



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

*Number* 278-84

To adopt Amendment Number 45  
and Amendment Number 45 A 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 Regional Municipality of Peel Act, and the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 45 and Amendment Number 45 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 and Housing for approval of Amendment Number 45 and Amendment Number 45 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 12th day of November, 1984.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

ORIGINAL

AMENDMENT NUMBER 45

and

AMENDMENT NUMBER 45 A

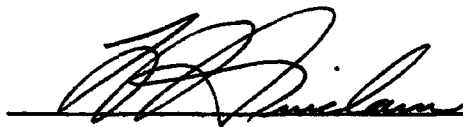
to the Official Plan of the  
City of Brampton Planning Area

21-0P 0031-04~~45~~

Amendment No. 45  
to the  
Official Plan for the  
City of Brampton Planning Area and  
Amendment No.45A to the  
Official Plan for the  
City of Brampton Planning Area

This amendment to the Consolidated Official Plan for the City of Brampton and the Official Plan for the City of Brampton, which has been adopted by the Council of the Corporation of the City of Brampton, is hereby approved in accordance with Section 21 of the Planning Act R.S.O. 1983 as Amendment No. 45A to the Consolidated Official Plan and Amendment No. 45 to the Official Plan for the Brampton Planning Area.

Date .. *March 4* .. 1985 ..



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



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

Number 278-84

To adopt Amendment Number 45  
and Amendment Number 45 A 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 Regional Municipality of Peel Act, and the Planning Act, 1983, hereby ENACTS as follows:

1. Amendment Number 45 and Amendment Number 45 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 and Housing for approval of Amendment Number 45 and Amendment Number 45 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 12th day of November, 1984.

KENNETH G. WHILLANS - MAYOR

RALPH A. EVERETT - CLERK

AND

1. Purpose:

The purpose of this amendment is to redesignate an area of approximately 120 hectares for industrial, commercial and open space purposes, and to establish policies for the development of this area.

2. Location:

The lands subject to this amendment are bounded on the north by the southerly half of Lot 2, Concession 6 on the east by Airport Road, on the west by Torbram Road, and on the south by Steeles Avenue. These lands form part of Lots 1 and 2, Concession 6, East of Hurontario Street, in the geographic Township of Chinguacousy, in the City of Brampton.

3. Amendment and Policies Relative Thereto:(1) Amendment Number 45

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

(a) by changing, on Schedule A of the Official Plan, the land use outlined on Schedule A to this amendment, from "Industrial" and "Open Space" to "Commercial", "Open Space" and "Industrial", as shown on Schedule A to this amendment.

(b) by designating, on Schedule F thereto, the lands at the north-east corner of the intersection of Torbram Road and East Drive, (as outlined on Schedule A to this amendment), as "Highway and Service Commercial".

(c) by deleting the subsection 7.2.7.22, and substituting therefor the following:

"Area 22: Bramalea South Industrial

Chapter C23 of Section C of Part C and Plate Number 18 of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 40, and Amendment Number        A, to the Consolidated Official Plan, shall constitute the Bramalea South Industrial Secondary Plan."

(2) Amendment Number 45 A:

1. The document known as the Consolidated Official Plan of the City of Brampton Planning Area, as it relates to the Bramalea

South Industrial Secondary Plan (being Chapter C23 of Section C of Part C and Plate Number 18, all of the Consolidated Official Plan of the City of Brampton Planning Area, as amended by Amendment Number 40), is hereby amended:

- (a) by deleting therefrom Plates 17 and 18, and substituting therefor Schedules B and C to this amendment,
- (b) by deleting Section 1.0 of Chapter C23, and substituting therefor the following:

"The purpose of this chapter is to designate an area of approximately 400 hectares, including part of Lot 1, and all of Lots 2, 3, 4, 5, Concession 6, East of Hurontario Street, in the geographic Township of Chinguacousy, for industrial and related uses, and to establish policies for the orderly development of this area.

The subject lands are bounded on the north by Highway Number 7, on the east by Airport Road, on the west by Torbram Road and on the south by Steeles Avenue. The area thus circumscribed completes the development of the area between Steeles Avenue and Highway Number 7.

- (c) by deleting subsections 1 and 2 of Section 2.0 of Chapter C23, and substituting therefor the following:

"1. Encompassing the industrial area is Highway Number 7 to the north, Airport Road on the east, Torbram Road on the west and Steeles Avenue on the south. These roads form an integral part of the main road structure for the Bramalea area and, to protect their function as key traffic arteries, all are intended to be controlled access routes.

2. The internal road pattern consists of three north-south roads, namely roads N1, N2 and N3, and three east-west roads, namely Clark Boulevard (as extended) and the E1 and E2 roads."

- (d) by deleting from Section 2.0 of Chapter C23 the sixth (beginning with "internal roads ....) seventh and eighth (including (a), (b), (c), (i)1 and (i)2.) paragraphs, and substituting therefor the following:

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

2. Development Principles

(a) Development Principles - Generalized

Several classes of industrial areas may be established within the area subject to this chapter, based upon,

the requirement of industry for road and rail access,

the inter-relationship of different industrial firms,

the need to minimize potential conflicts between different classes of land uses, and

the demands for regional and municipal services.

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

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

It shall be the policy of the City to protect existing trees and woods within the area subject to this chapter, wherever feasible.

Taking into consideration that there are existing residential dwellings located west of Torbram Road, it shall be the policy of the City to require adequate measures such as reservation of lands for buffering, landscaping, berming and screening, to

minimize potential conflicts between non-compatible uses.

In order to minimize the possibility of downstream flooding or erosion, on-site storm water management techniques shall be required to be implemented at the time of the development of lands as a condition of approval of a plan of subdivision. Such on-site storm water management techniques shall be subject to the approval of the Metropolitan Toronto and Region Conservation Authority and the City.

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

(b) Development Principles - Industrial Use Area

Development of this industrial area will proceed on the basis of registered plans of subdivision in accordance with a design acceptable to the City and recognizing the intended use of the lands.

Development will proceed only when the City is satisfied that all necessary services and utilities (water, sanitary sewer, storm sewer, street lighting, traffic control, roads, sidewalks and electric energy



facilities) are adequate, and that the appropriate steps have been taken to provide the facilities deemed necessary.

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

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

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

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

Rail access would be available for the

lands as shown on Schedule A and provision may be made for the extension of this rail access to lands within the area which may require it from the spur line locations as shown. The actual location of rail facilities or easements for their provision shall be determined at the time of development.

