed lots, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus portions of all abutting local and collector roads contained between the boundaries of the lots extended and the centre-line of the roads.

School requirements are estimated utilizing the projected pupil yields provided by the Peel Board of Education and The Dufferin-Peel Roman Catholic Separate School Board.

The Peel Board of Education has estimated that anticipated residential development with New Development Area Number 12 could generate the following number of students:

- 287 K-5;
- 172 6-8; and,
- 229 9-13.

The students are within the following attendance areas:

- Morton Way Public School;
- Centennial Senior Public School; and,
- Brampton Centennial Secondary School.

The Peel Board of Education has not indicated a requirement for additional public school sites in New Development Area Number 12.

However, the Dufferin-Peel Roman Catholic Separate School Board has identified the need for a secondary school site to serve the area north of Steeles Avenue and west of Highway Number 10 as well as the Fletchers Creek South area. Accordingly, the Board has requested the reservation of a 6.07 hectare (15.0 acre) site generally south of Charolais Boulevard. The draft secondary plan makes policy provision for this by reserving the required site area within residentially designated land in the desired locality. The precise secondary school site location shall be determined at the time of draft plan of subdivision approval. If a separate school is not

required, then the intended residential development may be permitted, without amendment to the secondary plan.

2.3 Open Space

The minimum tableland requirement in the Official Plan is 1.6 hectares (4.0 acres) per 1,000 population for local, neighbourhood community and district parks. Given an anticipated capacity population of 3,626, the total tableland requirement for New Development Area 12 is 5.8 hectares (14.5 acres). In allocating parkland requirements, consideration should be given to existing and designated facilities within the service area of New Development Area 12. In this regard, 3 playground facilities are situated in the developed residential area to the east of the study area. This includes a 4.0 hectare (9.8 acre) woodlot and playground south of Charolais Boulevard abutting the easterly study area boundary. A public elementary school to the east also provides some recreational facilities.

A community park is designated in the Official Plan, north of the C.P. railway. New Development Area Number 12 is within the service radius of this planned facility.

The District Park serving this area will be located east of McLaughlin Road south of Sheridan College.

Finally, the existing separate elementary school site at the northeast corner of the study area, will provide additional facilities.

To satisfy parkland requirements, a 2.0 hectare (5.0 acre) park would be appropriate, south of Charolais Boulevard, abutting the easterly study area boundary. This would amalgamate the woodlot and the existing park to the east to form a neighbourhood facility. The

advantages of this locality for park use include its central location and natural amenity. The northerly portion of the study area could be sufficiently served by a parkette facility, approximately 0.5 acres in area.

2.4 Commercial

Official Plan Amendment Number 53 established a "Convenience Commercial" designation for a 0.35 hectare (0.86 acre) parcel of land on the north side of Steeles Avenue, adjacent to the easterly study area boundary. The amendment provided the following policy direction:

- these lands are to be used only as a single retail establishment, selling primarily food and related goods; and,
- vehicular access shall only be from Steeles Avenue and not from an abutting or adjacent interior street.

This Convenience Commercial designation, and corresponding policy provisions are to be incorporated in the draft secondary plan.

An existing convenience commercial facility exists immediately to the west of the study area on Charolais Boulevard at Moffat Boulevard.

The Fletchers Creek South Secondary Plan (Official Plan Amendment Number 68 to the Consolidated Official Plan) provides a "Neighbourhood Commercial" designation at the southwest corner of McLaughlin Road and Steeles Avenue, which will incorporate New Development Area Number 12 within its trade area.

Accordingly, it is evident that the study area is sufficiently served with existing and planned commercial facilities to satisfy anticipated demand. No further commercial designations are

contemplated in the draft secondary plan for New Development Area Number 12.

2.5 Implementation and Recommendation

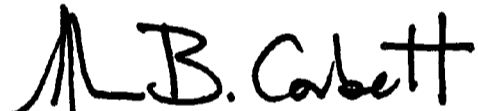
Implementation of the land use strategy for New Development Area Number 12 will require approval of the draft secondary plan as an amendment to the City's Official Plan. Accordingly, a public meeting is required in accordance with the Planning Act, 1983 and Council's procedures.

Upon approval of the secondary plan by the Ministry of Municipal Affairs, individual plans of subdivision may then be considered for approval, subject to the requirements of the Official Plan and Secondary Plan.

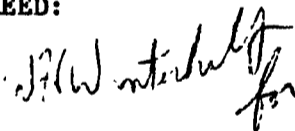
Accordingly, it is recommended that:

1. A public meeting be held in accordance with City Council's procedures; and,
2. Subject to the results of the public meeting, staff be directed to submit the secondary plan to City Council for adoption.


Respectfully submitted,


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

AGREED:



 John A. Marshall
 Director of Planning
 Policy and Research



 F. R. Dalzell
 Commissioner of Planning
 and Development

JC/thk/8

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

July 30, 1986

TO: The Chairman and Members of the Planning Committee
FROM: Planning and Development Department
RE: Draft Secondary Plan
New Development Area Number 12
Our File Number: SP-33

The notes of the Public Meeting held on Wednesday, July 23, 1986, are attached for the information of Planning Committee.

Two items of correspondence have been received with respect to the draft secondary plan.

Concern was expressed, from those in attendance at the public meeting regarding:

- the preservation of the existing woodlots;
- the reservation of a separate secondary school site, south of the westerly extension of Charolais Boulevard;
- the special policy provisions regarding the existing kennel on Second Line West; and,
- the nature of the proposed convenience commercial facility on Steeles Avenue.

