



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

291-80

Number \_\_\_\_\_

To adopt Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area.

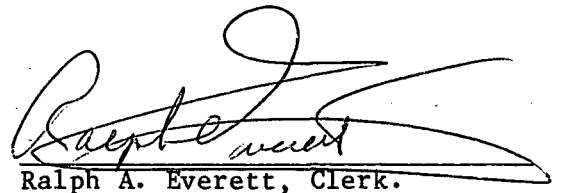
The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this                      24th                      day of                      November                      , 1980.

  
James E. Archdekin, Mayor.

  
Ralph A. Everett, Clerk.

PASSED November 24, 1980

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# BY-LAW

No. 291-80

To adopt Amendment Number 61 to the  
Consolidated Official Plan of the City  
of Brampton Planning Area.

DUPLICATE ORIGINAL

21 - OP - 0006 - 61

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AMENDMENT NUMBER 61  
to the Consolidated Official Plan  
of the City of Brampton Planning Area

1982 JUN 30 PM 12 05

MISC. PLAN NO. 671

LODGED IN THE REGISTRY OFFICE

FOR THE COUNTY OF PEEL

1982 JUNE 30 P.M. 12.05

K. Baryluk Deputy Land  
Registrar

City of Brampton

15.00



R 811303

Ontario Municipal Board

IN THE MATTER OF Section 44(1) of  
The Planning Act (R.S.O. 1970,  
c. 349),

- and -

IN THE MATTER OF a reference  
to this Board by the Honourable  
Claude F. Bennett, Minister of  
Housing, on a request by Janet  
M. Simmons on behalf of Rice  
Construction Company Limited  
and Fletcherdale Holdings Limited  
for consideration of proposed  
Amendment Number 61 to the Official  
Plan for the City of Brampton,  
Minister's File No. 21-OP-0006-61

B E F O R E :

D.D. DIPLOCK, Q.C.	)	
Vice-Chairman	)	
- and -	)	Friday, the 21st day
	)	of May, 1982
P.M. BROOKS	)	
Vice-Chairman	)	

THIS APPLICATION having come on for public hearing and  
after the hearing of the application the Board having  
reserved its decision until this day;

THE BOARD ORDERS that Amendment Number 61 to the Official  
Plan for the City of Brampton, referred to this Board by  
the Honourable Claude F. Bennett, Minister of Housing, on  
a request by Janet M. Simmons on behalf of Rice Construction  
Company Limited and Fletcherdale Holdings Limited, be  
approved, as modified by the following modifications:

1. delete the words "throughout the City" in the first  
sentence of Section 4.0 and substitute therefor the  
words "throughout the area covered by this amendment";
2. add the following sentence to Subsection 9.1.2 after  
the first sentence:

"In the event the City decides not to acquire  
any of the lands designated "Public Open Space",

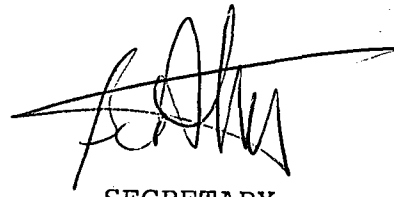
R 811303

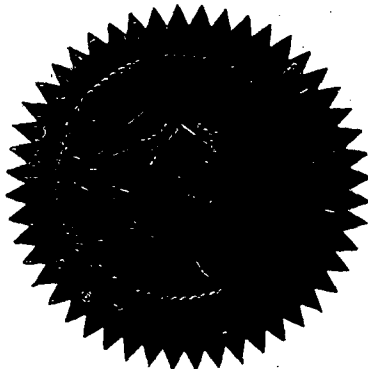
such lands may be developed for an alternative use compatible with the designation of adjacent lands, subject to an appropriate amendment to this plan being approved.";

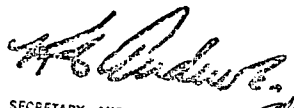
3. add the following sentence to Subsection 12.5.1 after the first sentence:

"The acquisition of such lands shall be at a price determined by Council Policy that is consistent with the market value of the lands at the time of acquisition.";

4. add the word "attenuated" between the words "the" and "outdoor" in Subsection 4.4.1;
5. delete the number "38" in Subsection 6.7.1 and substitute therefor the number "43";
6. delete the number "35a" in Subsections 6.3, 6.6 and 12.4.1 and substitute therefor the number "40";
7. delete the number "35" in Subsection 12.2.1 and substitute therefor the number "39";
8. delete the number "33" in Subsection 12.3.1 and substitute therefor the number "36".

  
SECRETARY



ENTERED	
O. B. No.	R 81-5
Folio No.	384
JUN 9 1982	
	
SECRETARY, ONTARIO MUNICIPAL BOARD	



THE CORPORATION OF THE CITY OF BRAMPTON

# BY-LAW

291-80

Number \_\_\_\_\_

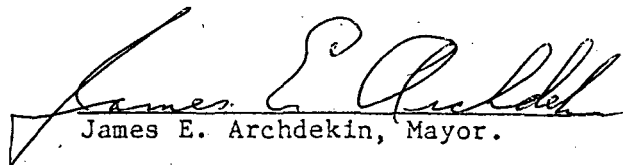
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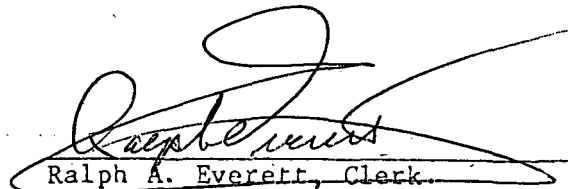
The Council of The Corporation of the City of Brampton, in accordance with the provisions of The Regional Municipality of Peel Act, 1973 and The Planning Act, hereby ENACTS as follows:

1. Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area is hereby adopted and made part of this by-law.
2. The Clerk is hereby authorized and directed to make application to the Minister of Housing for approval of Amendment Number 61 to the Consolidated Official Plan of the City of Brampton Planning Area.

READ a FIRST, SECOND and THIRD TIME and Passed in Open Council

this 24th day of November, 1980.

  
James E. Archdekin, Mayor.

  
Ralph A. Everett, Clerk.

Amendment Number 61

1. The purpose of this Amendment is to incorporate certain lands within the urban boundary and to redesignate said lands as shown in Schedule 'A' and specify the development principles to achieve an orderly efficient and aesthetic urban expansion.
2. The Consolidated Official Plan of the City of Brampton Planning Area is hereby amended:
  - (1) by adding the lands subject to this amendment as Chapter A21 and deleting Chapter references A3, A5, A10, A19 and A20 on Plate No.1.
  - (2) by replacing the designation of lands shown on Plate No.2 with those designations shown on Schedule 'A' of this amendment and adding to Plate No.2 an outline of the said lands and the title Fletchers Creek South Planning District, Plate 43.
  - (3) by adding Schedule 'A' of this amendment to the Consolidated Official Plan as Plate 43 and Schedule 'B' of this amendment as Plate 44.
  - (4) by deleting Chapters A3, A5, A10, A19 and A20.
  - (5) by adding the following text to the Consolidated Official Plan as Chapter A21.

## CHAPTER A21

### 1.0 PURPOSE

The purpose of this Chapter, together with Plate 43 and Plate 44 is to specify the desired pattern of land use, the transportation network and related policies necessary to achieve a high quality, efficient and orderly urban expansion. The area covered by Chapter A21 will henceforward be referred to as the Fletchers Creek South Secondary Plan Area.

### 2.0 LOCATION

The Fletchers Creek South Secondary Plan Area comprises all of the lands in Concession 1 West and part of the lands in Concession 1 East and Concession 2 West between Steeles Avenue and the Parkway Belt West as outlined on Plate 43 and totals approximately 398 hectares.

### 3.0 DEFINITIONS

"Gross Leasable Area" means the total floor area designed for tenant occupancy and exclusive use, including basements, mezzanines and upper floors.

"Group Home" means a dwelling unit occupied by three to ten persons, inclusive of staff or receiving family, used for the accommodation of persons, who, by reason of their emotional, mental, social or physical condition, or legal status, require a supervised group living arrangement for their well being. "Group home" shall not include a crisis care facility or a facility for inmates, adult male parolees or probationers, transients and addicts.

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings, together with abutting buffer strips and walkways, plus those portions of all abutting Local and Collector roads that are contained between the boundaries of the lot or lots extended and the centre-line of the roads.

"Net Residential Area" means an area consisting of one or more surveyed and registered lots, blocks or parcels, the principal use of which is for dwellings.

"Single Family Density" means a density of up to 25 dwelling units per net residential hectare (10 units per net acre) which is typically associated with the single family detached housing type.



"Semi-Detached Density" means a density of 26 to 35 dwelling units per residential hectare (11-14 units per net acre) which is typically associated with semi-detached, link townhouse or very small lot single housing types.

"Low Density" means a density in the range of "Single Family Density" and "Semi-Detached Density" as defined herein.

"Townhouse Density" or "Medium Density" means a density of 36 to 50 dwelling units per net residential hectare (15-20 units per net acre) which is typically associated with zero lot line, block townhouse or street townhouse housing types.

"Cluster Housing" or "Medium-High Density" means a density of 51 to 75 dwelling units per net residential hectare (21-30 units per net acre) which is typically associated with maisonnette, stacked townhouse, garden court or walk-up apartments and cluster housing types.

"Apartment or High Density" means a density of 76 to 198 dwelling units per net residential hectare (31-80 units per net acre) which is typically associated with the elevator apartment housing type.

"Walkway" means a paved pedestrian path between 10 and 15 feet in width intended to provide safe and convenient access to various parts of residential neighbourhoods and does not include linear parks such as those on the north side of the Ring Road and along the top of bank of the Etobicoke Creek.

DEVELOPMENT PRINCIPLES

4.0 GENERAL PROVISIONS

The policies contained under General Provisions apply ~~throughout the~~  
~~City~~ Generally, they take precedence over the policies of other  
Sections of this Plan. However, their application, singly or cumula-  
tively, will not prohibit the uses permitted by the General Land Use  
designations on Schedule A of this amendment.

4.1 Hazard Lands

4.1.1 Definition

Hazard Lands associated with the Fletchers Creek valley as designated on  
Plate 43 are those which have inherent physical hazards such as flood or  
erosion susceptibility, steep slopes or other physical limitations to  
development. These Hazard Lands shall become part of the Public Open  
Space system to be used for walking and cycling trails and other recrea-  
tional pursuits, as an amenity in association with adjacent schools and  
as an integral component of District and Neighbourhood Parks located  
along the valleys. Boundaries of the designated Hazard Lands will be  
established on a site specific basis in consultation with the Credit  
Valley Conservation Authority.

4.1.2 Any alteration to a watercourse or valley, including the placement of  
buildings, structure or fill, whether originating on the site or else-  
where, or removal of fill or the provision of access to a valley or  
bridges over a creek is subject to Conservation Authority approval pur-  
suant to the appropriate Ontario Regulation and to the approval of the  
Ministry of Natural Resources pursuant to the Lakes and Rivers Improve-  
ment Act.

4.1.3 Where new development is proposed on a site, part of which is designated  
Hazard Lands, such lands shall not necessarily be acceptable as part of  
the dedication for Public Open Space purposes required under the Planning  
Act. All lands conveyed to the municipality shall be conveyed in a  
physical condition satisfactory to the municipality. Where an open  
watercourse is involved, adequate space shall be provided for maintenance  
and other such operations.

4.1.4 Building and property line setbacks shall be imposed from the margin of  
Hazard Lands so as to have regard for the extent and severity of existing  
and potential hazards. The setbacks shall be determined, in conjunction  
with the responsible Conservation Authority, on a site specific basis.

C.M.B.A.  
MODIFICATION

## 4.2 Environmentally Sensitive Areas

### 4.2.1 Introduction

The broad designation "Environmentally Sensitive Areas" comprises a number of sub-categories including woodlots. Wherever possible existing woodlots classified I to III in the Fletchers Creek South Area are incorporated into parks and protected by a public open space designation or are covered by other restrictive designations such as Hazard Lands or Parkway Belt West.

4.2.2 Where all or part of an Environmentally Sensitive Area is privately owned, this Plan does not imply that such land is free and open to the general public or will necessarily be purchased by the City of Brampton or any other public agency.

4.2.3 Buildings and other major structures shall be discouraged from being constructed within Woodlots Class I, II and III.

Class I These are significant, sensitive units. They should be preserved and protected from development and neighbouring encroachment. Human contact, where desired by the controlling agency, should only be via a well defined natural trail system. Even low levels of disturbance can put undue pressures on the ecosystems.

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

Class III These woodlots are of slightly lower quality, but still are sensitive to use and warrant preservation and careful use.

4.2.4 Woodlot fragments and hedgerows shall be retained and incorporated into development within urbanizing areas wherever practicable. The City may require the developer of one or more structures on all or part of a wooded area to submit a Tree Protection Plan to be approved by the City prior to the issuance of a building permit. The Tree Protection Plan shall identify the exact location of any trees that will be cut or affected and state the specific measures that will be taken to protect the remainder.

#### 4.3 Energy Conservation

- 4.3.1 Council shall require the design of residential and commercial areas and the siting of buildings for proper sun and wind orientation to the extent practicable.
- 4.3.2 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings.
- 4.3.3 Council shall ensure, where practicable, access to direct sunlight during winter daylight hours for all potential solar collector panel locations and south-facing glass on all existing and future buildings in the Fletchers Creek South Area.

#### 4.4 Aircraft, Road, Train and Point Source Noise

- 4.4.1 Development which includes outdoor, passive, recreation areas such as private and shared outdoor areas accessory to residential buildings as well as schools will not be permitted in locations where the outdoor noise levels are forecast to exceed the limits specified in Appendix A to this Chapter, which are specified in Publication NPC-131, Guidelines for Noise Control in Land Use Planning, Ontario Ministry of the Environment. Amendments to these standards will automatically be incorporated into Appendix A to this Chapter without the necessity of amending the Plan.
- 4.4.2 Development with a residential component within which bedrooms, living rooms, or reading rooms will be subject to high levels of traffic or rail noise, will only be permitted if it includes noise insulating features which result in interior noise levels that comply with the indoor standards specified in Appendix A to this Chapter.
- 4.4.3 Areas requiring noise analysis are indicated in Appendix B to this Chapter. The proponents of residential development within one or more of these areas shall submit a Noise Pollution Report using recognized noise measurement and prediction techniques. The report shall contain a statement and assessment of noise levels, before and after proposed abatement devices are installed, for the existing and anticipated situation during both evening and daytime hours. Where unacceptable noise levels are predicted, the report shall review the merits of various abatement measures such as distance setback, buffer zones, orientation of outdoor recreation areas, berms, acoustic barriers, etc.
- 4.4.4 Where relevant, an evaluation of the impact of vibrations and fumes from transportation facilities will be included as a component of the study required under policy 4.4.3.

C.M.B. & J.  
MODIFICATION

- 4.4.5 Proposed development that has the potential to be a source of noise shall, to the extent practical and feasible, be constructed to maintain the ambient noise level created by the local traffic in the area.