Outside storage areas may be permitted within the lands subject to detailed design considerations.

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

- a) the provision of an adequate amount of parking to satisfy the expected requirements of employees and visitors.
- b) the provision of adequate setbacks to ensure the continued general amenity of the area.
- c) the provision of appropriate servicing, grading and other plans, as may be required by the City prior to the undertaking of development.

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

Only those industries with little or no air pollution or noise pollution will be permitted to locate adjacent to or in close proximity to Residential and Open Space.

In consideration of the potential impact of aircraft noise on the lands within the subject area, it shall be the policy of the

City to ensure that the construction of any building shall be in accordance with a set of minimum standards acceptable to both the City and the Ministry of the Environment.

(c) Development Principles - Commercial Use Area

The Commercial Use Area designation shown as C1, C2, C3 and C4 on Schedule C shall permit the buying and selling of goods and services, and offices.

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

The City will ensure that adequate off-street parking and loading facilities are provided and that the design of the facilities will be in accordance with desirable traffic engineering standards. Further, the City will ensure that the design and location of the facilities will reduce the adverse influence of noise, glare and traffic hazards upon adjacent uses and on the site. The quantity of off-street parking and loading facilities required will be based upon the intended uses and the size of the proposed uses of the land.

The City will ensure that appropriate measures will be taken to regulate the location, size and type of signs.

The type and number of uses that may be erected will be restricted to those that are deemed acceptable within the constraints of the policies, as described in this chapter. Notwithstanding the generality of the above, the City will permit the erection and operation of retail and service establishments designed in the form of a plaza and intended to provide a service to the principal use, being industry. The ultimate location of this commercial use areas shall be approved in accordance with the Site Plan Approval process of the City.

The City will implement the appropriate regulations and co-operate with the appropriate authorities to ensure that development on the subject lands will be designed to effect as little interruption as possible to traffic flow on existing or future roads.

(d) Development Principles - Open Space

The development of Open Space shall be based on the maintenance of the land for the preservation and conservation of the natural landscape and/or environment.

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

Building setbacks will be imposed from the margin of Open Space, so as to have regard to the extent and the severity of any existing and potential hazards inherent in the Open Space.

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

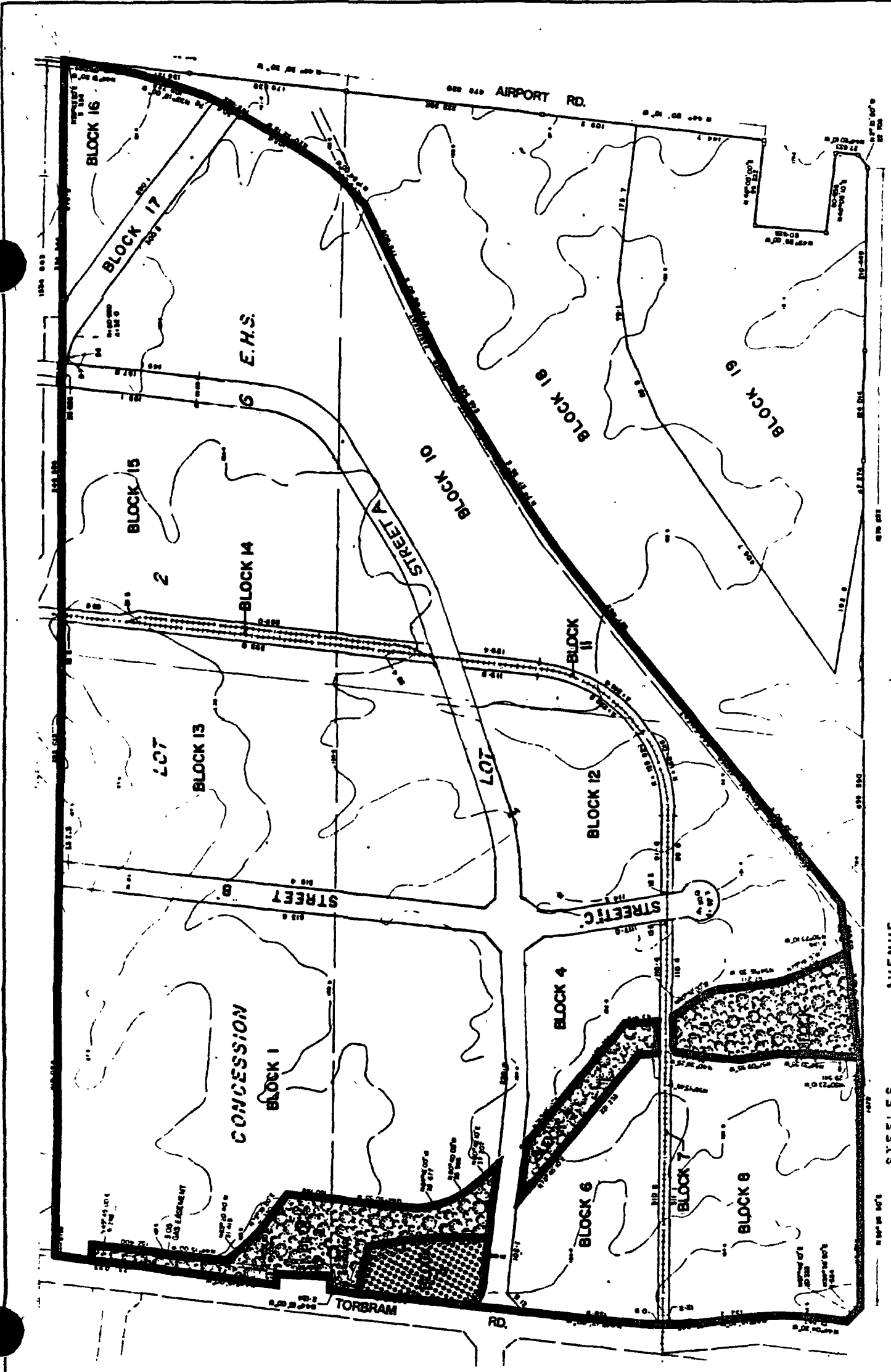
Open space will be zoned as a separate classification in the restricted area by-law.

(e) by adding to section 2.0 after clause (c)(v) the following paragraph:



"(v) Block C4, located at the northeast corner of the intersection of Torbram Road and the easterly extension of East Drive (Road N3), is designated for Service Commercial use, to serve the future industries and its employees.