With respect to woodlots, it should be noted that two mature deciduous tree stands occur within New Development Area Number 12. The City's Official Plan classifies the tree stand south of Charolais Boulevard as a Class II woodlot. In this regard, priority is given within the draft secondary plan for the preservation of this woodlot in conjunction with the development of a neighbourhood park.

84-2

The Official Plan classifies the tree stand north of Charolais Boulevard as a Class III woodlot. These are low to medium quality woodlots which will withstand a moderate to high degree of disturbance. The draft secondary plan also makes provision for the preservation of the Class III woodlot, to the greatest extent practicable, through the sensitive development of the site for the intended low density residential purposes.

The Official Plan provides that applications for amendments to the zoning by-law or subdivision approval, within or adjacent to any classified woodlot, shall include an Environmental Sensitivity Report.

It should be noted that further public meetings will be convened at the subdivision approval stage which will provide greater detail with respect to the impact of the development on the woodlots, in accordance with the findings of the Environmental Sensitivity Report.

Representation was made at the public meeting, on behalf of the Paracon Group who own lands within New Development Area Number 12, south of Charolais Boulevard. Their concern related to the tentative reservation of a separate secondary school site south of Charolais Boulevard. In this regard, the Dufferin-Peel Roman Catholic Separate School Board has identified the need for a secondary school site to serve the area north of Steeles Avenue and west of Highway Number 10, as well as the Fletchers Creek area. Accordingly, the Board has requested the reservation of a 6.07 hectare (15.0 acre) site generally south of Charolais Boulevard. In addition, the Board has also requested reservation of a similar site in New Development Area Number 11, which is situated immediately to the north of the subject lands. It is intended that only one of these two sites will be required. Upon the formal establishment of one of these sites through secondary and draft plan approval, then the Board will waive its option on the residual site. The draft secondary plan makes policy provision for this, by reserving the required site area within residentially designated land, south of Charolais Boulevard. If a separate school site is not required in this locality, then the intended residential development may be permitted without amendment to the secondary plan.

Representation was also made at the public meeting with respect to the existing kennel use on the east side of Second Line West. In particular, concern was expressed with respect to protecting the integrity of the kennel operation, given its current status as a permitted use within the prevailing "Agricultural" zoning.

The draft secondary plan encourages the redevelopment of the kennel lands with abutting lands for residential purposes. If such redevelopment does not occur, owners of abutting land are required to implement mitigative measures including adequate separation distances, landscaped areas, increased yards, fencing or screening. Subdivision and zoning approvals for lands abutting the kennel may be withheld until these mitigative measures have been implemented to the satisfaction of Council. It is considered that the proposed provisions in the draft secondary plan are adequate to:

- provide for the continuance of the kennel operation if redevelopment does not occur in accordance with the secondary plan; and,
- achieve a satisfactory level of compatibility between the kennel and planned residential uses.

Correspondence has been received (attached) with respect to the provisions for a convenience commercial facility on Steeles Avenue. It should be noted that the proposed secondary plan incorporates the land use and policy provisions of Official Plan Amendment Number 53 (approved by City Council February 1985) which:

- designates the site as "Convenience Commercial"; and,
- includes policies with respect to limiting the use of the subject lands to that of a single retail establishment with access only from Steeles Avenue.

The existing official plan provisions are implemented by By-law Number 40-85 which provides the appropriate land use restrictions.

It has been suggested that the proposed secondary plan simply designate the site "Convenience Commercial", and rely on the Convenience Commercial policies of the City's Official Plan.

However, since the secondary plan merely incorporates recently adopted Council policy, this would not be an appropriate procedure to implement the suggested amendments.

One item of correspondence raised the issue of farmland preservation. In this regard, it should be noted that the City's Official Plan included New Development Area Number 12 within the urban area since its adoption by Council in 1982.

The alignment of Mavis Road indicated in the secondary plan represents the alternative which most closely follows the designated alignment in the Official Plan, as well as the urban area boundary. However, two other alternate alignments are still under serious consideration. Both of these alignments coincide with Second Line West, north of Steeles Avenue. Accordingly, secondary plan approval generally south of the westerly extension of Charolais Boulevard will have to be deferred pending the final disposition of Mavis Road. Therefore, it is appropriate that City Council should request the Ministry of Municipal Affairs to defer approval of that portion of the secondary plan illustrated on the attached secondary plan schedule.

Recommendations

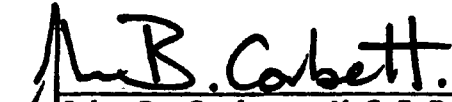
It is recommended that Planning Committee recommend to City Council that:

1. the notes of the Public Meeting he received;
2. the secondary plan for New Development Area Number 12 be approved;
3. staff be directed to submit the secondary plan to City Council


for adoption; and,


- 4. the Ministry of Municipal Affairs be requested to defer approval for that portion of New Development Area Number 12, generally south of the westerly extension of Charolais Boulevard as illustrated on the attached secondary plan schedule.

Respectfully submitted,


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

AGREED:


 John A. Marshall, M.C.I.P.
 Director, Planning Policy and
 Research


 F. R. Dalzell
 Commissioner of Planning
 and Development

Attachment
JC/jp/8

D4-6

AMENDMENT NUMBER _____
and
AMENDMENT NUMBER _____ A
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 _____
and Amendment Number _____ to
the Official Plan of the City of
Brampton Planning Area.

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

1. Amendment Number _____ and Amendment Number _____A to the Official Plan of the City of Brampton Planning Area are hereby adopted and made part of this by-law.

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

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

this _____ day of _____, 198 .