## 5.0 RESIDENTIAL POLICIES

### 5.1 Definition

The residential designations shown on Schedule 'A' are categories in which the predominant use of land is residential and include the full range of dwelling types from single family houses to high rise apartments. Complementary uses permitted in residential areas - schools, churches, libraries, parks, community centres, health centres, day care centres and convenience shopping have been specifically identified and are covered by other designations in the Secondary Plan.

- 5.2 The housing mix targets shall be as indicated in Table I and shall apply to the whole of the Secondary Plan area. Minor variations in these ratios which do not alter the intent of the approved mix shall be considered without an amendment to this plan. However, it is the intent of the plan that all major land holdings (or assemblies) should contain some mixture of housing and that large concentrations of a particular dwelling type of density category be avoided.

TABLE I

<u>Housing Type</u>	<u>% of Total Dwellings</u>
Single Family Density Types	20%
Semi-Detached Density Types	20%
Townhouse and Medium Density Types	30%
Cluster Housing and Apartment Density Types	<u>30%</u>
	100%

- 5.3 The density target for the Fletchers Creek South Area is 27.9 units per gross residential hectare (11.3 per acre).
- 5.4 The net density (i.e. dwelling units per net residential area as defined in Section 3.0) for Apartment-High Density development shall not exceed 40 units per acre (100 units per hectare).

5.5 The City shall give consideration to innovative housing designs, particularly those which offer improved efficiency or alternative forms of heating, reduced municipal expenditures or lower costs to purchasers.

5.6 Apartments shall have primary access to an Arterial, Collector or Minor Collector Road and shall be limited to the following locations:

- (i) either within or adjacent to major concentrations of commercial or institutional uses; or
- (ii) adjacent to significant topographic features (e.g. river valleys, rehabilitated gravel pits, woodlots); or
- (iii) in close proximity to major public transportation facilities, e.g. GO Transit.

5.7 In areas designated for a full range of housing densities, including apartments, from the intersection of Steeles Avenue and Highway Number 10 west to the McMurchy Avenue extension and south to the Highway Commercial designation, it is the intent of this Plan that lands so designated which are presently in small holdings be assembled into parcels which will ensure comprehensive redevelopment.

5.8 The City shall consider the advisability of including on-site recreation facilities in medium to high density residential development commensurate with the anticipated family composition and incomes of future residents.

5.9 In approving new residential developments, the City shall take into consideration an appropriate mixture of housing for low income, medium income and upper income households according to substantiated need and demand for the City as a whole.

5.10 Low rise senior citizen residential development will be permitted in the apartment designations or on suitable sites in the lower density areas. Non-profit family housing projects will be permitted on suitable sites within the lower density designations including lands owned by the Region. Group homes will be permitted on appropriate sites in the lower density designation according to the distance and other criteria in the City of Brampton Policy on Group Homes.

5.11 The City shall endeavor to ensure the orderly provision of community services in conjunction with new residential development.

5.12 Day care centres may be located in any part of the Fletchers Creek South area as long as the following conditions of safety, service and accessibility are met:

- (i) primary access to a Collector or Minor Collector road and accessible by public transit;
- (ii) adequate ingress/egress and parking so as to eliminate conflict with other traffic.
- (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
- (iv) minimal air and noise pollution.

5.13 Church sites of approximately one acre fronting on or easily accessible to Collector roads will be reserved on the lands presently owned by the Catholic Archdiocese of Toronto and in other large subdivisions as a condition of draft plan approval. If the sites are not acquired for church purposes within an agreed period of time they will be released for residential development.

5.14 It is estimated that three junior public schools, two junior separate schools and a senior public and high school campus will be required in the Fletchers Creek South Area in the locations indicated on Plate 43. These school sites shall be included in the relevant plans of subdivision to the satisfaction of the School Boards. In the event that one or more of the school sites may not be required, then the appropriate residential density or alternative use for the site will be determined by an amendment to this plan.

5.15 Phasing of new development shall be established on the basis of economical efficiency in terms of capital and operating costs for necessary physical and community services and the degree of compliance of proposals with the policies of this Chapter.

6.0 COMMERCIAL POLICIES

6.1 Neighbourhood Commercial: The Neighbourhood Commercial category on Plate 43 of this Chapter is defined as a group of commercial establishments planned and developed as a unit. Neighbourhood Commercial Areas are usually 2,000 to 9,000 square metres (21,500 to 96,900 square feet) of Gross Leasable Area in size and the principal tenants are major supermarkets greater than 1,400 square metres (15,100 square feet) in size. The site area will be in the range of 1.6 - 3.2 hectares (4-8 acres). Primary permitted uses include retail stores, service establishments catering to personal or household needs, and local offices. Complementary uses such as automobile service stations, and car washes, may be permitted. Two Neighbourhood Commercial shopping centres are designated in the Fletchers Creek South Secondary Plan area.

6.1.1 Shopping Centre Impact Studies: Every application for the development of a Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact study must provide information regarding the market feasibility of the proposed centre and whether or not it will affect the viability of any existing nearby centres. Such information will form a basis for the size and time of construction of a Neighbourhood Commercial area.

6.2 Convenience Commercial: Convenience Commercial areas, shall consist of one or more retail or service establishments planned and developed as a unit to serve 5,000 to 20,000 people. Although Convenience Commercial areas may range in size from 500 to 2,000 square metres (5,400 to 21,500 square feet) in gross leasable area, such areas are generally less than 1,000 square metres (10,700 square feet) in size. The site area will be in the range of 0.4 - 1.6 hectares (1-4 acres). A Convenience Commercial area will generally be anchored by a jug milk or small grocery store. Three Convenience Commercial areas are designated in the Fletchers Creek South Area.

6.2.1 The Convenience Commercial facility designated on the north side of the Ring Road east of Highway 10 may be incorporated into an office building or alternatively be developed as a free standing plaza.

6.3 Where a proposed commercial centre forms part of a residential development plan, Council shall approve the commercial centre by Restricted Area By-law or under Section 35a of The Planning Act concurrent with or as soon as possible after the residential development is approved.

C.M.B. 26  
MODIFICATION



6.4 Each shopping centre shall be developed as an integrated unit with a consistent architectural theme.

6.5 When Commercial uses are proposed to be developed adjacent to residential areas, consideration shall be given to the following:

- i) that structures and traffic, parking and service areas are screened and buffered to a degree that noise, light and undesirable visual effects emanating from the commercial uses are minimized, and
- ii) that traffic, parking and service areas do not adversely affect adjacent residential uses.

6.6 In processing plans for commercial development under Section ~~35a~~ of The Planning Act, control shall be enforced regarding the following elements to achieve high quality of design and visual harmony with adjacent areas:

- (i) siting and design of buildings
- (ii) pedestrian areas
- (iii) location, lighting and screening of parking areas;
- (iv) landscaping and fencing.
- (v) design and type of signs; and
- (vi) storage and garbage disposal facilities.

6.7 Specialty Office-Service Commercial

6.7.1 Definition

The Specialty Office-Service Commercial designation on Plate ~~38~~ includes areas predominantly used for offices related to business services, financial institutions, insurance, real estate, professional and governmental functions, hotels and related facilities. Retail and personal service uses necessary to serve the employees of the Specialty Office-Service Commercial area may be permitted.

6.7.2 Office development shall be concentrated in a park-like setting around the Court House Complex and at the intersections of the Ring Road and Highway Number 10.

O.M.B. #6  
MODIFICATION

O.M.B. #5  
MODIFICATION

6.7.3 The Specialty Office-Service Commercial Area designation on the west side of Highway 10 between the Region of Peel Police Headquarters and the Neighbourhood Commercial plaza shall be reserved primarily for cultural, entertainment and indoor recreational types of development. Permitted uses may include a library, theatres, museum, art gallery, church, private club and community service organizations, restaurants, indoor sports facilities, convention centre, banquet hall and ancillary offices but are not restricted to the above. Only those developments which enhance the objective of a harmonious and prestigious entrance to Brampton through a high standard of architectural design will be approved.

6.7.4 The Specialty Office-Service Commercial Area designation on the west side of Highway Number 10 south of the Neighbourhood Commercial plaza shall be reserved for a hotel and office development.

#### 6.8 Highway Commercial

##### 6.8.1 Definition

Highway commercial uses include those commercial uses and industrial uses that have the following characteristics:

- (i) cater primarily to persons coming to the premises to do business by automobile, rather than to pedestrian shopping trade, and therefore do not require a shopping centre location;
- (ii) rely on business from the travelling public or on considerable public exposure, thereby requiring a location in proximity to a highway or arterial road; and
- (iii) have physical requirements in terms of size and shape of site or buildings or the requirement of outside storage such that incorporation into a shopping centre is not suitable. The main permitted uses include motels, hotels, restaurants, automobile service stations and repair facilities, car washes, automobile sales and service establishments, building supplies outlets, produce outlets, and industrial uses that have ancillary retail or service functions. Crisis Care facilities are also permitted according to criteria in the City of Brampton Group Home and other Residential Care Facilities policy.

6.8.2 Where commercial uses appropriate to a particular location are proposed to be developed adjacent to existing or approved commercial development, Council may require that the location and design of structures, parking areas and access points be integrated with those of the existing or approved adjacent uses.

7.0 HIGHWAY NUMBER 10 POLICIES

- 7.1 Lands abutting the Highway shall be developed in such a manner as to create a high quality, harmonious and attractive "Gateway to Brampton."
- 7.2 Special setbacks and a comprehensive landscaping plan will be required on private lands to achieve a uniform theme and visual continuity along the full length of Highway Number 10 between the Highway Number 407 exit ramps and Steeles Avenue.
- 7.3 Whenever possible, existing accesses onto the Highway will be replaced by alternate accesses from internal roads in the process of development or redevelopment.
- 7.4 New development areas on either side of Highway Number 10 will be served primarily by a Collector Ring Road system with two intersections at Highway Number 10.

8.0 INSTITUTIONAL POLICIES

8.1 Definition

The Institutional designation on Plate 43 includes lands which are predominantly used for hospitals, clinics, homes for the aged, nursing homes, correctional institutions, colleges, universities and major public religious, military and cultural buildings and may include service clubs. The Institutional designation in Secondary Plans also includes public buildings such as fire halls, police stations, libraries, community centres and day care centres.

8.2 The Institutional designation on the west side of Highway Number 10 is intended primarily for community service facilities but may also include an office building at the intersection of the Collector Ring Road with the highway. An integrated development with a single access onto the Ring Road will be a condition for development approval.

8.3 The Institutional designation on the west side of McLaughlin Road north of the Minor Collector Road is intended primarily for senior citizen uses, including a nursing home.

8.4 Secondary uses may be permitted in large Institutional areas so long as they do not detract from development of the area for the main permitted use. These may include residential buildings, convenience commercial facilities and community service facilities which directly serve or are complementary to the primary use.

9.0 OPEN SPACE

9.1 Public Open Space Policies

9.1.1 Definition

Lands designated Public Open Space on Plate 43 will eventually be used for public outdoor and indoor recreation areas and facilities of neighbourhood, community and district significance.

9.1.2 Where land designated Public 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 purchased by the municipality or any other public agency.

9.1.3 Where appropriate, the City may employ such methods as a special zoning category and purchase of easements to preserve the environmental qualities of a privately owned area designated Public Open Space.

9.1.4 Only the tableland component of the Neighbourhood and District parks are designated on Plate 43. However, where these designations abut other open space designations such as Hazard Lands it is understood that the public park will include some portion of these Hazard Lands and the design of both areas will be intergrated. The use of Hazard Lands in conjunction with public parks shall be limited to predominantly passive recreation.

9.1.5 The minimum tableland area required by the City for public open space use is 1.6 hectares (4.0 acres) per 1,000 population. Conservation Authority lands, school lands, private commercial recreation areas, connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses will not be credited as part of this public open space tableland requirement or as part of the dedication of land required under The Planning Act.

9.1.6 Notwithstanding policy 9.1.5, it is recognized that connecting walkways and pedestrian grade separations, valleylands and channelized storm drainage systems, and protective buffer areas between conflicting land uses, will provide essential opportunities for passive and for selected active recreational pursuits and to achieve an overall connected public open space system. Accordingly, it shall be the policy of the City of Brampton that all such areas shall be conveyed to the City or, in appropriate circumstances, to the relevant Conservation Authority in connection with all forms of development.

MODIFICATION  
O.M.B. #2

9.1.7 The City may accept cash in lieu of the land conveyance requirement, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.

9.1.8 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City.

9.1.9 In recognition of the importance of valleyland and other Hazard Lands in the total open space system and of the fact that such lands will be used and enjoyed by all residents of Brampton, capital contributions will be required in conjunction with all development and redevelopment to fairly apportion the cost of required erosion control and landscaping in such valleys or on such Hazard Lands.

9.1.10 It is the intent of the City to co-operate with the Region of Peel Board of Education and the Dufferin-Peel Roman Catholic Separate School Board in coordinating the planning, acquisition, development, maintenance and activity programming of school and recreation sites and facilities.

9.1.11 Council will continue to satisfy part of the demand for neighbourhood and community recreation facilities by:

(i) arranging with school authorities for the joint use of school grounds and buildings;

(ii) requesting that developers of medium to high density residential development to provide on-site recreational facilities.

9.1.12 Since planned school sites are an integral component of the overall open space and recreation system and they have been accounted for in the determination of City public open space requirements, the City will require options to purchase a reasonable portion of any such sites which are subsequently released by the school boards so that such lands can be used to provide some of the recreation facilities which would otherwise have been provided on the school lands.

9.1.13 Park Hierarchy: The requirement and development of public parks and recreation facilities shall be based where feasible on the parkette, neighbourhood, community and district service level policies and standards contained hereunder.

9.1.14 Parkettes: Land shall be acquired and developed where appropriate for passive parkettes to provide visual relief in the urban area and sitting areas for shoppers, workers and neighbouring residents and for parkettes/play areas to provide young children, especially pre-schoolers, with opportunities for active play according to the following criteria:

(a) Spaces and Facilities

Parkettes should contain sitting areas, lighting and landscaped areas, floral displays and/or playgrounds for young children.

(b) Size of Parks

Passive parkettes shall be of varying sizes and shall be located to preserve significant groups of trees, or located in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes. Active parkettes catering primarily to the play needs of the young should be approximately 0.5 acres in size.

(c) Service Radius and Population

Active Parkettes will generally be provided to serve areas containing 500 to 1,000 residents who would otherwise be further than 0.4 kilometres (1/4 mile) from a Neighbourhood park or elementary school playground.

9.1.15 Neighbourhood Parks

Neighbourhood parks and recreation facilities may be acquired and developed according to the following criteria:

(a) Activity Spaces and Facilities

Neighbourhood parks may include but are not limited to the following activity spaces and facilities:

- (i) a junior and senior playground area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a multi-use paved area;
- (iv) a pair of tennis courts;
- (v) a junior toboggan slope;
- (vi) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (vii) miscellaneous elements, including landscaping, benches, walks and other paved areas.