Access to Block C4 shall be by means of the internal road (Road N3). Additional access on Torbram Road may be permitted subject to the City approval. The balance of the frontage on Torbram Road shall be controlled by means of a one foot reserve to be conveyed to the City."





**KEY**

AMENDMENT AREA   
 INDUSTRIAL 

COMMERCIAL   
 OPEN SPACE 

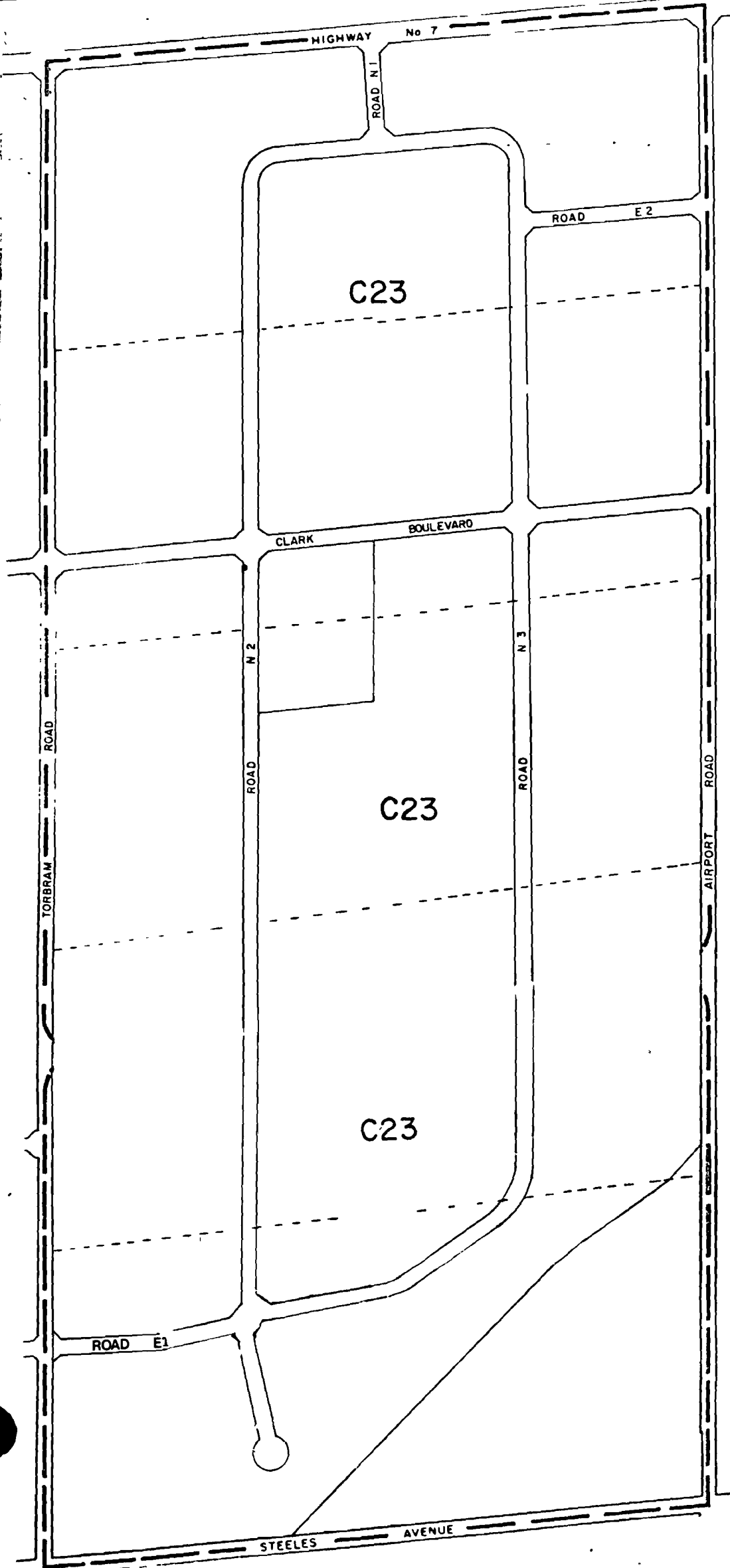
O.P. AMENDMENT NO. 45 & 45 A  
 Schedule A