KENNETH G. WHILLANS - MAYOR

LEONARD J. MIKULICH - CLERK

D4-8

AMENDMENT NUMBER _____
and
AMENDMENT NUMBER _____ A
TO THE OFFICIAL PLAN
OF THE CITY OF BRAMPTON

1.0 PURPOSE

The purpose of this amendment is to establish, in accordance with Sections 7.2 of the Official Plan, detailed policy guidelines for the development of lands within New Development Area 12, as identified in the City of Brampton Official Plan.

2.0 LOCATION

The lands subject to this amendment comprise a total area of approximately 62.7 hectares (155 acres), and are situated north of Steeles Avenue, east of Second Line West, comprising part of the west half of Lots 1 and 2, Concession 2, W.H.S., of the geographic Township of Chinguacousy, now in the City of Brampton.

The lands subject to this amendment are more particularly shown as "New Development Area Number 12" on Schedule "A" to this amendment.

3.0 AMENDMENT AND POLICIES RELATIVE THERETO:

3.1 Amendment Number:

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

- (i) by adding thereto as Schedule SP15(a), Schedule A to this amendment;
- (ii) by deleting the first paragraph of subsection 7.2.7.15., and substituting therefor the following:

"7.2.7.15 Fletchers West Secondary Plan
Subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7, of the Consolidated Official Plan of the City of Brampton Planning Area, as they apply to Secondary Plan Area Number 15, as amended by Amendment Number 18 and _____ A, and Part IV - Chapter 15(a) of this Plan, shall constitute the Fletchers West Secondary Plan.

- (iii) by adding to Part IV a new chapter title, namely:

"Chapter 15: THE FLETCHERS WEST SECONDARY PLAN"; and,

(iv) by adding the following text to PART IV - SECONDARY PLANS, as Chapter 15(a):

Chapter 15(a): The Fletchers West Secondary Plan as it relates to New Development Area 12.

1.0 PURPOSE

The purpose of this chapter, together with Schedule SP15(a), is to implement the policies of the Official Plan for the City of Brampton Planning Area, by establishing, in accordance with section 7.2 of Part II, detailed policy guidelines for the development of the lands shown outlined on Schedule SP15(a), and to specify the desired pattern of land use, transportation network and related policies to achieve high quality, efficient and orderly urban development. The area covered by this chapter is identified as "New Development Area Number 12" on Schedule "D". This chapter will form part of the Fletchers West Secondary Plan.

2.0 LOCATION

The subject lands comprise a total area of approximately 62.7 hectares (155 acres), and are situated north of Steeles Avenue, east of Second Line West, comprising part of the west half of Lots 1 and 2, Concession 2, W.H.S., of the geographic Township of Chinguacousy, now in the City of Brampton, as shown outlined on Schedule SP15(a).

3.0 DEVELOPMENT PRINCIPLES

3.1 Residential Policies

3.1.1 Housing mix target ranges shall be as indicated on Table 1, and shall apply to the whole of the New Development Area Number 12.

Table 1

<u>Housing Type</u>	<u>% of Total Dwelling Units</u>
Single Detached Density Types	45 - 50%
Semi-Detached Density Types	35 - 40%
Townhouse Density Types	<u>10 - 20%</u>
TOTAL	100%

- 3.1.2 The maximum density for New Development Area Number 12 is 18.3 units per hectare (7.4 units per acre) of gross residential area.
- 3.1.3 In areas designated "Low Density Residential" on Schedule SP15(a), permitted uses include those residential uses within the Low Density range defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2 above.
- 3.1.4 In areas designated "Low and Medium Density Residential" on Schedule SP15(a), permitted uses include those residential uses within the Low Density and Townhouse Density ranges defined in Part II of this Plan, subject to policies 3.1.1 and 3.1.2.
- 3.1.5 Residential lots shall be oriented toward and have primary access to the local and minor collector road system.
- 3.1.6 The portions of the Class III Woodlot, identified on Schedule C to this Plan, which are located within the Low and Medium Density Residential designation on Schedule SP15(a), shall be preserved to the greatest extent practicable. In this regard, development proposals within or abutting these lands shall be subject to the policies of CHAPTER 1, subsection 1.3 of this Plan.
- 3.1.7 Residential development adjacent to arterial roads and railways will be subject to the Rail Noise and Vibration, and Road Noise Policies of CHAPTER 1, subsections 1.8.2 and 1.8.3 of this Plan.
- 3.1.8 Where residential development, for which noise control measures will be required, precedes the construction of Mavis Road, the City will require, as a condition of subdivision approval, that sufficient lands and facilities be provided for noise attenuation, in accordance with the requirements of the appropriate authorities.
- 3.1.9 Prior to subdivision approval for lands situated adjacent to the C.P. Rail right-of-way, noise impact studies shall be undertaken by the development proponent, to identify potential adverse impacts, and appropriate attenuation measures. Development shall only be permitted if attenuation measures satisfactory to the Ministry of the Environment, C.P. Rail and the City are undertaken to prevent or alleviate such adverse impacts. Such measures may include berming, fencing or the imposition of adequate building setbacks.
- 3.2 Institutional Policies
- 3.2.1 One separate elementary school site will be required in New Development Area 12 in the location designated on Schedule SP15(a).

3.2.2 The appropriate school board has identified the need for the reservation of an approximately 6.0 hectare (15.0 acre) separate secondary school site. Such separate school site, if required, shall be provided within the general area designated on Schedule 15(a) as Low Density Residential, south of the designated Collector Road (westerly extension of Charolais Boulevard). The precise separate school site location within this general area shall be determined at the time of draft plan of subdivision approval. In the case where no separate school site is required, the intended residential use of the locality, shall be permitted without amendment to this Plan.