(b) Size of Parks

Neighbourhood parks will range in size according to population served and facilities to be accommodated, however a minimum size of 1.1 hectares (2.7 acres) is desirable to accommodate essential activity spaces.

(c) Service Radius and Population

Neighbourhood parks will generally be located to serve 4,000 to 5,000 people within a 0.8 to 1.2 kilometre (1/2 to 3/4 mile) radius.

9.1.16 Community Parks

Community parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in Community Parks:

- (i) regulation fields for baseball, soccer and softball;
- (ii) courts for tennis, basketball, bocce, volleyball, racketball, and squash;
- (iii) an arena or indoor pool;
- (iv) recreation centre containing an auditorium, fitness rooms, multi-purpose rooms for meeting and craft programmes;
- (v) bermed areas for tobogganing and skiing;
- (vi) landscaped and natural areas for picnicking and other passive activities;
- (vii) hard-surface multi-sport box;
- (viii) outdoor wading pool;
- (ix) park landscaping, furniture and equipment including benches, walkways, trees and shrub planting, fencing, trash containers.



(b) Size of Parks

In order to accommodate the spaces and facilities noted above, community parks shall contain a minimum of 6 hectares (15 acres) of tableland and will preferably be located to include woodlots or valleyland so that the total park area ranges from 12 to 18 hectares (30 to 45 acres). The size of a community park in a specific location will depend on its relationship to valleys and other natural areas, and on the facilities required to serve the recreation needs of the specific community.

(c) Service Radius and Population

Community Parks will generally be located to serve approximately 15,000 people within a 2.4 kilometre (1 1/2 mile) radius.

9.1.17 District Parks

District parks and recreation facilities shall be acquired and developed according to the following criteria.

(a) Activity Spaces and Facilities

The following activity spaces and facilities may be provided, where appropriate, in District Parks:

- (i) picnic areas and nature areas;
- (ii) animal farm;
- (iii) horseshoe pitch;
- (iv) mini-golf facilities;
- (v) senior baseball diamond and perhaps other specialized limited-interest sports fields (e.g. cricket pitches);
- (vi) multi-use recreation building containing curling rinks, a cultural centre, etc.;
- (vii) outdoor artificial rink;
- (viii) bandshell or outdoor theatre;
- (ix) tennis club (6 courts); and
- (x) ski and toboggan slopes.

(b) Size of Parks

In order to accommodate the spaces and facilities appropriate to a particular service area and location, district parks should generally contain a minimum of 11 hectares (27.5 acres) of tableland and will be located to include woodlots or valleyland so that the total park area ranges from 20 to 30 hectares (50 to 75 acres).

The specific design of a district park depends on the nature of the site and the type of facilities contained in community and specialized parks and areas in the particular service area. In most cases, some facilities primarily associated with another park in the hierarchy will be included in a District Park.

(c) Service Radius and Population

District Parks will generally be located to serve approximately 85,000 people within a 6.4 kilometres (4 mile) radius.

9.1.18 Lands required for park purposes in the Fletchers Creek South Area shall be dedicated in the amount required for the specific category of park (as per policies 9.1.13 to 9.1.17) and in the general locations indicated on Plate 43 as a condition of development approval.

9.1.19 A coordinated recreational development which may include a specialized facility of City wide significance, shall be undertaken on lands to be acquired by the City for a District Park and a portion of the Sheridan College lands abutting the District Park.

9.1.20 Although public parks are to be planned on the basis of the park hierarchy, it is recognized that it may be desirable in specific circumstances to combine two or more levels of the hierarchy into one park or to split one level of the hierarchy into separate parks.

9.1.21 Parks shall be developed adjacent to valleys, swales and other open space links, where practicable.

9.1.22 Whenever practical, indoor and outdoor recreation facilities shall be designed or improved in a manner that will allow physically handicapped persons to have access to the facilities and enable them to participate in recreation programs.

9.1.23 Walkways which can accommodate two-way pedestrian and bicycle traffic shall be provided where necessary to provide safe and convenient access from the road system to parks and open space links.

9.1.24 Utility rights-of-way and easements across private lands shall be utilized where appropriate to ensure the continuity of open space links.

9.1.25 The City may acquire land above the top of valley bank by dedication or purchase where necessary to provide safe and convenient pedestrian or bicycle movement along a valley, provide proper access to a valley or to protect the visual amenities of a valley.

9.1.26 The City may develop a system of pedestrian and bicycle trails along open space links for recreational walking, jogging and cycling and to provide safe and convenient access to parks, schools and other facilities.

9.1.27 A wide, landscaped open space link as shown on Plate 43 shall be provided for pedestrians and cyclists between the Fletchers Creek and the Etobicoke Creek utilizing the signalized intersection at the northern ring road and Highway Number 10 to achieve the necessary continuity. The open space link shall continue along the top of bank of the Etobicoke Creek to Steeles Avenue.

9.1.28 Pedestrian bridges shall be provided over the Fletchers Creek and the Etobicoke Creek according to identified need and in appropriate locations.

## 9.2 Open Space - Cemeteries

### 9.2.1 Definition

Lands designated Open Space - Cemeteries on Plate 43 are lands set apart or used as a place for the interment of the dead.

9.2.2 Council shall discourage enlargement of existing cemeteries within the urban boundaries and only permit them when such enlargements would not have any substantial deleterious impact on the surrounding area.

## 10.0 TRANSPORTATION POLICIES

### 10.1 Roads

10.1.1 Road facilities in the Fletchers Creek South Area are intended to function in accordance with the following general guidelines and classifications.

- (a) Provincial Freeways (future Highway 407) are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated. Direct access from the freeway to the abutting properties will not be permitted.
- (b) Provincial Highways (Highway Number 10) are to be planned, designed, constructed and designated to accommodate medium to high volumes of long distance and inter-regional traffic travelling at medium to high speeds. At grade intersections are desirable with other provincial highways, arterials and collector streets only. Direct access to abutting properties is to be controlled or not permitted where alternatives exist so as not to interfere with the primary highway function of moving through traffic.
- (c) Major Arterials are to be planned, designed, constructed and designated to carry large volumes of medium distance intra-regional traffic at medium speeds and to serve traffic flows between the principal areas of traffic generation as well as traffic enroute to or from provincial highways and freeways. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is not to be permitted where alternatives exist so as not to interfere with the primary major arterial street function of moving through traffic.
- (d) Minor Arterials are to be planned, designed, constructed and designated to inter-connect with and augment the major arterial road system and to carry moderate volumes of medium distance intra-municipal traffic at medium speeds and to serve traffic flows between more localized principal areas of traffic generation. At grade intersections are desirable with provincial highways, other arterials and collector streets only. Direct access to abutting properties is to be discouraged where practical alternatives exist so as not to interfere with the primary minor arterial street function of moving through traffic.

(e) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of short to medium distance traffic travelling at moderate speeds between residential or industrial communities or areas, or to and from the arterial system. Through traffic will be discouraged from using these roadways. All intersections will be at grade. Direct access from abutting residential properties will not be permitted near intersections with arterials and limited access will be generally encouraged elsewhere along residential sections of collector roads. Direct access from abutting industrial and commercial properties will be permitted.

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

10.1.2 The right-of-way requirement for Highway No.10 will be the responsibility of the Ministry of Transportation and Communications. The minimum right-of-way requirement for Steeles Avenue, McLaughlin Road and the Mavis Road Extension within the Fletchers Creek South Area shall be 37 metres (120 feet). The minimum right-of-way requirement for new Collector Roads shall be 26 metres (86 feet). Right-of-way width requirements for the minor road network will typically be 23 metres (76 feet), 20 metres (66 feet) and 17 metres (56 feet) for Minor Collectors, Local Roads and Minor Local Roads respectively. Only the Minor Collectors in the minor road network are shown on Plate 43. Local Roads will be subject to approval as part of the subdivision approval process.

10.1.3 The required right-of-way widths specified in policy 10.1.2 denote only the basic requirement for the section of the road. Additional rights-of-way may be required at intersections to provide for exclusive turning lanes, bus bays and other special treatments. There may also be additional requirements for rights-of-way to provide lands for the construction of bridges, overpasses, earth filled ramps and depressed sections of roads. Any such additional right-of-way requirements shall be determined at the time of the design of the road facilities and will become part of the total required right-of-way.

10.1.4 The traffic carrying function of the provincial highway, arterial and major collector systems will be protected and improved by:

- (i) discouraging intersections of local streets with arterials and provincial highways in the design of new subdivisions;
- (ii) controlling the number of collector street intersections with arterial streets and provincial highways through the regulation of subdivision design; and
- (iii) limiting the number and controlling the design of accessways to multi-family residential sites from arterial roads and provincial highways.

10.1.5 It is the intent of this plan that the Mavis Road extension should be a major transportation link between Brampton and the east-west Ontario Highway system. Therefore the City supports in principle an interchange between the Mavis Road extension and Highway Number 407. The final location of the interchange will be determined by the Ministry of Transportation and Communications.

10.1.6 The alignment of the Mavis Road extension will be based on special functional and feasibility studies. Minor adjustments to the alignment as shown on Plate 43 will be permitted without an amendment to this Plan.

10.1.7 Land use designation boundaries which coincide with a major feature such as roads shall be deemed to remain coincident when the location of a major feature is adjusted slightly, so long as the additional lands are economically serviceable by means of gravity sewer systems.

10.1.8 Lands adjacent to the Highway Number 407 right-of-way which require a noise analysis according to distance criteria in Appendix B and illustrated on Schedule 'B' to this Amendment, shall only be considered for development upon approval by the Ministry of Transportation and Communications of preliminary designs for the highway indicating the number, location, configuration and elevations of all paved lanes within the designated right-of-way.

10.1.9 Council will endeavor to achieve a safe and quiet atmosphere in residential areas by:

- (i) encouraging the use of minor crescent streets and the selective use of short culs-de-sac in subdivision design where feasible;

- (ii) using street designs which discourage excessive speeds;
- (iii) encouraging off-street private parking (i.e. private driveways, garages, etc.); and
- (iv) locating higher density development where access can be gained directly from collector or minor collector streets whenever practicable.

10.1.10 The design of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.

10.1.11 The pattern and design of local and collector streets shall discourage medium and long distance trips from penetrating residential neighbourhoods, thereby protecting such areas from the noise, pollution, and physical danger of excessive vehicular traffic.

## 10.2 Bridges

10.2.1 Council shall minimize disturbance to the Fletchers Creek by permitting only one crossing at the narrowest point on the valley as shown in Plate 43.

10.2.2 It is the intent of Council to protect the open character of the valley for future development of walking and cycling trails by requiring an elevated roadway over the Fletchers Creek. The width and design of the structure will necessitate a reasonable compromise between economic, aesthetic and environmental factors.

## 10.3 Pedestrians

10.3.1 Pedestrian walkways should generally be provided in subdivision designs to reduce the walking distance from a number of dwelling units to transit, park, elementary school and convenience commercial facilities, and between residential neighbourhoods.

## 10.4 Public Transit

10.4.1 Council will encourage the provision of transit service within easy walking distance (300-700 metres) of all urban land uses.

10.4.2 Appropriate setbacks of buildings on private lands will be required to protect future requirements for bus bays and bus lanes.

10.4.3 A transit system in the Fletchers Creek South area will primarily use the Arterial and Collector road system with transfer points at clearly defined focal points. Transfer locations will be designed to minimize walking distances and should offer amenities such as sitting areas and climate protection.

10.4.4 The City shall promote, where practical, minor changes to public transit vehicles to permit accessibility by and minimal discomfort to physically restricted persons who are able to use standard public transit vehicles.

10.5 Transportation Facility Impacts

10.5.1 Provisions shall be made in all site plans and plans of subdivision for future transportation right-of-way requirements, for the proper relationship of buildings to the ultimate physical characteristics of the transportation facility and for the provision of barriers, berms, screens and landscaping where necessary to buffer residential units from the effects of ultimate traffic volumes.



## 11.0 MAJOR PUBLIC UTILITIES POLICIES

### 11.1 Storm Water Management

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

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

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

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

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

11.1.6 A comprehensive storm water management study will be undertaken for each of the watersheds in or bordering the Fletchers Creek South Area and be subject to the approval of the responsible Conservation Authority prior to the draft approval of individual development proposals. This study would investigate the use of alternative storm water management devices and would recommend a storm water management plan for the Etobicoke Creek and Fletchers Creek drainage areas.

### 11.2 Sanitary Sewerage

11.2.1 Sanitary Sewer services are the responsibility of the Region of Peel. Therefore the City of Brampton requests the Region to adopt the following design and development objectives:

(i) Due regard shall be had for the protection of the natural landscapes in which sewers are installed.

(ii) Sewer systems shall be gravity systems wherever technically and financially feasible to eliminate the need for pumping stations.

### 11.3 Cabled Services

11.3.1 The City shall endeavor to have local service power lines, telephone and other cabled services located underground, where feasible.

11.3.2 Council shall endeavor to ensure that utility installations for electric power and telephone services will not be permitted within residential areas if such installations are of a magnitude, function or character incompatible with the surrounding residential environment.

## 12.0 IMPLEMENTATION POLICIES

### 12.1 Interpretation

12.1.1 In order to provide for flexibility in the interpretation of the text and maps of this Chapter it is intended that all figures, numbers and quantities be considered to be approximate only and not absolute, and that minor changes may be permitted without amendments to this Plan, provided that they do not affect the intent of this Plan.

12.1.2 Although the Plan for the Fletchers Creek South Area establishes boundaries of land use designations, road alignments and service corridors as well as densities and housing mix these elements may vary slightly provided that the intent of the Secondary Plan and the Official Plan is clearly respected.

### 12.2 Restricted Area By-law

O.M.B. 07  
MODIFICATION

12.2.1 Restricted Area By-laws pursuant to Section ~~35~~ of The Planning Act will be used to regulate the use of land and the character, location and use of buildings and structures in accordance with the policies of this Chapter.

12.2.2 Although it is intended that all lands in the Fletchers Creek South Area will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations herein, Council may intentionally retain or make use of interim zoning in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

12.2.3 Detailed Restricted Area By-laws incorporating specific plans and conditions agreed to by the City and a developer of medium and high density residential or non-residential uses may be adopted in conjunction with rezoning as an adjunct to Subdivision Agreements or Site Plan Agreements to achieve good individual property and neighbourhood development and to help realize the policy intent of this Plan.

### 12.3 Subdivision Control

12.3.1 The subdivision Plan Approval process and Subdivision Agreements pursuant to Section ~~33~~ of The Planning Act will be used by Council to ensure that the policies and land uses of this Chapter are complied with and that a high standard of layout and design is maintained in new development areas.

O.M.B. 08  
MODIFICATION

12.3.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of this Chapter including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

12.3.3 The storm water management studies referred to in policy 11.1.6 shall be completed to the satisfaction of Council prior to the draft approval of any plans of subdivision in the Fletchers Creek South Area.

12.4 Site Plan Control

12.4.1 Council may control the provision and maintenance of certain site related facilities and matters associated with any development or redevelopment through the mechanism of Site Plan Agreements pursuant to Section 35a of The Planning Act.