1:5400

**CITY OF BRAMPTON**  
 Planning and Development

Date: 84. 10 15 Drawn by: J.K.  
 File no. C6E1.1 Map no. 65-11



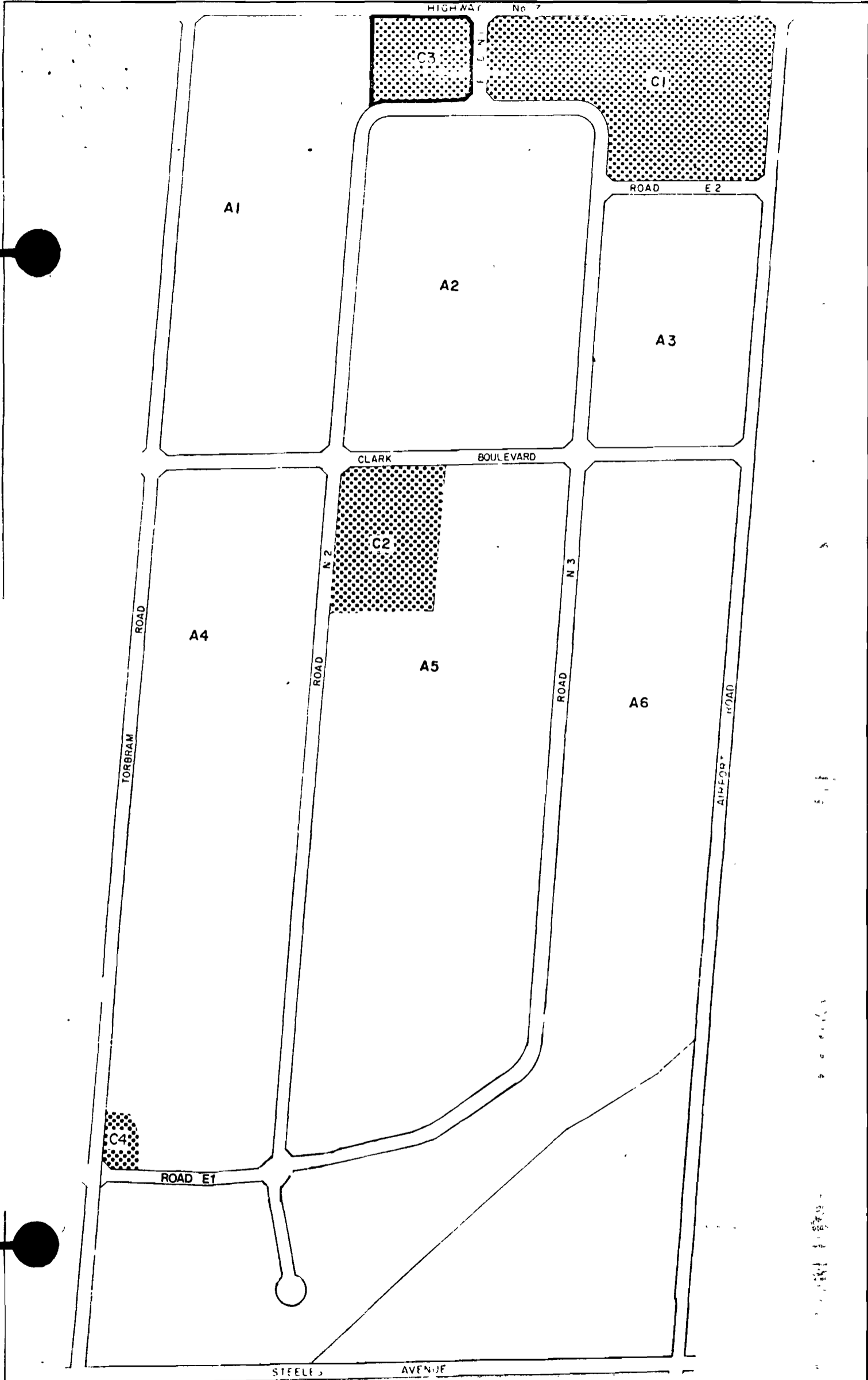
CONSOLIDATED OFFICIAL PLAN-PLATE 17  
 OFFICIAL PLAN AMENDMENT NO. 45 & 45A  
 SCHEDULE B



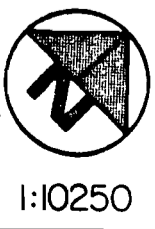
1:10660

**CITY OF BRAMPTON**  
 Planning and Development

Date: 84. 10 15 Drawn by: J.K.  
 File no. C6E1.1 Map no. 65-1J



CONSOLIDATED OFFICIAL PLAN-PLATE 18  
 OFFICIAL PLAN AMENDMENT NO. 45 & 45A  
 SCHEDULE C



**CITY OF BRAMPTON**  
 Planning and Development  
 Date: 84. 10 15    Drawn by: J.K.  
 File no. C6E1.1    Map no. 65-1K



AMENDMENT NUMBER 45  
AND  
AMENDMENT NUMBER 45 A TO THE OFFICIAL PLAN

Attached is a copy of the staff reports dated May 9, 1984, and June 26, 1984 together with the notes of the Public Meeting held on June 20, 1984.

c4

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

May 9, 1984

TO: The Chairman of the Development Team

FROM: Planning and Development Department

RE: Draft Plan of Proposed Subdivision and Application  
for Amendments to the Official Plan and Restricted  
Area By-law  
Part Lots 1 and 2, Concession 6, E.H.S.  
BRAMALEA LIMITED  
Ward Number 9  
Region of Peel File Number 21T-81046B  
Our File Numbers C6E1.1 and C6E1.1(A)

---

## 1.0 BACKGROUND

Region of Peel has circulated the above mentioned Draft Plan of Proposed Subdivision. An application by Bramalea Limited requesting amendments to the Official Plan and Restricted Area By-law pertaining to this Draft Plan was referred to staff for a report and recommendation.

## 2.0 DESCRIPTION OF LAND

The subject land is located between Torbram Road and Airport Road, north of Steeles Avenue. It has a frontage of approximately 910 metres (3,000 feet) along both Torbram Road and Airport Road and a flankage of approximately 1,280 metres (4,200 feet) along Steeles Avenue. The area of the subject land is 120.86 hectares (298.5 acres). A parcel of land 0.75 hectares (1.85 acres) in area, located at the north-west corner of Airport Road and Steeles Avenue and originally owned by the Region of Peel, is excluded from this Draft Plan of Subdivision.

The land is relatively flat with a slight slope towards the south-east and a drop in elevation of 6 metres (19.6 feet) from the north-westerly corner. The subject property has been used for cultivation purposes in the recent years and there is minimum amount of vegetation on this land. A part of the Mimico Creek runs through the south-westerly part of the subject land. A spur line to serve the area to the north is also located on the subject land.

The abutting lands to the north are designated, zoned and being developed for industrial purposes. The lands to the west, located on the west side of Torbram Road, are occupied by industrial uses for a depth of approximately 600 metres north of Steeles Avenue and by residential uses further to the north. A cemetery abuts the westerly part of the subject land along Torbram Road.

To the east, the lands located on the east side of Airport Road, partly within the Parkway Belt and partly within the industrial designations, are presently lying vacant.

A map showing the location of the subject land is attached.

### 3.0 OFFICIAL PLAN AND ZONING STATUS

The new Official Plan, as approved, designates the subject land as Industrial, Parkway Belt West and Open Space. A secondary plan is required, prior to the approval of a Draft Plan of Subdivision and Zoning By-law for the subject land.

The property is zoned as Agricultural (A1) under By-law 861 of the former Township of Chinguacousy.

### 4.0 PROPOSAL

The applicant's proposal is to divide the subject land into 9 large blocks for industrial development. These blocks would be further subdivided as per the requirements of each industrial unit and in

within the Parkway Belt Plan are shown as two blocks. One of these blocks is required for the proposed Highway Number 407 and the other block (area - 11.39 hectares (28 acres)) is proposed for industrial development permitted under the provisions of the Parkway Belt Plan.

The proposal also includes a commercial block abutting Torbram Road (area - 2.25 acres) for locating a Gasoline Service Station and General Commercial Uses. No specific plans for the commercial or industrial development have been submitted at this stage.

The proposed road pattern provides for the southerly extensions of both Summerlea Road and Walker Drive to join with the easterly extension of East Drive. The proposal also incorporates an existing spur-line rail link with the industrial development to the north.