3.3 Open Space

3.3.1 Lands designated Open Space on Schedule SP15(a) shall be used for outdoor and indoor recreation areas and facilities of neighbourhood significance with respect to lands so designated, and the policies of CHAPTER 2, subsection 2.5.1 of this Plan shall apply.

3.3.2 Where land designated Open Space is under private ownership, it shall not be construed that such areas are free and open to the general public or will be acquired by the municipality or any other public agency.

3.3.3 The City shall endeavour to ensure that the portions of the Class II Woodlot identified on Schedule C to this Plan, which are located within the "Open Space" designation on Schedule SP15(a) are retained to the greatest extent possible for aesthetic and recreational purposes.

3.3.4 A "Neighbourhood Park", with an area of approximately 2.02 hectares (5.0 acres) shall be located in the general location indicated on Schedule SP15(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.-17, of this Plan.

3.3.5 A "Parkette" with an area of approximately 0.20 hectare (0.5 acres) shall be located in the general location indicated on Schedule SP15(a), and shall be developed in accordance with the provisions of CHAPTER 2, subsection 2.5.1.3.16, of this Plan.

3.4 Open Space - Hazard

3.4.1 Lands designated Open Space - Hazard south of the C.P. rail at the proposed Mavis Road have been identified by the appropriate Conservation Authority as having inherent environmental hazards due to flood susceptibility. Accordingly, the policies of Chapter 1, Section 1.2 of this plan shall apply.

3.5 Commercial

3.5.1 Lands designated "Convenience Commercial" on Schedule SP15(a) shall be used only as a single retail establishment, selling primarily food and related goods, and shall be developed in accordance with the following principles:

- (i) vehicular access shall only be from Steeles Avenue and not from an abutting or adjacent interior street;
- (ii) no outdoor storage of goods or materials shall be permitted;
- (iii) provision shall be made to minimize the adverse impact upon abutting and adjacent residential uses, through landscaping and the erection of fences and walks. The illumination of parking facilities shall be directed away from nearby residences to minimize intrusion and glare upon residential properties;
- (iv) adequate off-street parking facilities shall be provided in accordance with acceptable standards to satisfy the requirements of employees and customers; and,
- (v) the location and design of access ramps shall be to the satisfaction of the road authority having jurisdiction.

3.6 Special Policy Areas

3.6.1 Lands shown on Schedule SP15(a) as "Special Policy Area Number 1" shall be used only for detached single unit dwellings, and shall be developed in accordance with the following principles:

- (i) no more than 3 dwellings shall be permitted;
- (ii) vehicular and pedestrian access shall only be from an abutting interior street and not from Steeles Avenue. However, until such time as access is provided from an interior street, a single access from Steeles Avenue shall be permitted only to an existing single detached dwelling unit; and,
- (iii) to minimize the impact of new residences upon abutting residential uses, appropriate rear, front and side yard setback requirements will be imposed.

3.6.2 Notwithstanding the Residential designation for lands shown outlined as "Special Policy Area Number 2", the existing kennel operation shall be permitted. Council shall encourage the

development of these lands, in conjunction with abutting lands, for residential purposes. If such redevelopment does not occur, Council shall require adequate separation distances and buffering to mitigate adverse impacts between the kennel operation and adjacent residential uses. In this regard, owners of abutting land shall be required to provide adequate separation distances as well as measures including landscaped areas, increased yards, fencing and/or screening. Subdivision and zoning approvals for lands abutting the kennel operation may be withheld until these mitigative measures have been implemented to the satisfaction of Council.

4.0 TRANSPORTATION POLICIES

4.1 Roads

4.1.1 Road facilities in New Development Area Number 12 are intended to develop and function in accordance with the provisions of CHAPTER 4, subsection 4.2 of this Plan.

4.1.2 The right-of-way requirement for Collector Roads and Minor Collector Roads designated on Schedule SP15(a) shall be 26.0 and 23.0 metres respectively.

4.1.3 This Plan provides for the staged construction of Mavis Road as a Major Arterial Road in accordance with CHAPTER 4, subsection 4.2., and Schedules "I" and "H".

4.1.4 Lands shall be conveyed to The Regional Municipality of Peel in conjunction with the development of abutting lands within the New Development Area Number 12 to achieve a right-of-way for Mavis Road of 36.0 metres.

4.1.5 To ensure the long term utility of Major Arterial Roads such as Mavis Road, it is the policy of the City to restrict direct access from individual properties. To this end, 0.3 metre reserves shall be a condition of development approval for lands abutting Mavis Road.

4.1.6 The local road system will be subject to approval as part of the subdivision approval process.

4.2 Railways

4.2.1 Schedule SP15(a) identifies a proposed grade separation at the intersection of Mavis Road and the C.P. Railway. Sufficient lands shall be reserved for such a grade separation prior to draft plan approval of affected plans of subdivision.

5.0 MUNICIPAL SERVICES

5.1 Storm Water Management

5.1.1 A comprehensive storm water management study will be undertaken for New Development Area Number 12, and be subject to the approval of the Credit Valley Conservation Authority and the City, prior to draft approval of individual plans of subdivision.

5.2 Sanitary Sewage and Water Supply

5.2.1 Development within New Development Area Number 12 shall be provided, and be subject to, the provision of piped municipal water and sanitary sewers.