C.M.B. 96  
MODIFICATION

12.4.2 Approval of site plans and execution of site plan agreements will be required prior to the issuance of building permits for development or redevelopment.

12.5 Parkland Dedication

12.5.1 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivisions as a condition of development or redevelopment, through the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget from general revenue or development capital contributions, and by means of donations, gifts or bequests of individuals or corporations to the City for this purpose.

C.M.B. 96  
MODIFICATION

12.5.2 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu or development capital contribution but may apply such funds to park acquisition or development in any area of the City which is deemed to be deficient in terms of either parkland or recreation facilities.

12.5.3 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, filled-in areas, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to in policy 9.1.18 and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

12.6 Financial and Phasing

- 12.6.1 The City supports the early development of those lands east of Highway Number 10 and that portion of lands fronting onto the west side of Highway Number 10 which can be serviced to the Etobicoke Creek sanitary sewer system. These lands will be released as the first phase of development and will receive priority in terms of processing of subdivision plans and preparation of zoning by-law amendments.
- 12.6.2 Notwithstanding the generality of policy 12.6.1, development on those lands adjacent to proposed Highway Number 407 which require a noise analysis (Schedule 'B') will only be considered when preliminary designs for the highway have been approved by the Ministry of Transportation and Communications.
- 12.6.3 Lands adjacent to the Mavis Road Extension will only be considered for development when the alignment of the Mavis Road through Brampton has been approved by the City and the location of an interchange between Highway Number 407 and the Brampton road system, west of Highway Number 10 has been approved by the Ministry of Transportation and Communications.
- 12.6.4 The selection of residential developments or portions thereof for subsequent phases shall be based on the following criteria:
- (i) Financial: Developments and development areas will be evaluated in relation to the overall growth rate that can be supported by the City without decreasing service standards or imposing undue increases in taxation.
  - (ii) Support to Existing Infrastructure: Favors those developments and areas which infill or round out existing communities, which can make use of existing underutilized facilities, and which will expedite the completion of missing links or components of partially completed facilities.
  - (iii) Piped Services (Sewer and Water): Favors those developments and areas which are most economically (to City and Region) provided with piped services in the context of current and planned construction programs.
  - (iv) Transportation Services (Road and Transit): Favors those developments and areas which are most readily and economically provided with roadway facilities and with transit service.

- (v) Parkland and Community Services: Favors those developments and areas which satisfy City and Regional requirements and standards with respect to the provision of parkland and community services.
- (vi) Consistency with Housing Needs: Favors those developments and areas which best support the provision of a housing supply consistent with market demand and with the needs of those who work in Brampton.
- (vii) Environmental Concerns (Noise, etc.): Favors those developments and areas which are likely to have the greatest freedom from noise and air pollution and which would cause the least adverse impact on the natural environment, including environmentally sensitive areas and flood susceptible areas.
- (viii) Social Concerns: Favors those developments and areas which are unlikely to create or aggravate social problems in the community by reason of their undesirable location within Brampton or of their inappropriate design or site plan characteristics.
- (ix) Consistency with other Official Plan Policies: Favors those developments and areas which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date: Among developments and areas which are rated relatively equally on all of the other criteria, favors the earliest development application in official circulation by the Region or the Province.

#### 12.7 Fletchers Creek South Concept Plan

The Fletchers Creek South Concept Plan which provides the conceptual basis for this Chapter and a more detailed elaboration of the policies and designations contained therein will be adopted by Council concurrently with this Chapter of the Consolidated Official Plan but does not constitute part of the Consolidated Official Plan.

## APPENDIX A

### I HIGHWAY AND RAILWAY NOISE INDOOR SOUND LEVEL LIMITS

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

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

## APPENDIX A

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

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

<u>Period of Day</u>	<u>dBA Limits</u>		
	Traffic Noise		Rail Noise
	Leq	L50	Leq
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 07:00 hours	50*	47	50*

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

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

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

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



## APPENDIX B

### AREAS REQUIRING NOISE ANALYSIS

Areas requiring noise analysis are considered to be those lying within 300m (985 feet) of railway main lines and also those lying within the following distances of the various roadway types having the following number of lanes:

<u>TYPE OF ROADWAY</u>	<u>NUMBER OF LANES</u>	<u>DISTANCE FROM CENTRE LINE OF ROADWAY (1)</u>	
		m	(ft.)
Freeway	14	1650	(5415)
	12	1370	(4495)
	10	1230	(4035)
	8	820	(2690)
	6	565	(1855)
	4	260	( 855)
Arterial	6	90	( 295)
	4	50	( 165)
	2	15	( 50)
Collector	4	50	( 165)
	2	15	( 50)

- (1) The distance considered as being noise sensitive is calculated on the assumption that objects or structures would be situated between the roadway and the site which would result in a 5 dBA reduction in sound levels.

# Official Plan Amendment No. 61 Schedule A



----- Secondary Plan Boundary

## RESIDENTIAL

Low and Medium Density  
High Density

## COMMERCIAL

HC Highway Commercial  
CC Convenience Commercial  
NC Neighbourhood Commercial  
SO Specialty Office - Service Commercial

## PUBLIC OPEN SPACE

Public Open Space  
District Park  
Community Park  
NP Neighbourhood Park  
P Parkette  
W Woodlot  
C Cemetery  
H Hazard Land

## INSTITUTIONAL

I Institutional  
SS Secondary School  
SPS Senior Public School  
PS Public School  
SSS Separate School

## ROADS

Freeway  
Provincial Highway  
Arterial Road  
Collector Road

# Fletchers Creek South Secondary Plan

Plate 43

scale: 1:7200

Date: 1980 09  
Drawn by: PS

City of Brampton Planning and Development Department



# Official Plan Amendment No. 61

## Schedule B

### Area Requiring Noise Analysis

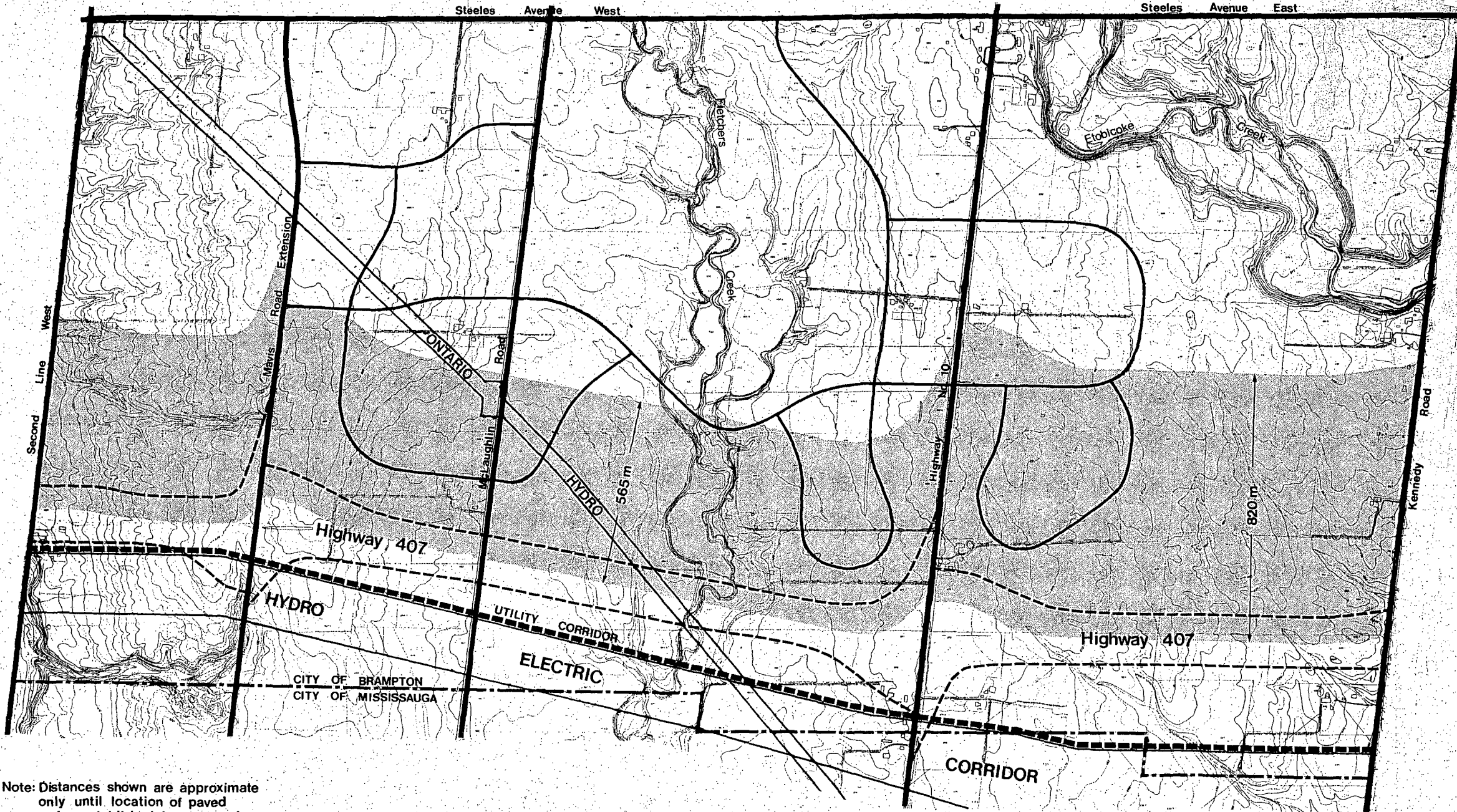
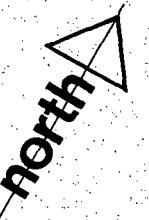
Area Subject to Approval of Preliminary  
Designs for Hwy. 407.  
(see policy 12.6.2.)

Plate 44

scale: 1:10000

drawn by: *PS*  
date: september 1980

City of Brampton  
Planning and Development



Note: Distances shown are approximate  
only until location of paved  
areas established in approved  
preliminary designs.

FLETCHERS CREEK SOUTH  
CONCEPT PLAN

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## FLETCHERS CREEK SOUTH

### CONCEPT PLAN

#### Part I - Background

##### 1.0 Introduction

The Fletchers Creek South area is proposed in the Draft Official Plan for the City of Brampton as one of the major urban expansion areas. Development within this predominantly rural area has been limited to recreational, public and institutional uses. More intensive urban development will require preparation and approval of a comprehensive Secondary Plan for the whole area and major capital investments for water, sewer and roads.

This report is intended to provide the background material and a development concept as the basis for a Secondary Plan.

##### 2.0 Description of the Area

###### 2.1 General

The Fletchers Creek South Study covers an area of 828 hectares (2050 acres) and extends from Steeles Avenue on the north to the City of Brampton boundary on the south and from Kennedy Road on the east to the Second Concession Line on the west. Of the 828 hectares, 53 hectares have been recently developed for public and institutional uses and an additional 330 hectares (816 acres) can be developed.

The flat, well drained soil has sustained productive farms and could continue in agricultural use if not deemed necessary for urban expansion. The only significant constraints to development are the Fletchers Creek (with a broad valley and numerous minor tributaries) which runs in a north-south direction through the First Concession West and the Etobicoke Creek running diagonally across the northerly part of the First

Concession East and providing a distinct barrier from lands to the north by virtue of the steep slopes. Distinctive vegetation worthy of preservation is limited mainly to lands adjacent to or below the top of the bank of the two valleys.

## 2.2 Existing Development

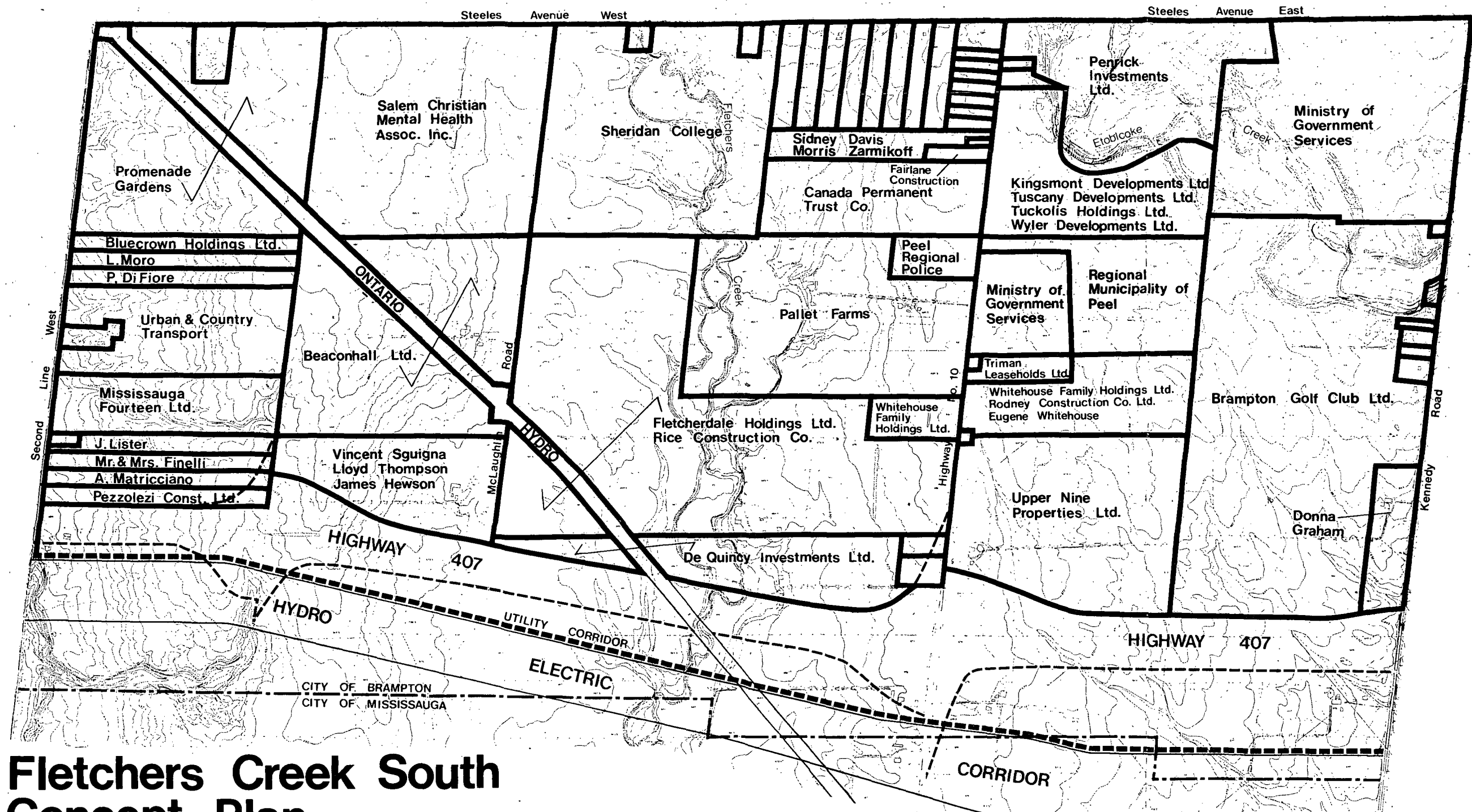
Scattered residential and highway commercial uses have developed along Highway Number 10 and Steeles Avenue close to the intersection. Two significant private recreational developments (golf clubs) have utilized the Etobicoke Creek valley and gently rolling terrain immediately to the south. Urban-scale development has only occurred within the last 10 years and is represented by three institutional complexes - 41 hectare (102 acre) Sheridan College on Steeles Avenue, a senior citizens' residence on McLaughlin Road opposite the College and an 8 hectare (20 acre) Court House and Ministry of Government Services development on the east side of Highway Number 10.