A reduced version of the Draft Plan of Subdivision, as submitted by the applicant, is attached.

5.0 COMMENTS

The Draft Plan of proposed Subdivision and the application for amendments to the Official Plan and Restricted Area By-law with respect to proposed commercial development was circulated to the concerned departments and outside agencies. Following is a summary of their comments:

Public Works  
Division

A 23.0 metres right-of-way is adequate for streets A, B and C.

Block 16 has no frontage unless combined with Block I, Registered Plan 977.

A 0.3 metre reserve be placed along Airport Road, Steeles Avenue and Torbram Road, to be lifted as and when approved at site plan stage.

C4-4

Road widenings on Airport Road at Steeles Avenue must be provided as required by the Region of Peel.

On Torbram, the City requires a widening to 18 metres from the centre line.

Community Services

The Department has requested that Blocks 2, 5 and 9 listed as "Open Space" on the Draft Plan of Subdivision be conveyed to the City.

Fire

No objection.

Building Division

No comment.

Region of Peel

Sewers

Sanitary sewer will be available via the existing Trunk sewer that traverses the plan.

Servicing easements will be required over Block 10 in the vicinity of Street "C".

Water

Municipal water is available at Torbram Road at East Drive. Developer will be responsible to construct a 900 m.m.  $\varnothing$  watermain from East Drive to connect to the existing watermain on Walker Drive.

Roads & Traffic

A 3.0 metre widening along Steeles Avenue (Block 19) a distance of 80 metres from the west limit of Airport Road then tapering for a distance of 120 metres to meet the existing north street line of Steeles Avenue. Rein-statement of 15 metres daylight triangle in

the northwest corner of Airport Road and Steeles Avenue and a 0.3 metre reserve along the widened limit of Steeles Avenue. Blocks 8, 9, 10 and 19 and a widening along Airport Road sufficient in width to provide 22.5 metre from centre line. A 0.3 metre reserve is also required along the widened limit of Airport Road on Blocks 16 and 19.

Transportation  
Planning

Street "A" should be realigned to the south of the rail switching station to avoid any conflicts between the switching operation and the flow of traffic.

Block 19 should only have access to Steeles Avenue with the entrance being no less than 1500 feet from Airport Road.

Entrance to Block 8 from Torbram Road should be as far as possible from Steeles Avenue.

Entrance to Block 6 should be from Street "A".

Entrance to Block 3 off Torbram Road should be aligned with the entrance on opposite side of Torbram Road.

Ministry of  
Environment

The subject property is located between 35 - 40 NEF contour of the Pearson International Airport and is therefore subject to the Ministry of Housing's policy "Land Use Near Airports" which requires that ancillary uses associated with the industrial operations must be adequately insulated.

C4-6

- 6 -

Metropolitan Toronto and Region Conservation Authority Authority A channelized section of the Mimico Creek flows through the area identified as Blocks 2, 5 and 9 on the draft plan.

The handling of storm water from the site should be consistent with the recommendations of the Master Plan prepared for OPA Number 6 and Number 57 area.

No objections to the draft approval of the 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 draining from the site, and the proposed methods for controlling or minimizing erosion and siltation on-site and/or in downstream areas during and after construction.
  - b) overall grading plans for the subject lands.

2. 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(s), 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 or other suitable barrier, along the boundaries of Blocks 2, 5 and 9. 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 water course within Blocks 2, 5 and 9 without the written approval being received from the Metropolitan Toronto and Region Conservation Authority."

Ministry of Natural  
Resources

The Ministry recommends draft approval subject to the following conditions as



required by the Metropolitan Toronto and Region Conservation Authority:

Ministry of Municipal  
Affairs and Housing

Blocks 18 and 19 as shown on the draft plan of subdivision are within the area covered by the Parkway Belt West Plan, July, 1978. Most of Block 18 and all of Block 19 are also subject to the Parkway Belt land use regulations.

Block 18 should be reserved as it is slated for public acquisition to accommodate proposed Highway 407. The Ministry of Transportation and Communications should be contacted in order to determine their exact requirements for the construction of Highway 407 at Airport Road as their requirements may affect the exact boundary between Blocks 18 and 19.

Block 19 is designated as a Complementary Use Area by the Parkway Belt West Plan, July 1978 and should be retained for future development. Industrial development is permitted in this area subject to the requirements of Section 6.4.3(t) of the Plan. Once the requirements of Section 6.4.3(t) have been complied with and an amendment to the Parkway Belt land use regulation has been obtained, industrial development could be permitted on this block.

CN Rail

A detailed drainage plan should be submitted by the developer to the Railway for approval.

The location of Street "A" should be changed to improve the crossing angle, the sight lines in the case of rail cars spotted on the passing track and to reduce the crossing surface from two tracks to one.

The developer should arrange for the installation and maintenance of a fence along the limits of the existing railway easement.

Street "C" should be extended southerly to provide more clearance between the turning circle and the operated railway right-of-way.

The developer to arrange for the necessary by-law from the City of Brampton for the proposed street crossings.

Ministry of Trans-  
portation and  
Communications

Recommend dedication of Block 18, as amended, on the final plan. The Ministry also requests that a drainage plan outlining the developer's intended treatment of the calculated run-off, should be approved prior to final approval.

## 6.0 DISCUSSION

The subject lands were included as part of Amendment Number 36 to the Official Plan of the former Township of Chinguacousy, as adopted by the Township's Council in September 1971. The Amendment designated the subject lands together with the approximately 700 acres of abutting lands to the north for industrial purposes. On December 18, 1972, the Minister of Treasury, Economics and Intergovernmental Affairs approved this Amendment Number 36, as modified, by deleting the subject lands. It is assumed that the reason for the deletion of

this approximately 300 acres for industrial designation was due to the uncertainty of the limits of the Parkway Belt West Plan. The boundaries of the Parkway Belt were not established at the time of the approval of Amendment Number 36.

Currently the precise boundaries of the Parkway Belt Plan and its regulations are in place and an additional approximately 3000 acres of land, in the vicinity of the subject area has been designated for industrial purposes (Amendment Number 6 to the Consolidated Official Plan). The subject lands are considered appropriate for industrial development by nature of their location under the flight path of Lester Pearson International Airport and as an extension of existing industrial lands.

Though the new Official Plan designates the land for industrial purposes, it is necessary that a Secondary Plan in the form of an Amendment to the Official Plan be considered and adopted by Council prior to the approval of the subject Draft Plan of proposed Subdivision.