6.0 IMPLEMENTATION AND INTERPRETATION

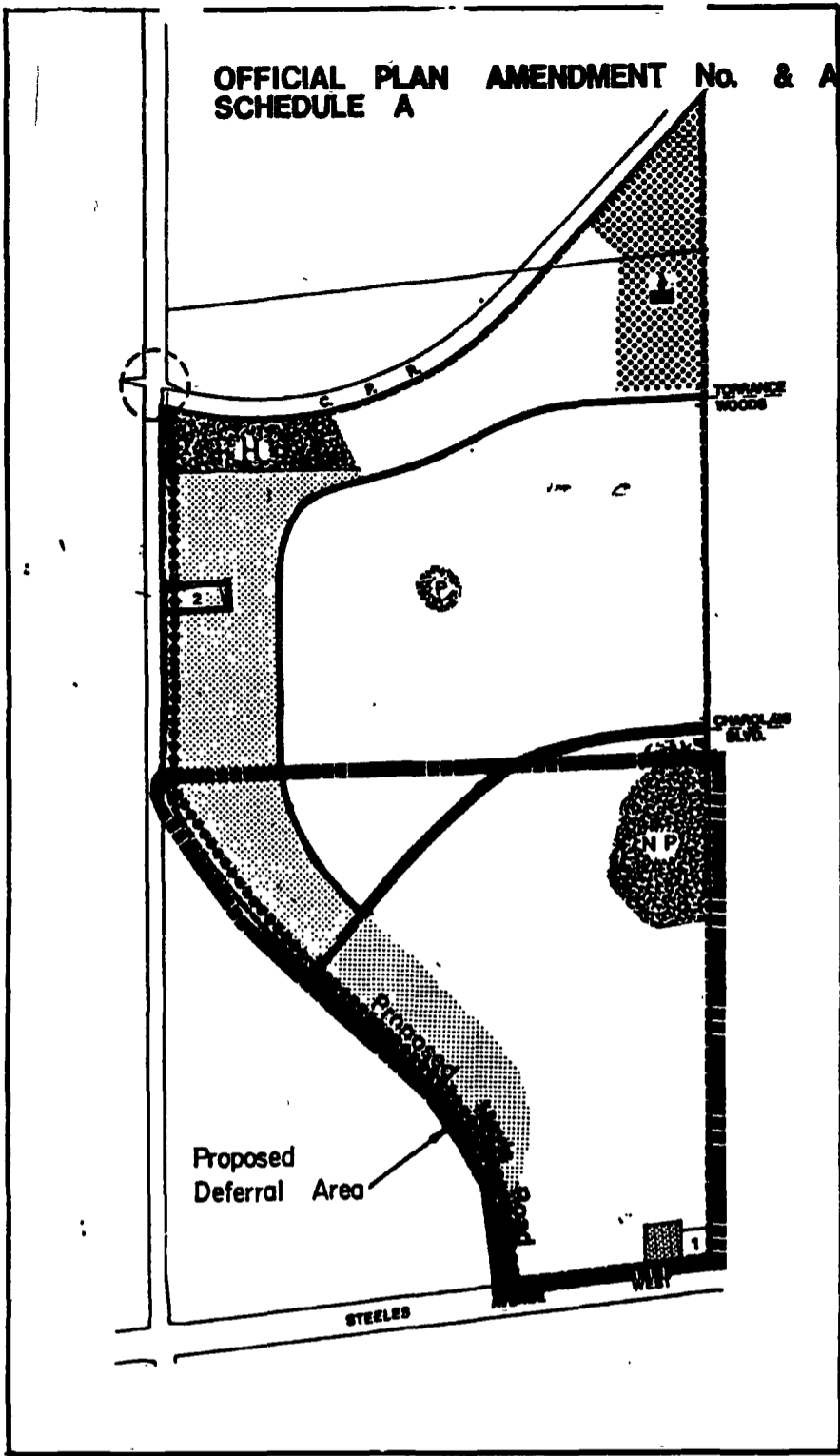
The provisions of CHAPTER 7 of this Plan shall apply to the implementation and interpretation of this chapter.

3.2 Amendment Number A

1. The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Fletchers West Secondary Plan Area (being subsection 2.4 of Chapter B1 of Section B of Part C, and Plate Number 7) is hereby amended:

(i) by deleting, on Plate Number 1, the chapter reference "CHAPTER C74" pertaining to those lands outlined as "New Development Area Number 12" on Schedule A to this amendment, and substituting therefor the following words "See Official Plan, Chapter 15(a)"; and

(ii) by deleting Chapter C74, in its entirety, from the text of the Consolidated Official Plan.



Scale: 1:4000
Date: April 1986

Schedule SP15(a)
New Development Area Number 12

Legend

New Development Area #12 Boundary	Special Policy Area 1 (Refer to Policy 3.8.1)
Low Density Residential	Special Policy Area 2 (Refer to Policy 3.8.2)
Low & Medium Density Residential	Collector Road
Institutional Separate School	Major Arterial Road
Convenience Commercial	Minor Collector
Neighborhood Park	Proposed Grade Separation
Parkette	
Open Space - Hazard	

D4-116

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, July 23, 1986, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:35 p.m., with respect to a Draft Secondary Plan for New Development Area Number 12, (File: SP-33).

Members Present: Alderman E. Carter - Chairman
Councillor F. Andrews
Councillor E. Mitchell
Alderman H. Chadwick
Alderman P. Palleschi

Staff Present: F.R. Dalzell, Commissioner of Planning and Development
L.W.H. Laine, Director, Planning and Development Services Division
J.A. Marshall, Director, Planning, Policy and Research
J. Corbett Policy Planner
G. Speirs Development Planner
D. Ross Development Planner
H. Gibson Secretary

Approximately 7 members of the public were in attendance.

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

John Corbett outlined the area affected and explained the intent of the Draft Secondary Plan - New Development Area Number 12. After the conclusion of the presentation, the Chairman invited questions and comments from the members of the public.