## 2.3 Land Ownership

Most of the land within the proposed urban development limits of the Secondary Plan area is held by land development companies. The only major exceptions are the south side of Steeles Avenue immediately west of Highway Number 10 and the west side of Highway Number 10 as far south as the service station - a distance of approximately 304 metres (1000 feet) from the intersection with Steeles Avenue. However, there is some indication that efforts are underway to assemble some of these small holdings.

There are 16 major owners in the proposed Secondary Plan area (Steeles/Parkway Belt/mid concession lines of the First Concession East and the Second Concession West): of these, 8 holdings are in excess of 50 acres, 5 are between 30 and 50 acres and 3 between 10 and 30 acres. Only 3 isolated parcels would have to be acquired by larger holdings or be accommodated by new residential development to achieve the concept plan.





# Fletchers Creek South Concept Plan

**major land  
ownerships**

scale: 1:10000

drawn by: ps  
date: september 1980



**Schedule B**

City of Brampton  
Planning and Development

#### 2.4 Role in the Transportation Network

One existing interchange with Highway Number 401 to the south and 2 interchanges with the future Highway Number 407 will give the Fletchers Creek South area optimum accessibility to Metro Toronto and surrounding regions. Highway Number 10 is one of the primary links between Mississauga in the south and Caledon and the vacation country to the north.

Superior transportation links will give the Fletchers Creek South area a marketing advantage particularly for offices and highway oriented commercial uses but will also necessitate sensitive design treatment of adjacent residential neighbourhoods.

### 3.0 Development Constraints

Primary constraints are those which impose limitations on the use or enjoyment of land. The Parkway Belt and particularly the proposed Highway Number 407 together with the Fletchers Creek and Etobicoke Creek valleys, constitute primary constraints. The Concept Plan recognizes the limitations imposed by these natural and man-made features but attempts to maximize the benefits accruing to them for the District and the City.

Secondary constraints are those which constitute a restriction on the timing of development but not the ultimate use of the land.

#### 3.1 Primary Constraints

##### 3.1.1 Parkway Belt

Lands bordering the Etobicoke Creek, and the valley itself as well as the Brampton Golf Club and the transportation corridor which constitutes the southern boundary of the planning area, are all contained within the Parkway Belt West Plan as approved by Order-in-Council, July 1978. The transportation corridor together with approximately 22 hectares (54 acres) predominantly on the Ministry of Government Services' land at Steeles Avenue and Kennedy Road



are designated Public Use areas, while the remainder is designated Complementary Use area. Any development within the Complementary Use area would require an application for release from the Parkway Belt regulations. All of the designated Public Use lands north of Highway Number 407 with the exception of 2.4 hectares (6 acres) are already in public ownership.

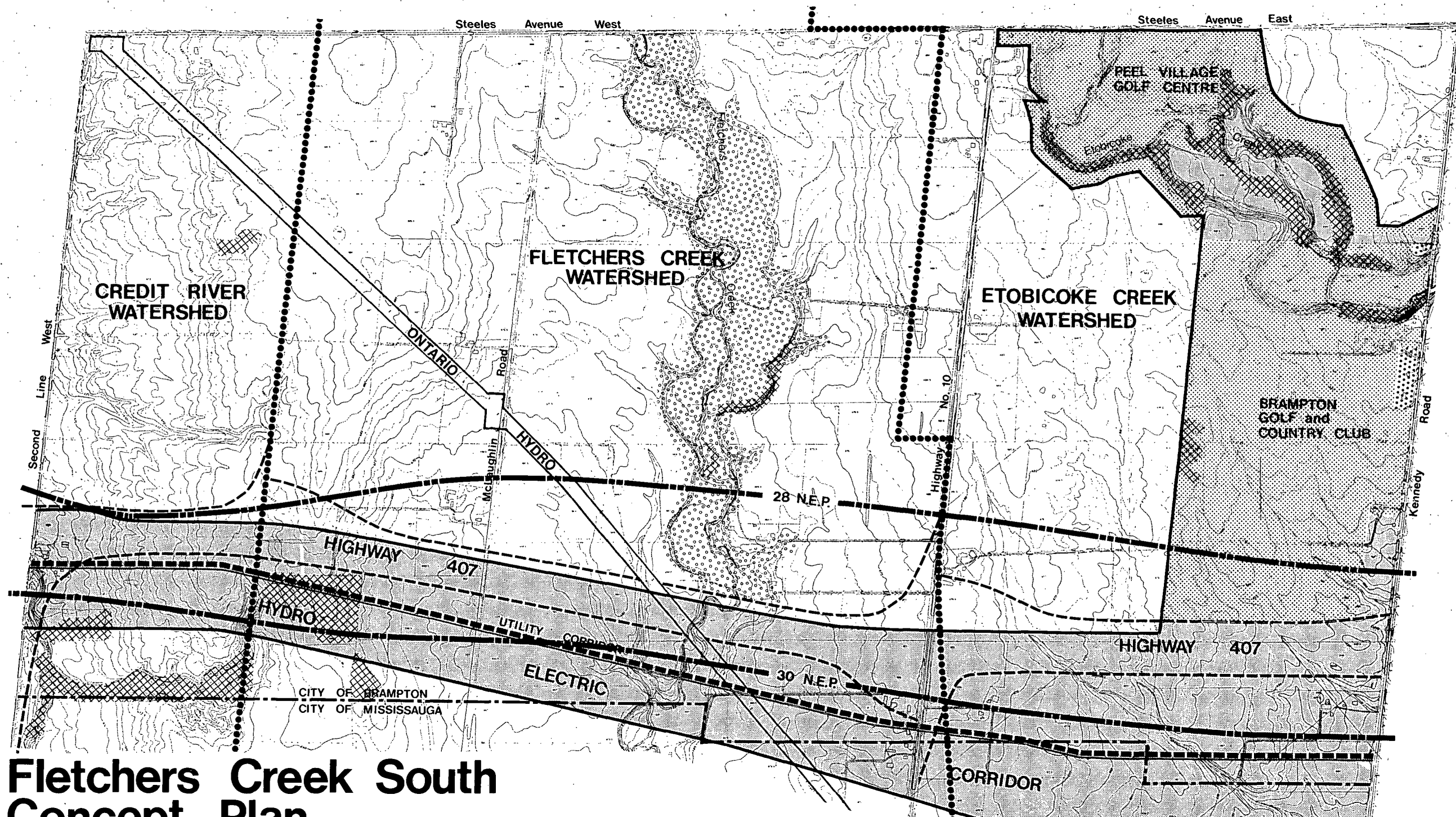
The most critical environmental impact for planning purposes arises from Highway Number 407. Although construction is still 15 to 20 years away, the Concept Plan must resolve the potential conflict between high traffic volumes and adjacent communities through design and development policies.

The Ministry of Transportation and Communications has indicated that the right-of-way will contain 8 lanes to Highway Number 10 and 6 lanes west of Highway Number 10 with a 50 foot median in the centre of the right-of-way. This will permit substantial buffers on the outside of the traffic lanes for the foreseeable future. However these buffer areas could eventually be used for additional lanes or light rail transit.

In a case such as the Fletchers Creek South area where a transportation facility has been designated prior to urban development, the responsibility for protection of adjacent areas from light, noise and air pollution rests with private developers.

### 3.1.2 Valleys

The Etobicoke and Fletchers Creek valleys, below the top of bank, are designated "Hazard Lands" and "Environmentally Sensitive Areas" in the Brampton Draft Official Plan.



# Fletchers Creek South Concept Plan

- Parkway Belt Boundary
- Public Open Space
- Special Complementary Use Area
- General Complementary Use Area

- ..... Watershed Boundary
- 1995 Noise Exposure Projection Contour
- Hazard Land
- Woodlot

development  
constraints

scale: 1:10000

drawn by: ps  
date: september 1980



Schedule A

City of Brampton  
Planning and Development

The Fletchers Creek is broad and shallow extending in some locations to a width of over 300 metres within the Conservation Authority "fill line". A number of slender natural drainage swales feed into the valley. However, some filling may be possible in individual cases as long as the total flood storage capacity of the Fletchers Creek Valley is not substantially altered.

The Etobicoke Creek, by contrast, is characterized by steep slopes particularly on the south side of the valley. The valley is sufficiently broad in this area that erosion is limited. However, a setback from the top of bank and other consolidating measures will be required to protect the stability of the bank. The Metro Toronto and Region Conservation Authority, as part of its new Watershed Plan, will propose criteria for the establishment of appropriate setbacks.

In the case of both valleys, a comprehensive storm water management study and plan will be necessary to ensure that the functional and aesthetic roles of the valleys are not deleteriously affected by urban development.

All proposed uses of the valleylands will be subject to review and approval by the appropriate Conservation Authority.

### 3.1.3 Woodlots and Hedgerows

The most valuable wooded areas are located on the periphery and slopes of the Etobicoke Creek where they are in little danger of disturbance. Wherever possible, woodlots are incorporated into proposed parks in the Concept Plan.

A number of smaller isolated woodlots and hedgerows identified as "Environmentally Sensitive Areas" on Schedule 'C' of the Official Plan will have to be evaluated at the draft plan of subdivision stage in terms of preservation value and degree of penetration.

that is permissible without undermining the long term integrity of the tree stand. Mature, healthy trees are important microclimatic as well as marketing assets offsetting the inevitable rawness of new communities.

#### 3.1.4 Hydro Line

A 230 K.V. hydro transmission line runs on a north-west/south-east alignment through the Second Concession West and crosses the Highway Number 407 right-of-way and 500 K.V. hydro line in the First Concession West. The 60.8 metre (200 foot) wide corridor is owned by Ontario Hydro. Proposals for shared use of Hydro lands and abutting development which could include schools, churches, parks and parking will be considered by Ontario Hydro at the time of subdivision approval. A walkway and cycling path on or adjacent to the hydro corridor is also a desirable complementary use and would serve to link western neighbourhoods to the main Fletchers Creek Valley walkway and cycling system.

#### 3.1.5 Noise Sensitivity Areas

Part of Lot 13 in Concessions 1 and 2 West and Concession 1 East falls within the 1986 N.E.F. and 1995 N.E.P. contour. Residential development is permitted within this zone according to the Ministry of Housing and Canada Mortgage and Housing Corporation guidelines. However, studies indicate that aircraft noise may interfere with certain activities of residents, particularly outdoor activities within the 28 N.E.F. to 30 N.E.F. zones.

Areas affected by aircraft noise in the Fletchers Creek South area will also be detrimentally affected by noise and fumes from Highway Number 407. Noise impact studies will be required resulting in detailed design proposals to minimize disturbance to indoor as well as outdoor uses of residential properties.

Noise analyses according to criteria in Appendix I and special design features to reduce noise to acceptable levels will also be necessary for all residential development on arterial and collector roads.

### 3.2 Secondary Constraints

#### 3.2.1 Servicing

In general terms, the area east of Highway Number 10 drains to the Etobicoke Creek and the area west of Highway Number 10 drains to the Fletchers Creek. The western half of the Second Concession West is outside of both drainage areas and drains to the Credit River for which there are no servicing plans within the time frame of the new Official Plan.

The Region of Peel has recommended that all of the developable area excluding that portion east of Highway Number 10, north of the Court House, should eventually be serviced by the Fletchers Creek trunk sewer which is scheduled to be extended north from Streetsville in 1983. In the interim, it is possible to service the area east of Highway Number 10 and part of the lands abutting the west side of Highway Number 10 to the Etobicoke trunk with a temporary pumping station south of the Court House and a 36" trunk watermain along Steeles Avenue from Heart Lake Road to Orchard Drive and a 16" watermain along Orchard Drive to Bartley Bull Parkway.

## Part II - Concept Plan

### 4.0 Role of the Fletchers Creek South Area

The Fletchers Creek South community bounded on the south by a major east-west highway with two direct connections (Mavis Road extension and Highway Number 10) will have unique accessibility to Metro Toronto, Mississauga and surrounding Regions. These transportation links will mean that heavy traffic volumes will have to be accommodated within as well as bordering the community. Highway Number 10 as the primary entrance or "gateway" to Brampton will be enhanced through the use of comprehensive design and landscaping guidelines and will be the focus of a major office park/institutional development on one side and a public/commercial complex on the other.

The Fletchers Creek South Area will be predominantly a residential community with a full range of housing types and a higher than average proportion of medium and high density units with a total population of 22,000. The two valleys provide an aesthetic contrast to urban development and a natural additional asset in the development of major recreational facilities. Existing recreational features such as the golf clubs combined with specialized recreation proposals in the Concept Plan mean that the Fletchers Creek South Area could assume City-wide significance in recreational opportunities.

### 5.0 Highway Number 10 - Gateway to Brampton

Hurontario Street or Highway Number 10 was designed as the primary link between Lake Ontario and Lake Huron through the 261 792 hectare (648 000 acre) tract of land acquired from the Indians in 1818. Historically the significance of Hurontario Street was second only to Yonge Street. A small measure of this historical and functional importance is intended to be recreated in the selection of land uses and the implementation of design proposals for future development.



The image to be conveyed will be a combination of vitality, prosperity, harmony and beauty. Buildings of public and commercial importance have been selected for the frontage to encourage a high quality of construction and architectural design, to allow for shared amenities and a comprehensive planning approach and to realize low lot coverage and extensive landscaping. All of these stipulations are necessary to achieve a street facade both imposing and attractive. Equally important is a comprehensive landscaping plan featuring one easily identified tree type (e.g. Chestnuts as in Vienna or London Plane trees as in Paris) to provide a boulevard theme on private lands along the full length of the Highway to Steeles Avenue.

#### 6.0 Office Proposals - East Side of Highway Number 10

A total of 36 800 - 46 000 square metres (400 000 - 500 000 square feet) of additional office space is projected for the Fletchers Creek South community. At an average floor space index of 0.5 to 0.75, approximately 8 hectares (20 acres) is allocated for this use on the east side of Highway Number 10 around the existing Ministry of Government Services office and Court House development and at the intersections of the new Ring Road with Highway Number 10. Low buildings to complement the two existing ones will be encouraged. However, several taller buildings at strategic locations could be accommodated on condition that the long winter shadows do not fall on residential buildings during the critical sunlight hours from 9:00 a.m. to 3:00 p.m.