With respect to the Draft Plan of Subdivision, the proposal to divide the land into large industrial blocks, which may be further subdivided by way of a reference plan, is acceptable provided that block 18 be conveyed to the Ministry of Transportation and Communications for the proposed Highway Number 407 and block 19 be developed as one industrial unit in accordance with the Parkway Belt Regulations.

The road pattern, as shown on the proposed Draft Plan of Subdivision should be amended by the realignment of Street "A", to achieve an improved intersection, with Streets B and C and also by extending Street C southerly.

The right-of-way widths of 26.213 metres of all streets may be reduced to 23 metres, as per Public Works requirements and all

industrial development should have access only on internal roads except for block 19 and block 8 which may access onto Steeles Avenue and Torbram Road respectively. The location of all access points would be subject to approval by the City and other concerned agencies. Road widenings along Torbram Road, Steeles Avenue and Airport Road, together with the 0.3 metre reserves as required by the City and Region, be conveyed to the appropriate authorities.

As indicated above, blocks 2, 5 and 9, form part of the valleylands of Mimico Creek. The applicant has indicated that these blocks are in the process of being conveyed to the City. The boundaries of blocks 2, 5 and 9 were established with the co-ordination of the Conservation Authority and the City's Community Services Department. Block 17, reserved for storm water drainage, required as part of the Storm Water Management Plan should be conveyed to the City. Block 16, located at the north-east corner of the subject road and separated from the rest of the lands by the water course (block 17) should be developed only in conjunction with the abutting lands to the north.

The development of block 19, located within the Parkway Belt Plan and designated as a Complimentary Use Area is restricted by Section 6.4.3 (b) of the Plan. The regulations permit certain industrial uses with a maximum lot coverage of 25% for lots of 25 acres or more. The area of block 19 is 11.39 hectares (23.13 acres). The development of this block should recognize the possible development of the privately owned parcel at the north-west corner of Steeles Avenue and Airport Road.

The location of the spur line, as it is built, is acceptable to the C.N. Railway. The applicant should make necessary arrangements for the granting of easements and building of fences as required by the Railways.

With respect to the Storm Water Management, it would be required that the applicant undertake a Storm Water Management Study and that the

study should be approved by the City and Metropolitan Toronto and Region Conservation Authority prior to the approval of the final plan.

It would be required that a 15 metres (49.2 feet) wide landscaping strip be provided and maintained along the arterial roads.

As to the applicant's request for a commercial designation of Block 3 (0.91 hectares (2.25 acres)), it should be noted that this parcel is separated from the rest of the land by valley lands of the Mimico Creek. Although the area is large enough for industrial development, but from a location view point, staff has no objection to its commercial designation provided that the proposed uses are such as to provide a service to the future industrial development in the area. The access to this parcel should also be restricted so that the function of the abutting traffic artery is not adversely affected.

As no specific plans for the development of this block have been submitted for consideration, staff recommends that the request for amendments to the Official Plan to permit "Service Commercial" type of uses be approved presently and the request for a zoning change be deferred until the submission and approval of specific plans for the development of this parcel.

The applicant shall be required to enter into a Subdivision Agreement to provide for financial and other matters.

With respect to the industrial zoning of the lands, it is recommended that a public meeting be held in accordance with the City Council's policy.

#### 7.0 RECOMMENDATION


It is recommended that the Planning Committee:

- A. Hold a public meeting to consider the rezoning and amendment to the Official Plan for the subject land in accordance with City Council's policy.
  
- B. Subject to matters raised at the public meeting that may affect the proposed use of the lands, recommend to Council that the Official Plan Amendment for industrial and commercial development and rezoning for industrial uses only be approved and the draft plan of proposed subdivision be recommended for approval subject to the following conditions:
  1. The plan be redlined as follows:
    - (a) road widenings and 0.3 metre reserves be shown on Torbram Road, Steeles Avenue and Airport Road;
    - (b) Street A be realigned and Street C extended southwards, as shown;
    - (c) the width of Street A, B and C be shown as 23 metres, and
  2. All widenings and 0.3 metre reserves be conveyed to the appropriate authorities.
  3. All streets, as shown on the draft plan, shall be dedicated as public highways upon registration of the plan.
  4. All street names shall be subject to the approval by the City.
  5. Block 17 be conveyed to the City for storm water drainage along with any other land which may be required as part of the Storm Water Management Scheme.

6. The applicant shall make necessary arrangements for the conveyance of Block 18 to the Ministry of Transportation and Communications for the proposed Highway Number 407.
7. The applicant shall submit a Storm Water Management Study to be approved by the Metropolitan Toronto and Region Conservation Authority and the City prior to the release of the plan for registration.
8. The applicant shall agree by agreement that no development shall take place on the subject land prior to the recommendations of the Storm Water Management Study of the area having been complied with.
9. The applicant shall agree by agreement to satisfy all the requirements of the Metropolitan Toronto and Region Conservation Authority.
10. The applicant shall agree by agreement that the development of block 16 shall only be in conjunction with the abutting lands located to the north.
11. The applicant shall agree by agreement to grant all necessary easements for drainage, utility and service purposes as may be required by the appropriate agency or public authority.
12. The applicant shall agree by agreement to satisfy all legal, financial, engineering, landscaping, and other matters of the City of Brampton and the Region of Peel.
13. The applicant shall agree to support a restricted area by-law rezoning the lands for appropriate class or classes of industrial uses with appropriate regulations including the provisions for sufficient building set backs and a landscaped buffer area adjoining arterial roads.

14. The applicant shall agree by agreement to provide for railway spur line easements as shown to the Canadian National Railway and to provide fences as required by the Railway.
15. The applicant shall agree by agreement that the development of the subject lands for Industrial purposes shall be subject to the installation of services and roads.
16. The applicant shall agree by agreement to a staging program, if required by the City of Brampton, acceptable to the City.
17. The applicant shall agree by agreement that the development of block 19, shall be within the regulations of Parkway Belt Plan and in recognition of the possible development of the vacant lot at the northwest corner of Airport Road and Steeles Avenue.