- cont'd. -

Mr. Larry Randel of 5 Farley Road asked where access was going to be to the Convenience Commercial plaza.

John Corbett commented that it is intended to be from Steeles Avenue.

Mr. Larry Randel also enquired about the Mavis Road extension.

Mr. Herbert Leinstein of 4 Pearson Road was concerned about the wooded area. He stated that it is a shame to cut down all those trees; especially when they are so mature. Mr. Herbert Leinstein was also concerned with the wildlife in the area. Mr. Herbert Leinstein was acting as a spokesman for some of his neighbours. He would like the trees to be preserved. Mr. Leinstein questioned whether there would be anything done about that.

Mr. Herbert Leinstein was also concerned with the density for the wooded area. He was advised that the area is proposed to be designated for low density residential purposes.

John Corbett advised Mr. Leinstein that a tree inventory will be submitted to the City to identify trees that are worthy of preservation. There is provision in the Official Plan for an environmental report to evaluate the potential effects of development on the trees.

Mrs. Fran Hickins of 132 Morton Way questioned whether the wood lot, South of Charolais Boulevard would be left.

John Corbett stated that there is a tentative provision made for a separate school site.

Mr. Jeff Gabins of 250 University Avenue who is representing Paracon was concerned with the reservation of the proposed school site. Mr. Jeff Gabins stated that they were not objecting or supporting the Draft Secondary Plan - New Development Area Number 12.

Mr. Art Hickins of 132 Morton Way was concerned with the trees and the wooded area. He questioned whether they will be preserved. Mr. Art Hickins also questioned whether it is up to the individual developer to preserve the trees. He also questioned whether this report would be made aware to the home owners in the area.

Mrs. Christie Randel of 5 Farley Road was concerned about the location of the low density area. Mrs. Randel questioned the fact regarding if the developer has to conform to the Official Plan.

Mr. Neil Davis who is representing Mr. Roger Bailey who is the owner of a 1 acre parcel near the Draft Secondary Plan - New Development Area Number 12 and who owns a kennel in that area. Mr. Neil Davis stated that Mr. Roger Bailey has a license to operate a kennel. He also stated that Mr. Bailey would like to expand the kennel. The Draft Secondary Plan is acceptable to Mr. Bailey if the policy is interpreted to allow the expansion of the kennel. Mr. Neil Davis suggested a 500 foot separation distance should be entered into the Official Plan. That would protect the expansion of the kennel.

Mr. Herbert Leinstein of 4 Pearson Road further enquired about the format of the Environmentally Sensitive Area Report.

Mr. John Corbett stated that the developer will hire a consultant to do an environmental study on the trees to preserve them and it will be submitted to the City for approval.

Mr. Leinstein also questioned whether City staff would be involved in the decision making of the preservation of the trees.

Alderman Carter - Chairman stated that yes staff would take part in the decision making.

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

D4-19

WEIR & FOULDS

Barristers & Solicitors

H.S.O. Morris, O.C.
M.S. Archibald, O.C.
A.S. Wakim, O.C.
P.D. Wendling
B. Finlay, O.C.
W.J. McNaughton
W.A.D. Millar
R.S. Sleightholm
J.G. Cowan
M.A. Gray
B.N. McLellan
R.E. Hawkins
L.A. Borsook
L.M. Duffy
J.M. Dennis
J.R. Fogarty
M. Prolich

J.P. Hamilton
J.J. Carthy, O.C.
M.D. O'Reilly, O.C.
N.W.C. Ross
R.W. Rosenman
G.F. Windsor
R.R. Wozenitek
P.M. Perell
J.D. Winberg
J.S. Prypasniak
J.D. Campbell
J. Matejcek
T.G. Tihocoll
E.A. Halpern
E. Mitchell
A.G. Formosa

A. McN. Austin
J.D. McKellar, O.C.
M.J. McQuaid, O.C.
W.T.R. Wilson
G.R. Baker, O.C.
L.J. O'Connor
L.C.E. Tanaka
K. Prehogan
D.R. Elver
C.J. Tzekas
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Please Reply to Toronto Office

July 10, 1986

John B. Corbett, Esq.
Policy Planner
Corporation of the City of Brampton
Planning and Development Department
150 Central Park Drive
Brampton, Ontario
L6T 2T9

Stamp: JUL 11 1986
File No. SP-33
Handwritten initials

Dear Sir:

Re: Draft Secondary Plan --
New Development Area No. 12

As you know, we act on behalf of Donato and Vito Scardicchio and Rose De Sandi, the owners of the property known as 740 Steeles Avenue West.

We have reviewed the Draft Secondary Plan for New Development Area No. 12 which you have forwarded to us. On behalf of our clients, we would like to offer the following comments with respect to the proposed draft. The draft carries through a number of the policies contained in O.P.A. 53A which was passed on a site-specific basis with respect to our clients' lands. At the time of passage of O.P.A. 53A, the surrounding lands were agricultural in nature and a number of the provisions contained within that Amendment were appropriate for the development of the lands in that context but, in our opinion, no longer appear to be appropriate in view of the urban development that will be occurring in accordance with the new Secondary Plan.

Our clients have a particular concern with respect to the restriction on the use of the property to that of a single retail establishment, selling primarily food and related goods. In our opinion, that type of policy is too detailed and inflexible as an Official Plan statement. Although our clients have no immediate plans for redevelopment of their property, they believe that it is appropriate that

July 10, 1986

the Official Plan recognize the potential of the property to redevelop for commercial uses which would serve the future surrounding residential community.