The average density proposed for the office park permits siting flexibility to achieve the urban design objectives of passive solar orientation and a landscaped park setting. Planting, outdoor furniture, special landscaping features such as ponds, waterfalls, rock gardens, should be considered at the planning stage to ensure an attractive and usable outdoor environment for an estimated 2200 to 2700 employees. Ground floor restaurants with outside terraces would add colour and vitality as well as an essential service. A small convenience commercial centre to serve



both office personnel as well as adjacent residential neighbourhoods could also be included either within one or more office buildings or as a separate structure within the office park on the east side of Highway Number 10.

#### 7.0 Commercial and Public Complex - West Side of Highway Number 10

Two projects have already been approved in principle by Council on the west side of Highway Number 10 which have contributed to the urgency of preparing a Concept Plan. Only within a broader land use and transportation context can individual site plans be evaluated.

The first project is the Regional Police Headquarters and West Brampton Division located on 9 acres opposite the Ministry of Government Services building.

The second is an office and hotel proposal on 3.9 hectares (9.6 acres) presently occupied by a golf driving range. The distance between these two is approximately 334 metres (1100 feet).

The Concept Plan proposes a variety of functionally compatible commercial and community service uses, serving the whole District, to be focused on the Highway Number 10 frontage. Concentration of uses fulfills a number of planning objectives:

- i) shared amenities and facilities such as parking,
- ii) efficient public transportation system,
- iii) complementary and/or compatible land uses, and
- iv) coordinated design and landscaping.

This new centre will be served primarily by a ring road enclosing development at the rear with two access points from Highway Number 10.

Components of the centre are as follows from north to south:

- i) A community services complex: It is the intent of the Concept Plan that many of the community services required for the population south of Steeles Avenue should be concentrated in one location which is central and easily accessible by public transit. The proposed site on the north side of the ring road meets both of these requirements. The most probable future occupants would include one or more of the following: day care centre, community health centre, medical/dental clinic, senior citizens' recreation centre, administrative offices of social service and other public agencies. The types of buildings anticipated will be a combination of small-scale administrative office buildings and specialized educational/recreational buildings. One larger office at the intersection of the Ring Road and Highway Number 10 is also acceptable as a highlight on the highway frontage and as an additional incentive to achieve integrated site development with one access only from the ring road.
- ii) To the south of the Police Headquarters is a reserve area for a variety of cultural, entertainment and recreational types of development. Possible uses include a public library, theatres, museums, art galleries, churches, private clubs and fraternal organizations, restaurants, indoor sports facilities, convention centre and banquet hall as well as offices. The only restriction would be in the quality of development to enhance the objective of a harmonious, landscaped entrance to Brampton.
- iii) A neighbourhood shopping plaza in the order of 1.6 - 3.2 hectares and ranging in size from 2000 - 9000 square metres. The principal tenant is a major supermarket and other permitted uses include retail stores, and service establishments of a personal and house-

hold nature. The plaza is located on the ring road and major east-west collector to provide access to offices on the east side of Highway Number 10 as well as to all of the southern residential neighbourhoods.

- iv) Office and hotel complex on the south side of the major east-west collector. Retail commercial uses on the site should be restricted to those of a purely convenience nature serving the two major components of the development.

## 8.0 Residential Communities

Council has directed that the Fletchers Creek South area will have a full range of housing types and a higher than average proportion of medium and high density units. The mix approved by Council based on a gross residential density of 11.3 units/acre<sup>1</sup> is:

Singles	20%
Semis and Links	20%
Townhouses	30%
Apartments	30%

The potential housing inventory is as follows:

<u>Type</u>	<u>No. of Units</u>
Singles	1365
Semis and Links	1365
Townhouses	2048
Apartments	<u>2047</u>
TOTAL	6825

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<sup>1</sup>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.

The land requirements for the four housing types are approximately as follows:

Singles	227 acres
Semis and Links	159 acres
Townhouses	159 acres
Apartments	<u>60 acres</u>
TOTAL	605 acres

The population capacity will be in the order of 22,000 using projected yield factors of 3.5 for singles, semis, links and townhouses, and 2.5 for apartments.

#### 8.1 Locational Criteria

##### a) Apartments

A high proportion of apartments was considered desirable in the Fletchers Creek South area due to the proximity of two east-west highways, a regional shopping centre at Steeles Avenue and Highway Number 10, two major valleys and private recreation facilities. Based on the approved housing mix a total of 2047 apartment units can be built - only slightly lower than the total existing and approved apartments east of the Bramalea City Centre. The high concentration of apartments in one location in Bramalea has given rise to criticism on urban design as well as social grounds.

The Fletchers Creek South Concept Plan proposes deconcentration of apartments on a variety of sites to take advantage of major assets (shopping, open space) while ensuring that these sites can reasonably and efficiently be served by public transit.

##### b) Townhouses and other Medium and Medium-High Density Housing

Townhousing and cluster housing, unlike low density forms of housing, have more limited private outdoor space and residents can be expected to depend more on public recreation space and sports facilities. Similarly, a high demand for other community services by virtue of

increased density should be taken into consideration. Therefore it is recommended that medium and medium-high density housing sites should be on collector roads and in proximity to one or more of the following:

- a) neighbourhood or larger parks,
- b) retail shopping, and
- c) other community services (day care centre, schools, health clinics, etc.).

## 8.2 Housing Mix East and West of Highway Number 10

Apartment sites are designated on the Concept Plan. Townhousing sites will have to conform with the locational criteria above but it is assumed, for purposes of estimating the housing stock, that all major land holdings will contain a mixture of singles, semis and townhouses.

Therefore, the anticipated housing stock east and west of Highway Number 10 is as follows:

	<u>East of Highway Number 10</u>	<u>West of Highway Number 10</u>	<u>TOTAL</u>
	<u>Number of Units</u>	<u>Number of Units</u>	<u>Number of Units</u>
Singles and Semis	682	2048	2730
Townhouses	512	1536	2048
Apartments	<u>544</u>	<u>1503</u>	<u>2047</u>
TOTAL	1738	5087	6825

## 8.3 Design Considerations

### a) Solar Orientation

The main collector roads will be aligned to permit the maximum linear footage of local road to be oriented within 20 degrees of due east-west. These are the acceptable limits to permit north-south siting of buildings for passive solar orientation and, if desirable, for active

solar retrofitting in future. For those sections of road which fall outside of these limits, consideration will be given to key lotting, inter-cardinal lotting and chevron lotting in order to achieve the desired solar orientation as long as adjacent residential buildings are not detrimentally affected. All subdivisions will be expected to achieve solar orientation through appropriate street alignment to the maximum degree possible.

b) Highway Number 407

Residential neighbourhoods adjacent to Highway Number 407 will require environmental impact studies to identify anticipated levels of noise, air and light pollution. These same areas will also be affected by aircraft noise. Therefore studies would have to include both noise impacts. Based on this data, suitable design and development proposals to achieve a significant diminution of the disturbance will be a requirement of site plan and architectural approval. Acceptable sound levels to be achieved for indoor space and outdoor privacy areas are specified in Appendix I of this report.

A number of design solutions are proposed which may be used alone or in combination, depending on the conditions on individual sites and elevation of the highway:

- i) solid walls (no fenestration) facing noise source. (Townhouses are most effective as the unbroken wall is thereby extended to 49 - 61 metres (160 - 120 feet);
- ii) reversed frontage;
- iii) dedicated buffer strip;
- iv) berming and landscaping;
- v) service roads and single loading;
- vi) walls and fences.

The above list is not meant to be comprehensive and would not preclude consideration of innovative solutions. The overall goal to be achieved is an enjoyable outdoor as well as indoor living environment regardless of the proximity of a major highway and Toronto International Airport flight path.

If the Highway Number 407 right-of-way should be adjusted southward, or the traffic lanes off-centred as a result of detailed design work, then noise levels in adjacent residential neighbourhoods would be reduced. However, development approvals will be contingent upon approval of preliminary designs for the highway including location of traffic lanes, as well as elevations of the highway and interchange ramps.

#### Arterial and Collector Roads

The impact of traffic from arterial and collector roads on abutting residential neighbourhoods will not be as severe as Highway Number 407. However, traffic volumes will be sufficiently high on all of these roads to warrant noise impact studies of residential neighbourhoods within specified distances and if necessary, special design measures to ensure noise levels which do not exceed the standards contained in Appendix I.

#### 8.4 Special Housing

A new district, the size of the Fletchers Creek South area is ideally suited to absorb a broad mixture of housing densities and types as well as a range of age groups, family compositions and economic levels. Special housing can be incorporated into subdivision designs in small groupings so as to ensure physical and social integration.

The Region of Peel has indicated a need for 100 units for senior citizens and 100 units for families to be provided by the Peel Non-Profit Housing Corporation within the first phase of development to 1983. Locational criteria for the two categories of assisted housing are detailed in Appendix II. The south-east corner of Steeles Avenue and Highway Number 10 is considered an excellent location for one senior citizens' building. Other low rise senior citizens' residential developments will be

permitted in the apartment designations or suitable locations within the lower density areas. Non-profit family housing projects will be permitted in suitable locations in the lower density designations including lands owned by the Region.

A requirement for one group home east of Hurontario Street on a large single lot has also been identified at this time. Group Homes will be permitted on appropriate sites in the lower density designation according to criteria in the City of Brampton Group Homes Policy.

#### 8.5 Shopping

The potential shopping "market" in the Fletchers Creek South community includes an estimated residential population of 22,000 and a labor force of 6200.

Two new neighbourhood shopping plazas are proposed, one of which is located on Highway Number 10 at the Ring Road to accommodate office workers as well as residents. The second neighbourhood plaza is located at the south-west corner of Steeles Avenue and McLaughlin Road to serve the western third of the Fletchers Creek South area and proposed residential development north of Steeles Avenue.

Neighbourhood plazas characteristically contain 2000 - 9000 square metres (21 500 - 96 900 square feet) of gross leasable area and occupy sites ranging from 1.6 - 3.2 hectares (4 - 6 acres). Anchor stores include a supermarket and drug store.

The primary shopping facility for the Fletchers Creek South area as well as a much larger market area is the Shoppers' World regional shopping plaza at the north-west corner of Steeles Avenue and Highway Number 10. Gross leasable area in Shoppers' World is 44 118 square metres at the present time and expansion of retail and office space is under construction.



Small convenience commercial centres on 0.4 - 0.8 hectare sites and providing 500 - 2000 square metres (5400 - 21 500 square feet) of gross leasable area are also proposed to complement the main plazas. Two are located west of Fletchers Creek, south of the east/west Collector Road where travelling distance to a neighbourhood plaza is greatest. The third is in the office park west of Highway Number 10. In this latter case, the convenience retail facilities could be incorporated into office buildings or in a separate convenience commercial centre.

#### 8.6 Churches

The Calvary Baptist Church on the east side of Highway Number 10, south of Steeles Avenue and constructed in 1976, is the only church in the Fletchers Creek South area. Four other denominations - Lutheran, Anglican, United and Christian Reformed are all within one mile of Steeles Avenue and Highway Number 10. In the early phases of development, these churches will serve the Fletchers Creek South population, but even in the first subdivisions, the opportunity must be afforded church groups to acquire suitable sites for future church construction.

The Roman Catholic Church has already indicated the need for a church adjacent to the separate school designated on the lands presently owned by the Archdiocese of Toronto and the Inter-Church Regional Planning Association estimates that sites for four Protestant churches will be needed in the Fletchers Creek South area.

To meet these requirements, it is recommended that a group of residential lots totalling approximately one acre each be reserved in specific subdivisions as potential church sites. If these sites are not purchased within a reasonable period of time (to be defined in the subdivision agreement), then the lots would be released for residential purposes.

The optimum locations for churches are adjacent to or in proximity to shopping plazas, community service centres or schools which are served by public transit and where the opportunity exists for shared parking arrangements.

## 9.0 Parks and Open Space

### 9.1 Standards

The minimum tableland requirement in the Official Plan is 1.6 hectares (4.0 acres) per 1000 population for local, neighbourhood, community and district parks. Valleylands will be incorporated into the neighbourhood and district parks for passive recreation but are not included in the parkland calculation.

The total tableland requirement for the Fletchers Creek South area is:

$$22\ 000 \times 1.6 = 35.2 \text{ hectares (88 acres)}$$

Due to the size and anticipated population of the planning area, a complete range of parks from local parks to a major district park are required to meet demands for active and passive recreation.

### 9.2 Hierarchy of Parks

The total tableland requirement of 88 acres is distributed as follows:

1 District Park	-	25.0 acres
1 Community Park	-	15.0 acres
10 Neighbourhood Parks	-	39.0 acres
18 Parkettes	-	<u>9.0 acres</u>
		88.0 acres

#### 9.2.1 District Park

A district park of 20 hectares (50 acres) is proposed adjacent to the south property line of Sheridan College. Ten hectares (25 acres) of tableland would extend into an equal area along the broad, flat valley floor. The character of the valley at this particular point would lend itself to active as well as passive recreation, as long as no permanent structures are required.

The Concept Plan envisages the long range development of a combined recreational complex involving some of the Sheridan College plateau south of the drainage swale and lands to be acquired by the City for the district park. Agreement in principle has already been reached between the City and Sheridan College. The types of facilities to be included will depend on financial capabilities as well as traffic and parking implications, and no doubt would be phased in over the full development period of the Fletchers Creek South Plan. However, it is feasible that a facility such as a stadium or arena with City-wide or even Regional attraction might eventually be realized in this location.

#### 9.2.2 Fairgrounds

A 41 hectare (102 acre) site at the south-west corner of Steeles Avenue and Kennedy Road is presently owned by the Ministry of Government Services and is designated Open Space in the Draft Official Plan. Approximately 19 hectares (48 acres) of the total is designated Public Open Space or Special Complementary Use Area under the Parkway Belt West Plan. The remaining 22 hectares (54 acres) are technically still subject to Parkway Belt regulations but these will be lifted in the near future.

A total of 27 hectares (67 acres) of tableland have recently been declared "surplus" by the Ministry of Government Services.

The Peel Agricultural Society has indicated an interest in acquiring the site for a new fairgrounds. If this proposal does not materialize, then the City would retain the right (granted under procedures for disposal of government lands) to review the site and to purchase it if the need is justified related to City-wide open space and recreational requirements.

The site is well suited to serve Peel Village to the north, which is deficient in open space, and has excellent accessibility on Steeles Avenue to all parts of the City for special events. Access to residents of the Fletchers Creek South area would be

predominantly vehicular but a foot path connection across the Etobicoke Creek would also be provided on approval of the Metro Toronto and Region Conservation Authority.

#### 9.2.3 Community Park

A community park site of approximately 15 acres is reserved inside the ring road on the east side of Highway Number 10. Major recreational facilities which may include sports fields, racquet courts, an arena or swimming pool, recreation centre and a hard-surface sport box will provide a focal point for community activities as well as noon hour recreation for office workers. Careful selection and siting of facilities, together with appropriate landscaping, will result in a diversified and aesthetically attractive centre inside the Ring Road. The Community Park will be linked with the neighbourhood park and the Etobicoke valley via a wide boulevard utilizing a consistent planting theme.