AGREED:

  
\_\_\_\_\_  
F. R. Daizell  
Commissioner of Planning  
and Development

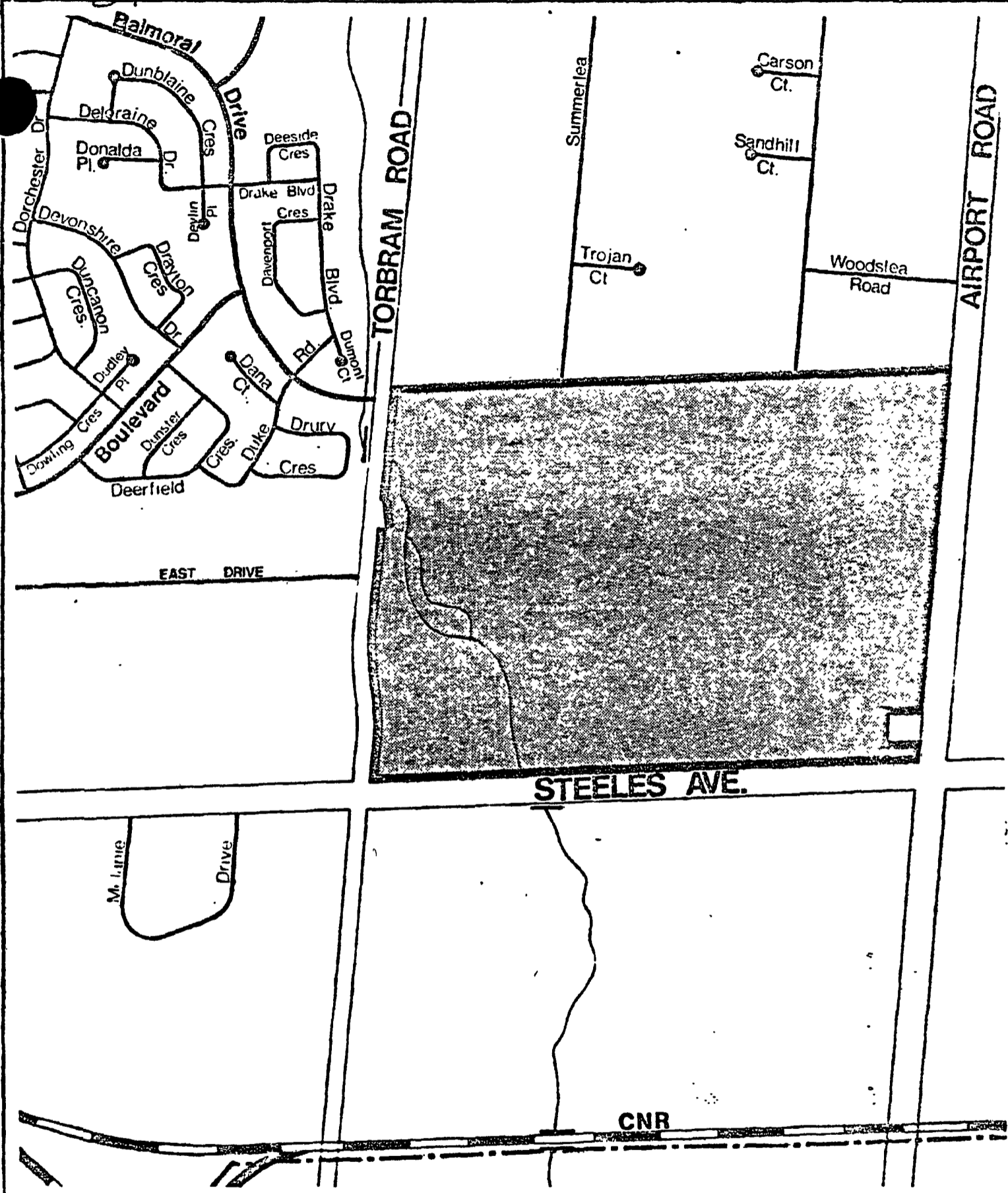
Attachments

  
\_\_\_\_\_  
L. W. H. Laine  
Director of Planning and  
Development Services Div.

JS/jb/3



C4-16



LOCATION MAP

BRAMALEA LTD.