Accordingly, we would suggest that the proposed Secondary Plan simply designate the site Convenience Commercial and rely on the Convenience Commercial policies contained within the City's Primary Official Plan together with the zoning by-law and site plan control, to guide development on our clients' site.

Thank you very much for your consideration of these comments. We would be pleased to discuss this matter further with you at your convenience.

Yours very truly

WEIR & FOULDS

Per: 
Peter Smith

PS/km

cc: D. Scardicchio, Esq.

SP-33

72 MOFFATT AVE., D4-21

BRAMPTON, ONTARIO

JULY 18, 1986.

RECEIVED
CLERK'S DEPT.

JUL 28 1986

REG. NO. H120
FILE NO. 19

M.R. L. J. MIKULICH, CLERK
CITY OF BRAMPTON,
150 CENTRAL PARK DRIVE,
BRAMPTON, ONTARIO

RE: 4. DRAFT SECONDARY PLAN - ARUA NO. 12 (FILE NO.)

Dear SIR:

We are in receipt of your notice of July 11/86 inviting representation concerning the above item.

First of all we do have some questions regarding the quality of the map which was attached to your notice to presumably "aid" in the understanding of the proposed changes.

Where is Moffatt Avenue on the map? We live on Moffatt Avenue; your letter was addressed to our home on Moffatt Ave. A map with only two streets named is far too brief.

Where are the existing nearby entrances onto Steeles? Specifically - Tant Ave. and M. Jangli Rd. are not shown and should be.

Why is the scale of the map not shown?

Why is there no legend? To what do areas marked [1], [2], P, and NP refer?

Usually the saying that "A picture is worth a thousand words" is true. However, this outdated and sketchy

H-22 map is of little value, and is truly confusing.

Because of the poor map quality a significant amount of guesswork was necessary on our part to determine the location of the Proposed Main Road. Nevertheless, as owners of 73 Moffatt Ave., we are writing to express opposition to the proposed changes. Our reasons are two fold:

1. The Proposed Main Road should be located farther West. Nearby existing homeowners will experience a drop in land value because of increased traffic noise and decrease in safety for their playing children. Why cannot this Proposed Main Road be located farther to the West.

2. We oppose the loss of Ontario's good farmland. We expect our elected representatives to protect agricultural land.

Yours sincerely,

Wayne Baxter

Jan Baxter

INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

August 5, 1986

TO: The Chairman and Members of the Planning Committee

FROM: Planning and Development Department

RE: Draft Secondary Plan
New Development Area Number 12
Our File Number: SP-33
SUPPLEMENTARY REPORT

Further to the report dated July 30, 1986 from this Department, staff have further reviewed two outstanding matters with respect to the above referenced secondary plan; namely:

- the preservation of existing woodlots; and,
- the impact of the proposed Mavis Road alignment on the phasing of planning approvals for lands generally south of the westerly extension of Charolais Boulevard.

Woodlots

At the Public Meeting held on Wednesday, July 23, 1986 considerable discussion centred on the preservation of existing woodlots, particularly the tree stand north of Charolais Boulevard.

In view of this, staff have identified an option which would provide a greater degree of protection for this woodlot, than would otherwise be afforded by prevailing provisions in the Official Plan. This would entail the relocation of a "Parkette" designation to the woodlot area. In this manner, a significant portion of the woodlot would be conveyed to the City as partial fulfillment of the parkland dedication required by the Planning Act and City Council's procedures.

The area of the currently proposed parkette designation is 0.5 acres. To enhance preservation potential, the parkette designation could be increased to 2.3 acres, which is the maximum provided by the 5% dedication requirements of the Planning Act. The parkette designation could also be strategically situated to protect the amenity of the existing residentially developed area to the east. The remaining portions of the woodlot would also be protected to the greatest degree practicable, through the environmental assessment provisions of the Official Plan, as discussed in earlier reports. It is believed that this option achieves a satisfactory compromise between the development and woodlot preservation objectives enunciated by the secondary plan.

It should be noted, however, that the preservation of the woodlot is achieved at the expense of active parkland, which was originally reserved to serve the needs of area residents. However, the benefits of woodlot preservation would appear to offset the loss of the small amount of active parkland. In this regard, it should be noted that the area's parkland requirements will be met by:

- a 5.0 acre Neighbourhood Park designated south of Charolais Boulevard; and,
- recreational facilities associated with the existing 8.0 acre separate elementary school site.

Mavis Road

The report to Planning Committee dated July 30, 1986, recommended deferral of secondary plan approval for lands generally south of Charolais Boulevard. This is necessary due to uncertainties with respect to the final disposition of the proposed Mavis Road alignment in this locality. The principal concern is the alignment of Charolais Boulevard and the determination of potential points of intersection with Mavis Road. It is clear that the point of intersection with Mavis Road, and hence the most appropriate alignment of Charolais Boulevard cannot be determined until the

Mavis Road alignment has been finalized.

However, land owners in the affected locality have developed several alternative plans of subdivision whereby the lands south of Charolais Boulevard can be released for development, providing that certain contingencies are incorporated within the plans to accommodate possible Mavis Road alignments.

There would appear to be merit in such an approach, provided that the alternative Charolais Boulevard alignments, and contingent Mavis Road intersections, are found satisfactory to the Regional Municipality of Peel and the City of Brampton.

Therefore, it is appropriate that City Council should request the Ministry of Municipal Affairs to defer approval of a portion of the secondary plan, generally south of Charolais Boulevard, pending the determination of alternative alignments of Charolais Boulevard and points of intersection with Mavis Road to the satisfaction of the Region of Peel and the City of Brampton. Once satisfactory plans for Charolais Boulevard have been approved by the Region and the City, the Ministry may be requested to lift the deferral for the affected area.