#### 9.2.4 Neighbourhood Parks

Ten neighbourhood parks have been distributed throughout the Fletchers Creek South area to provide some active recreational opportunities within walking distance of most residents. Facilities in neighbourhood parks include junior and senior playgrounds, open grassed areas for active play, multi-use paved area, tennis courts, toboggan slide and passive areas. Neighbourhood parks average 2.7 acres adjacent to valleys, woodlots and schools, and 5 acres when all of the above facilities are provided in the park. Existing green corridors such as the Hydro right-of-way have been used wherever possible to extend the open space visually and practically, subject to individual site approvals of Ontario Hydro.

#### 9.2.5 Parkettes

Eighteen parkettes of 0.5 acres each are provided to ensure play areas for small children, or landscaped open space for shoppers and workers as well as residents. The distribution of parkettes is based on the principles of providing a park within easy walking distance of residents and to complement clusters of mixed uses.

#### 9.2.6 Walkways and Cycling Paths

The creek valleys in Brampton, which generally run in a north-south direction, provide a natural opportunity for developing a system of major walking and cycling trails. Extension of the existing trails along the Fletchers Creek and Etobicoke Creek south of Steeles Avenue is a logical priority in expanding the system.

In order to ensure a continuous trail system connecting Brampton and Mississauga, a link is required in the Fletchers Creek Valley across the major east-west Collector and across transportation facilities in the Parkway Belt. At this early stage there appears to be no problem in achieving grade separation of trails with Highway Number 407 and the major east-west Collector over the valley.

To complete the link across the Parkway Belt, easements will be required across the 500 K.V. hydro corridor and future utility corridor.

An east-west link to the Fletchers Creek valley system is offered by the 230 K.V. hydro corridor. If McLaughlin Road is reconstructed sometime in the future, it is recommended that a grade separation be considered at the hydro corridor similar to the grade separation on McLaughlin Road north of Steeles Avenue.

An additional pedestrian link between the Fletchers Creek Valley and the Etobicoke Valley is recommended in the form of a wide, landscaped boulevard (in addition to the road allowance) on the north side of the Police Headquarters and Ministry of Government Services sites and continuing through the residential neighbourhood to the top of bank of the Etobicoke Creek. From this point the walkway will continue along the top of bank northward to Steeles Avenue. The setback required for bank stabilization and walkway will be established jointly by the Metro Toronto and Region Conservation Authority and the City of Brampton and will be dedicated to the City to achieve the two goals.

## 10.0 Schools

### 10.1 Pupil Yield

The estimated pupil yield is based on the approved housing mix and pupil yield factors provided by the Peel Board of Education and the Dufferin-Peel Separate School Board.

<u>Housing Mix</u>	<u>Number of Units</u>	<u>Pupil Yield Factors</u>			
		<u>Junior Elem.</u>	<u>Senior Elem.</u>	<u>Separate</u>	<u>High School</u>
Singles	1365	.25	.15	.205	.20
Semis	1365	.30	.15	.303	.20
Townhouses	2048	.35	.15	.16	.20
Apartments	2047	.15	.06	.07	.11

### Pupil Yield

Junior Elementary	1775
Senior Elementary	840
Junior Separate	1164
Secondary	<u>1181</u>
TOTAL	4960

### 10.2 Optimum School Sizes

	<u>Number of Pupils</u>
Junior Elementary	500 - 600
Senior Elementary	900
Junior Separate	400 - 800
Secondary	1200 - 1300

### 10.3 School Needs

The school requirements are estimated as follows based on estimated pupil yields and optimum school sizes:

Number of Schools

Junior Elementary	3
Senior Elementary	1
Junior Separate	2
Secondary	1

10.4 School Locations

i) Junior Schools

Only one junior elementary school is required east of Highway Number 10. Therefore, it is necessary to locate it central to the largest concentration of pupils and away from the high volumes of traffic on the ring road. The site selected is on the eastern leg of the southern collector road, adjacent to the neighbourhood park.

West of Highway Number 10, a junior elementary school is required in each Concession. In the Second Concession West, a school and park are located on the Hydro corridor to facilitate pedestrian access within the Concession and also from the east side of McLaughlin Road if the catchment area is extended. The remaining school is located on the eastern side of the Fletchers Creek with access from the main east/west Collector road.

ii) Senior and Secondary School Campus

A 9.7 hectare (24 acre) site for a combined senior public and high school campus is reserved on the eastern edge of the Fletchers Creek opposite the district park. The campus will be directly served by public transit along the McMurchy Avenue extension and the major east/west Collector road.

Two existing estate residential properties immediately south of the school campus would be suitably protected from the major activity areas of the schools through site plan control and extensive landscaping.

The need for a secondary school in the Fletchers Creek South area is still tentative at this stage. If student yields throughout the City continue to decline, it is feasible that the two neighbouring secondary schools, J. A. Turner on Kennedy Road and Centennial Secondary School on McMurchy Avenue will be able to accommodate all secondary school students from the Fletchers Creek South area. In this case, the secondary school portion (6 hectares) of the campus would be released for residential and other municipal purposes.

iii) Separate Schools

Two separate school sites are shown in the Concept Plan. One is reserved on lands owned by the Archdiocese of Toronto and is accessible via public transit on the McMurchy Avenue extension. The second separate school will serve the area west of McLaughlin Road and perhaps a portion east of McLaughlin Road as in the case of the junior elementary school. For this reason it is located on a Collector road with secondary access along the 230 K.V. hydro corridor.

11.0 Institutions

11.1 Sheridan College

Sheridan College occupies a 41 hectare (102 acre) site at the south-east corner of Steeles Avenue and McLaughlin Road. The first of four buildings is complete and offers a full community college programme to 1450 day time students and evening classes to 2750 students. The long range development of the site includes three more buildings of approximately equal size (one of which is now under construction) for an ultimate day time population of 6000 and a major recreation complex at the south end of the site.\*

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\*A comprehensive recreational complex utilizing part of the Sheridan lands together with the neighbouring District Park to provide a facility with City-wide or even Regional drawing power is a major objective of the Concept Plan.



A 5.3 hectare (13 acre) plateau on the east side of Fletchers Creek presently features a day care centre in a converted farm house and will be reserved for College related uses if the need arises.

The 35 acre Valley already contains an artificial pond and will be landscaped as funds permit to enhance the attractive natural character and provide part of the walking and cycling trails which will extend the full length of Fletchers Creek.

Apartments which are designated on the west side of McLaughlin Road are conveniently located for staff and students of the College.

#### 11.2 Clinic/Residential Complex

The Salem Christian Mental Health Association has requested that a 2.0 hectare (5 acre) site be reserved (opposite the senior citizens' residence) on the south side of the minor collector road, for related institutional and residential purposes. At the present time the Association has indicated tentative proposals for an out-patient mental health clinic and some specialized housing. In the event that these specific plans are not realized, the site is ideally suited for a community health centre, a senior citizens' recreation centre or other specialized housing. Alternative types of development of an institutional/residential nature which complement or are related to the existing uses on McLaughlin Road will be favourably considered.

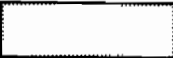




#### 12.0 Transportation and the Road System

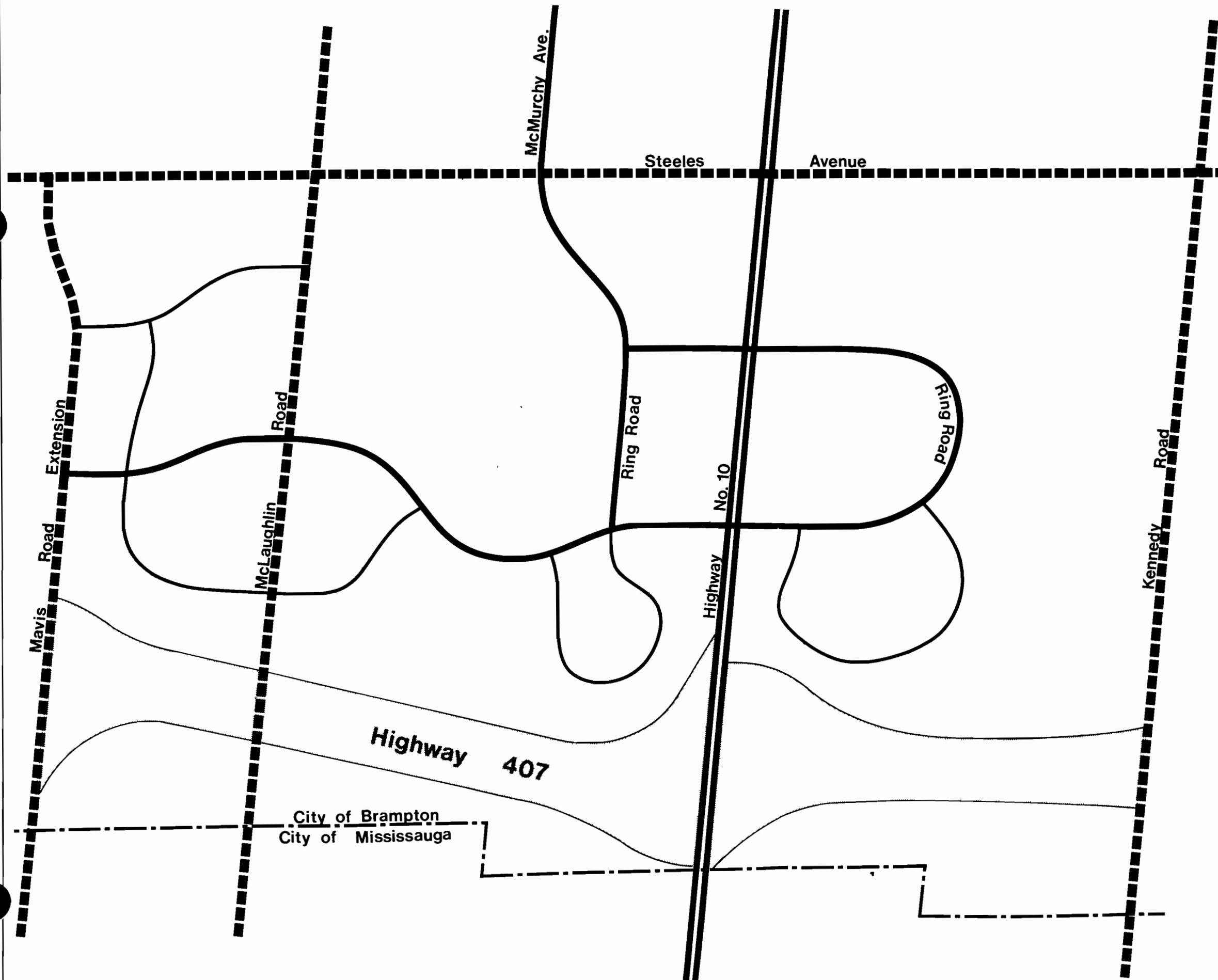
The primary planning objectives determining the design of the road pattern in the Fletchers Creek South community include the following:

- 1) to carry through-traffic destined to highways to the south and to other parts of the City and Caledon to the north, with a minimum of interruption and minimum disturbance to residential neighbourhoods. This will be achieved using the existing north-south grid (primarily Highway Number 10) together with a new arterial, the Mavis Road extension, on the western edge of the urban area.

# Fletcher's Creek South Concept Plan

## proposed road system

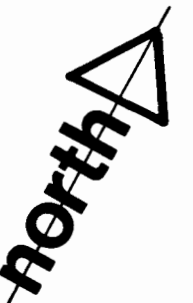
-  Freeway
-  Provincial Highway
-  Arterial
-  Collector
-  Minor Collector



**Schedule C**  
**scale: 1:10000**

drawn by: ts  
date: september 1980

City of Brampton  
Planning and Development



- ii) to contain the commercial and public uses along Highway Number 10. The east and west collector ring roads are designed to serve this highly concentrated and high traffic generating development and at the same time provide a physical separator between the commercial and lower density residential development.
- iii) to facilitate an east-west orientation of local subdivision roads for maximum passive solar benefit. This explains the sinuous alignment of collector roads wherever possible.
- iv) to permit only one road crossing of the environmentally sensitive Fletchers Creek valley.

## 12.1 Highways

### 12.1.1 Highway Number 10

Highway Number 10 provides the only link to Highway Number 401 from the Fletchers Creek South community. At present it is a four lane undivided Provincial highway with 29 accesses on the west side and 13 accesses on the east side in the Fletchers Creek South area. The Concept Plan proposes to eliminate as many of these individual accesses as possible in the process of development and replace them with the two major access points of the ring road system.

These two intersections will be signalized which will entail elimination of the existing Court House entrance and traffic signals and a new entrance to the public complex on the north side of the Ministry of Government Services building.

The spacing of the two intersections between the future Highway Number 407 ramp and Steeles Avenue must meet minimum distances as prescribed by a signal progression analysis. Minor adjustments to the spacing shown on the Concept Plan may be acceptable but must be approved by the Ministry of Transportation and Communications.

## 12.2 Arterial Roads

### 12.2.1 Mavis Extension

An extension of the existing arterial, Mavis Road, from Eglinton Avenue to the City of Brampton southern boundary is proposed in the Mississauga Official Plan to by-pass the historic village of Meadowvale. The Fletchers Creek South Concept Plan supports the further extension of Mavis Road generally mid-way between the Second Line West and McLaughlin Road. The final alignment would preferably follow the boundary between the Fletchers Creek and Credit River watersheds and connect into the Second Line West north of Steeles Avenue and have an interchange with Highway Number 407. In this way, the Mavis Road Extension would function both as the major arterial on the western side of Brampton and as the demarcation line between rural and urban land uses. Decisions on the alignment of the Mavis Extension and an interchange at Highway Number 407 are subject to detailed design studies of Highway Number 407 by the Ministry of Transportation and Communications and a functional planning and feasibility study of the Mavis Road Extension under the direction of the Region of Peel Transportation Planning Division. If a Highway Number 407 interchange is approved for the Mavis Road Extension, the Second Line West will be closed at the Highway.

Approval of development west of McLaughlin Road would be conditional upon final approval of the role and alignment of Mavis Road within the overall Brampton transportation network and Provincial Highway system. Minor adjustments to the alignment as shown will be acceptable without revisions to the Plan.

### 12.2.2 Other Arterial Roads

Kennedy Road and McLaughlin Road are the other two components of the north-south arterial system but will perform only an intra-regional role due to the absence of interchanges with the east-west highways. The Second Line West south of the intersection with the Mavis Road Extension will perform only a Collector Road function to Steeles Avenue and a local road function south of Steeles Avenue if closed at Highway Number 407.

### 12.3 Collector Roads

The major Collector Road system is comprised of:

- i) The extension of McMurchy Avenue south of Steeles Avenue to connect with the western ring road.
- ii) The east and west Ring Roads defining the commercial, public and high density residential development on both sides of Highway Number 10.
- iii) An east-west Collector between the western ring road and the Mavis Extension to carry most of the residential traffic destined to either Highway Number 401 via Highway Number 10, or Highway Number 407 via the Mavis Extension.