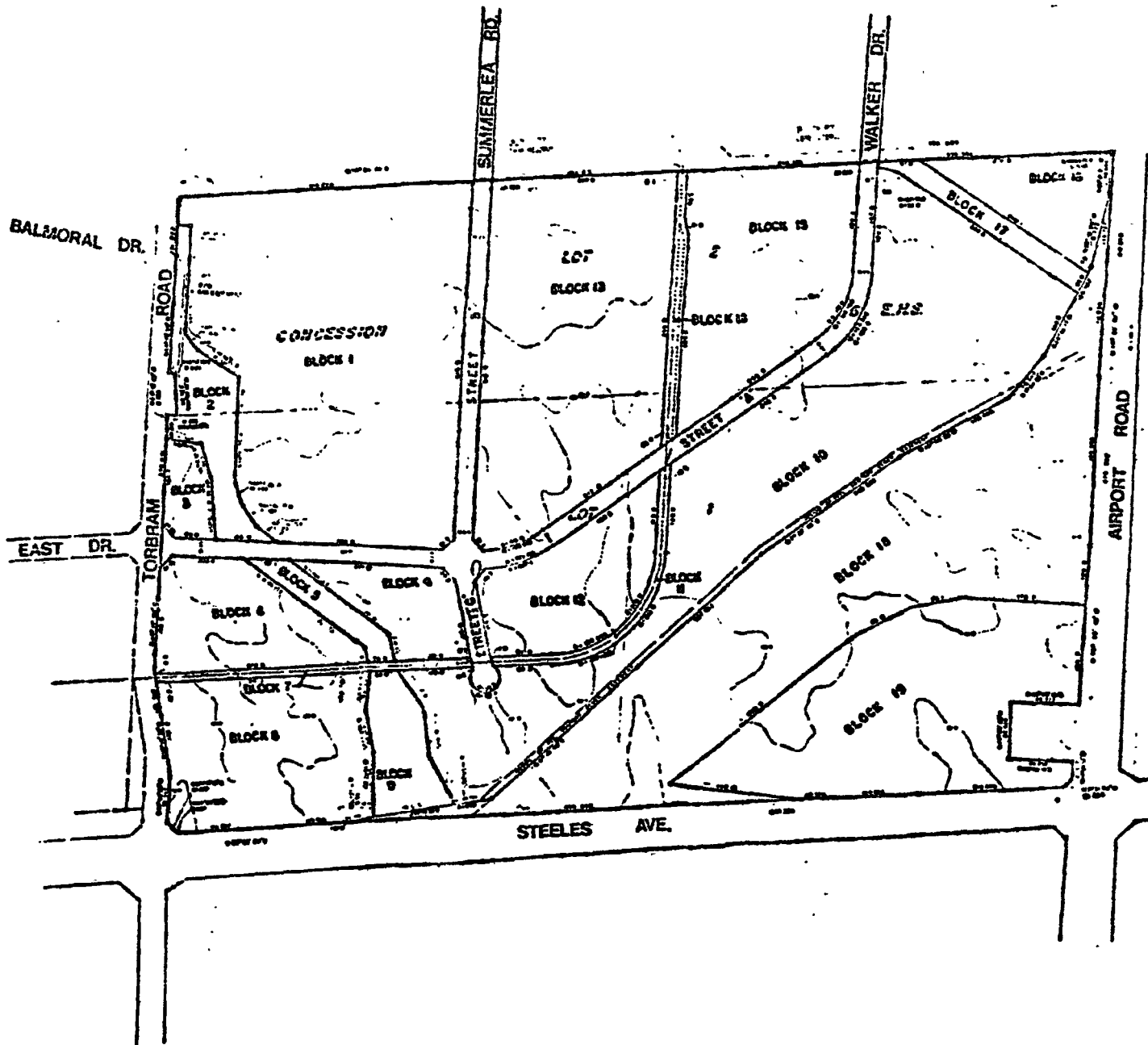


**CITY OF BRAMPTON**  
Planning and Development

1:2000

Date: 84.05.09 Drawn by: J.K.  
File no. C6E11 Map no. 65-1G

C4-17



DRAFT PLAN OF SUBDIVISION

BRAMALEA LTD.



1:9150

CITY OF BRAMPTON  
Planning and Development

Date: 84.05 09 Drawn by: J.K.  
File no. C6E1.1 Map no. 651H

D1

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning & Development

---

1984 06 26

To: The Chairman and Members of Planning Committee

From: Planning and Development Department

Re: Draft Plan of Proposed Subdivision and  
Application for Amendments to the Official  
Plan and Restricted Area By-law  
Part Lot 1, Concession 6, E.H.S.  
BRAMALEA LIMITED  
Our Files: C6E1.1 and C6E1.1A

---

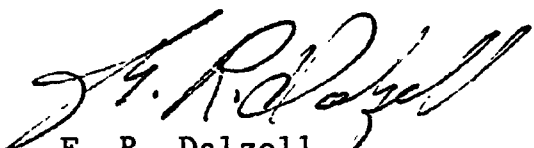
The notes of the Public Meeting held on Wednesday, June 20, 1984 for the above mentioned application are attached for the consideration of Planning Committee.

No objections were raised at the meeting to the approval of the Draft Plan of Subdivision and Rezoning for industrial purposes.

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

- 1) The notes of the Public Meeting be received.
- 2) The Plan of Subdivision be recommended for Draft Approval by the Region of Peel.
- 3) Staff be directed to present documents for the consideration of City Council.

AGREED



F. R. Dalzell,  
Commissioner of Planning  
and Development

LWHL/JS/ec  
attachment



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

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Wednesday, June 20, 1984, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 7:30 p.m., with respect to an application by BRAMALEA LIMITED, (Files: C6E1.1 and C6E1.1A, Ward 9), to amend both the Official Plan and the Zoning By-law to permit the subdivision of the subject property into 9 large blocks for industrial and one block for commercial development.

Members Present: Councillor E. Mitchell - Chairman  
Alderman P. Beisel  
Alderman H. Chadwick  
Alderman C. Gibson

Staff Present: L.W.H. Laine, Director, Planning and  
Development Services Division  
D. Ross, Development Planner  
J. Singh, Development Planner  
E. Coulson, Secretary

---

Approximately 5 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 the local newspapers.

Mr. Laine replied in the affirmative.

Mr. Singh outlined the proposal and explained the intent of the application. After the conclusion of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

Mr. R. Abel, 26 Drury Crescent, asked about the type of industry proposed, anticipated chemical or smoke emission and noise level potential.

- cont'd. -

Mrs. C. Green, representative for the applicant, responded that proposed industry would be of the same type as is located in the industrial subdivision to the north.

It was noted that the subject lands are covered by by-law 861, with provisions the same as the lands to the north.

Mr. Singh explained that approval is required by the Ministry of the Environment. Also, he noted provisions for a showcase type industrial development, which include no outside storage, buffer strip landscaping along Steeles Avenue, Torbram Road and Airport Road, etc..

Mr. Abel asked about the street access onto Torbram Road, plans for the creek area and clarification of commercial development being proposed for the N/E corner of East Drive and Torbram Road. Also, he expressed concern relating to the speedway traffic problem on Torbram Road, at present, and the preservation of the historical cemetery located on the subject lands.

He was informed that the City of Brampton would be maintaining the creek area for parkland; there would be no development east of the creek area on the subject lands and that there would be an extension of two existing cul-de-sac roads to a single street opposite East Drive. With reference to the proposed commercial block, the Official Plan designation of commercial was required at present, with a specific zoning consideration to take place at a later date. A public meeting will be held for public input.

Mr. F. Kane, 8 Dumont Court, was interested primarily in the commercial use and zoning procedure.

Mr. R. Ruffett, 28 Duke Road, complained that no one on Duke Road received notices, and expressed concern about the volume of traffic on Torbram Road.

June Oliver, 22 Drury Crescent, was concerned about the type of industry and Mr. Singh repeated the provisions for control. She referred to existing development on East Drive as being unacceptable.

D1-4

- 3 -

It was noted that the by-law covering the lands on East Drive is not as stringent as the proposed by-law which would cover the subject lands and the by-law for the lands immediately to the north.

Mr. Kerr asked why the commercial zoning was not included with the industrial zoning when it was all one application.

Mr. Laine explained the reasons for this procedure.

Mr. Oliver asked about the proposed commercial block.

Mr. Kerr commented on probable uses such as a full service station, a bank, a coffee shop, a small convenience plaza due to the limited space.

Mr. Abel voiced concern that a plaza would create unsatisfactory conditions, traffic problems and contribute to accidents on Torbram Road which has heavy traffic congestion at the present time.

Mr. Laine explained further processing procedures for this application.

There were no further questions or comments and the meeting adjourned at 8:05 p.m.