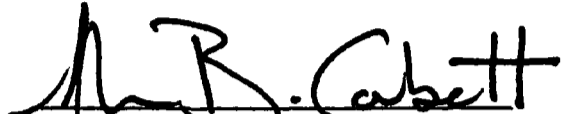
Recommendations

Based on the supplementary review of these issues, it is recommended that Planning Committee recommend to City Council that:

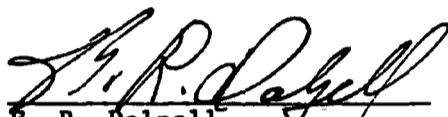
1. The recommendations contained in the report to Planning Committee, dated July 30, 1986, be approved;
2. The "Parkette" designation be increased to 2.3 acres in area, and be relocated to lands containing the Class III woodlot north of the westerly extension of Charolais Boulevard as shown on the attached Schedule; and,

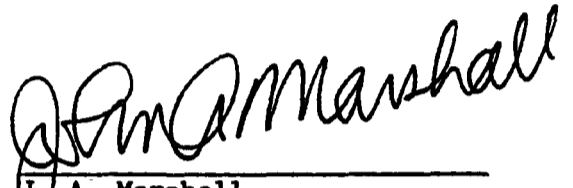
- 3. The Ministry of Municipal Affairs be requested to defer approval of New Development Area Number 12, generally south of Charolais Boulevard, pending the determination of alternative alignments of Charolais Boulevard and points of intersection with Mavis Road to the satisfaction of the Region of Peel and the City of Brampton.

Respectfully submitted,


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

AGREED:

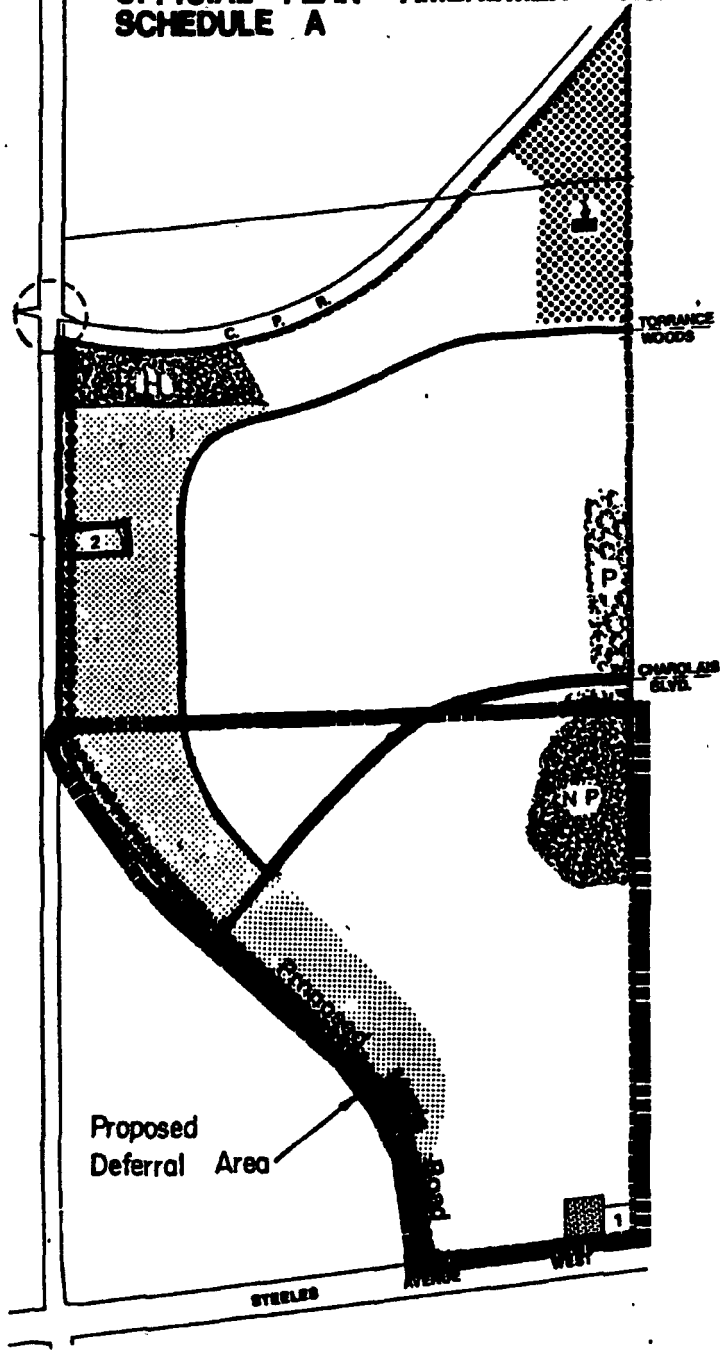

 F. R. Dalzell
 Commissioner of Planning
 and Development


 J. A. Marshall
 Director of Planning Policy
 and Research

Attachment

JBC/jp/8

OFFICIAL PLAN AMENDMENT No. & A
SCHEDULE A



Schedule SP15(a)

Date: August 1986

New Development Area Number 12

Legend

- | | |
|-----------------------------------|--|
| New Development Area #12 Boundary | Special Policy Area 1
(Refer to Policy 3.6.1) |
| Low Density Residential | Special Policy Area 2
(Refer to Policy 3.6.2) |
| Low & Medium Density Residential | Convenience Commercial |
| Institutional Separate School | Collector Road |
| Neighborhood Park | Major Arterial Road |
| Parkette | Minor Collector |
| Open Space - Hazard | Proposed Grade Separation |