Collector roads generally require a 26 metre right-of-way. However, specific sections such as the Ring Road - Highway Number 10 intersections may require a wider right-of-way for auxiliary lanes.

Only one crossing of the Fletchers Creek is proposed in order to minimize disturbance of the valley ecology. An elevated roadway is desirable to ensure the openness of the valley and sufficient space for pedestrian and cycling trails. Design of the bridge will be based on the best possible compromise between environmental and economic factors.

Minor Collector links provide access to the three neighbourhoods south of the east-west collector and two neighbourhoods north of the collector between McLaughlin Road and the Mavis Road Extension.

### 12.4 Public Transit

A preliminary transit route plan for the Fletchers Creek South is shown on Schedule 'D'. All residents are within easy walking distance of at least one route. Setbacks will be required in plans of subdivision to protect future right-of-way requirements for bus lanes.

### 13.0 Implementation

The Fletchers Creek South area is designated on Schedule 'D' of the Brampton Draft Official Plan as New Development Area 13 and on Schedule 'K' as a Developing Area requiring a Secondary Plan (high priority).

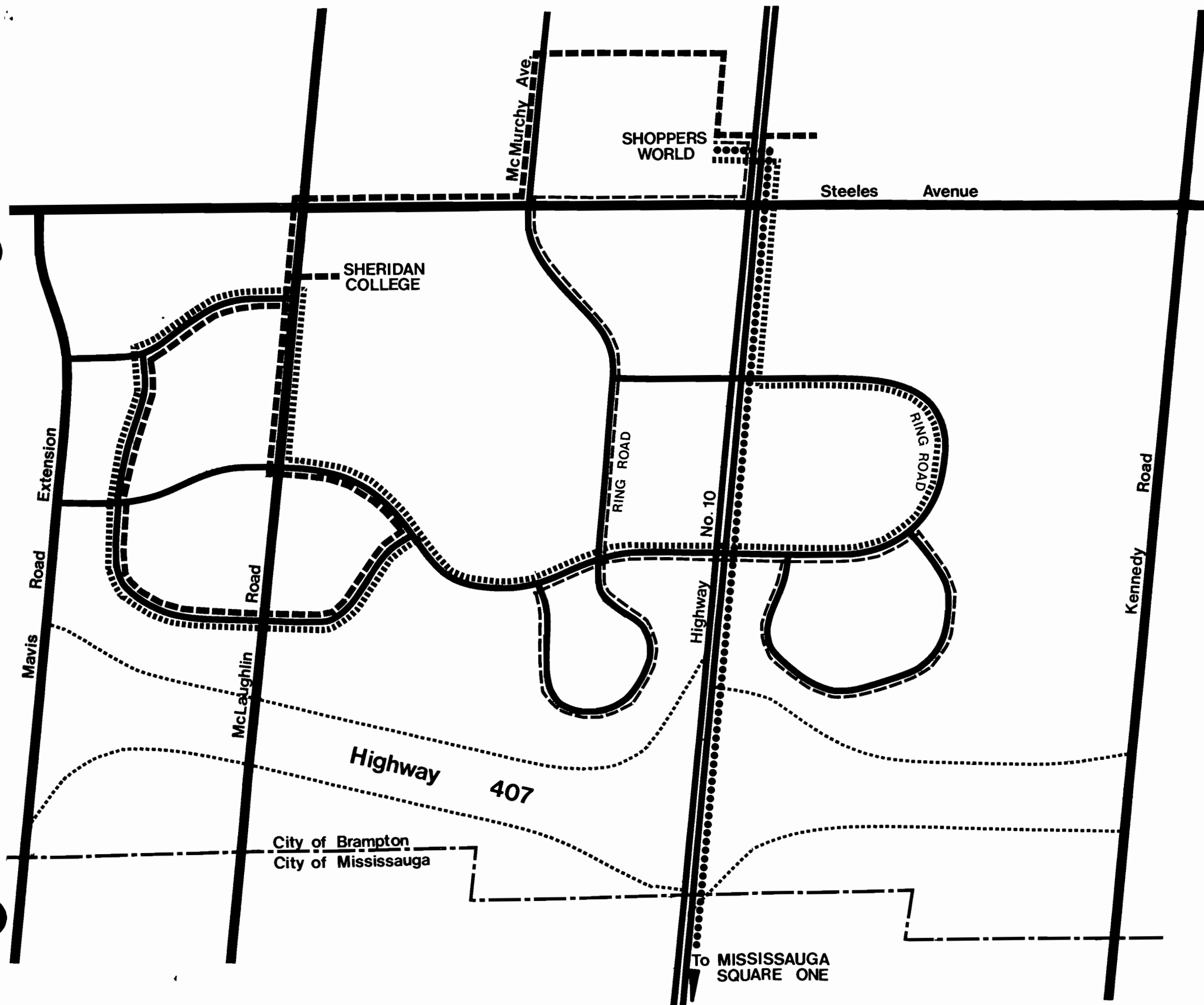
The Draft Official Plan was approved by the City on August 11, 1980, and has been forwarded to the Ministry of Housing. Final approval by the Ministry will likely require 6-9 months. Therefore implementation of the Fletchers Creek South Plan will require approval of an amendment to the Consolidated Official Plan together with approval of the revised Concept Plan and report.

Processing of subdivision plans, once the Official Plan amendment receives approval from the Ministry of Housing, will then be contingent upon the following principles:

- i) The first phase of development will consist of those lands east of Highway Number 10 and that portion of the west side of Highway Number 10 which can be serviced to the Etobicoke Creek sanitary sewer system conditional upon principle (ii).
- ii) Lands adjacent to the Highway Number 407 right-of-way and the proposed Mavis Road Extension, which fall within the area specified for noise analysis in Appendix I, shall not be considered for development until preliminary designs for Highway Number 407 have been approved by the Ministry of Transportation and Communications and the alignment of the Mavis Road Extension has been approved by the City of Brampton and the Region of Peel.
- iii) Storm water management studies for the Etobicoke Creek and the Fletchers Creek will be required for consideration of any development within the respective watersheds.

# Fletcher's Creek South Concept Plan

proposed  
transit  
routes



Schedule D  
scale: 1:10000

drawn by: ps  
date: september 1980

City of Brampton  
Planning and Development



- iv) Noise analyses will be required for consideration of development within specified distances of roads as per Appendix I.
- v) Park and School sites as shown on the Concept Plan shall be dedicated to the City and the School Boards as a condition of development approval. Park dedications by individual developers in excess of the Official Plan standard shall be compensated by the City, whereas dedications less than the standard will require compensation to be paid to the City.



# APPENDIX I

## AREAS REQUIRING NOISE ANALYSIS

Areas requiring noise analysis are considered to be those lying within 300m (985 feet) of railway main lines and also those lying within the following distances of the various roadway types having the following number of lanes:

<u>TYPE OF ROADWAY</u>	<u>NUMBER OF LANES</u>	<u>DISTANCE FROM CENTRE LINE OF ROADWAY (1)</u>	
		m	(ft.)
Freeway	14	1650	(5415)
	12	1370	(4495)
	10	1230	(4035)
	8	820	(2690)
	6	565	(1855)
	4	260	( 855)
Arterial	6	90	( 295)
	4	50	( 165)
	2	15	( 50)
Collector	4	50	( 165)
	2	15	( 50)

- (1) The distance considered as being noise sensitive is calculated on the assumption that objects or structures would be situated between the roadway and the site which would result in a 5 dBA reduction in sound levels.

HIGHWAY AND RAILWAY NOISE  
INDOOR SOUND LEVEL LIMITS

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

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

HIGHWAY AND RAILWAY NOISE SOUND LEVEL  
LIMITS FOR OUTDOOR RECREATIONAL AREAS

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

<u>Period of Day</u>	<u>dBA Limits</u>		
	Traffic Noise		Rail Noise
	$L_{eq}$	$L_{50}$	$L_{eq}$
07:00 hours to 23:00 hours	55*	52	55*
23:00 hours to 07:00 hours	50*	47	50*

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

$L_{50}$  - "fifty percentile sound level" - is the sound level exceeded fifty per cent of a specified time period.

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

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

## Appendix II

### Criteria for Special Housing

(Source: Region of Peel Non-Profit Housing Corp.)

#### 1. Locational Criteria

##### (a) Seniors

- related to overall demand in the community
- accessibility to essential facilities such as food store, bank, post office, medical services, frequent public transit service, and recreational activities
- notwithstanding the above, regard should be had for noise factors therefore requiring setback from major roadways; not to be in proximity to busy industrial areas.

##### Locational standards:

<u>Vital Facility</u>	<u>Distance</u>
grocery store	2 blocks
public transit	1 block
house of worship	1/2 mile
medical facilities	1/2 mile
drug store	3 blocks
laundry	2 blocks
<u>Useful facility</u>	<u>Distance</u>
beauty parlours/	1/2 mile
barber shop	
social centre	1/2 mile
bank	1/2 mile
restaurant	1/2 mile
department store	1/2 mile

(b) Families

- related to overall demand for rental accommodation
- accessibility to road and transit
- close to convenience commercial facilities
- close proximity to school facilities and adequate public recreational space
- integrated within neighbourhood

2. Project size and type

- (a) Seniors: - one bedroom walk-up or other ground related apartments, approximately 500 square feet per unit.  
Maximum number of units per project set at 100.

- (b) Families:- multiples, either townhouse or 2 and 3 bedroom apartments; preferably ground related;  
maximum size set at 100 units.

3. Acreage Required

- (a) Seniors: - 2 to 3 acres depending upon allowable density and amenity space required.

- (b) Families:- approximately 3 to 4 acres depending on density allowed and amenity space required (apartments).  
Approximately 6 acres, depending on density allowed and amenity space required (townhouse).

4. Total Land Required

Approximately 8 to 10 acres.

## BACKGROUND MATERIAL

Attached are copies of the following:

1. Report dated 1979 12 12 re: Fletchers Creek South Concept Plan
2. Report dated 1980 01 16 - Notes of Public Meeting held  
January 8th, 1980.
3. Report dated 1980 05 09 - Objection and Comment on the Fletchers  
Creek South Concept Plan.
4. Report dated 1980 10 17 - Notes of Public Meeting held  
October 14th, 1980.
5. Report dated 1980 10 17 - Response to objection

C3

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

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1979 12 12

TO: Planning Committee and Council  
FROM: Planning and Development Department  
SUBJECT: Fletchers Creek South Concept Plan  
-----

In February of this year Council referred a submission of the "Court House Group" for a report on the whole New Development Area south of Steeles Avenue as defined in the Draft Official Plan.

A concept plan and report have been prepared as the basis for a Secondary Plan and to facilitate decisions on the Police Headquarters building.

It is recommended that the Concept Plan be approved in principle in order for the Region to proceed with servicing plans for the Police headquarters. It is further recommended that Committee authorize public meetings on the Concept Plan.

  
F.R. Dalzell  
Commissioner of Planning  
and Development

FRD/MB/bt

(1)

THE CORPORATION OF THE CITY OF BRAMPTON

INTER OFFICE MEMORANDUM

To F. R. Dalzell

Date 1979 12 18

From R. D. Tufts

Subject Fletchers Creek South  
Concept Plan  
Clerk's File: PL3.293-79

The following recommendations contained in the Planning Committee report were approved by City Council at its meeting held December 17th, 1979:

(a)

"That the report dated 1979 12 12 re Fletchers Creek South Concept Plan be received and the following recommendation approved:

1. The Concept Plan be approved in principle in order for the Region to proceed with servicing plans for the Police headquarters.
2. Public meetings on the Concept Plan be held in accordance with Council's procedures."

*[Handwritten signature]*

City of Brampton PLANNING DEPT.	
Date	DEC 19 1979 Rec'd.
File No.	SP 24

*[Handwritten signature]*

(b)

"That whereas the Courthouse Group have agreed to service lands and build the intersection required for the development of the new Peel Regional Police Headquarters;

BE IT RESOLVED that the City of Brampton endeavor to have Council approve plans for the development of lands held by the Courthouse Group on the east side of Highway 10 by October 30th, 1980."

*[Handwritten signature]*  
R. D. Tufts  
Clerk's Assistant

RDT/s1



1980 01 16

To: The Chairman and Members of Planning Committee

From: Policy and Research Section

Re: Fletchers Creek South Concept Plan  
Our File: SP-24

A public meeting was held on Tuesday, January 8, 1980, to receive comments on the Concept Plan for the Fletchers Creek South new development area as defined on Schedule "D" of the Draft Official Plan.


Two major concerns were expressed at this meeting. The first relates to the anticipated social problems from occupants of the large number of apartment buildings. In response, every effort has been made in formulating the plan to disperse the apartment sites while, at the same time, recognizing basic locational criteria. Therefore, the problems of concentration have been consciously avoided. The question of the "type of occupant" is a matter of opinion and not pertinent to consideration of the land use plan.

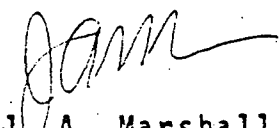
The second concern relates to the anticipated increase in traffic volumes on existing arterials, particularly on Steeles Avenue. Growth in the Fletchers Creek South Area (or any other new development area) will result in an increase in traffic. However, the road network proposed for the area, which includes Highway Number 10, a new major arterial (Mavis Road Extension) on the western boundary, as well as links to two major east-west highways (Number 401 and Number 407) are adequate to carry traffic increases without overloading any one existing road.

- Cont'd. -

The Planning Department recommends that the Fletchers Creek South Concept Plan be approved as the basis for preparation of a Secondary Plan for approval of Council and an Amendment to the Consolidated Official Plan for submission to the Ministry of Housing.

AGREED

  
F. R. Dalzell,  
Commissioner of Planning  
and Development

  
J. A. Marshall,  
Director of Planning  
Policy and Research

JAM/MB/ec  
attachment

A special meeting of Planning Committee was held in the Municipal Council Chambers, 24 Queen Street East, Brampton, Ontario, on Tuesday, January 8, 1980, commencing at 9:50 p.m., with respect to The Fletchers Creek South New Development Area, included on Schedule 'D' of the Draft Official Plan.

Members Present: Councillor D. Sutter - Chairman  
Mayor J.E. Archdekin  
Councillor N. Porteous  
Alderman F. Andrews  
Alderman B. Brown  
Alderman R. Callahan  
Alderman H. Chadwick  
Alderman E. Coates  
Alderman K. Coutlee  
Alderman B. Crowley  
Alderman F. Kee  
Alderman S. Macor  
Alderman F. Russell

Staff Present: F. R. Dalzell, Commissioner of Planning  
and Development  
L.W.H. Laine, Director, Planning and  
Development Services  
M. Buchinger, Policy Planner  
E. Coulson, Secretary

Approximately 85 members of the public were present.

The Chairman enquired if all the notices to the property owners within 400 feet of the site were sent, and whether the notification was placed in the local newspapers. Mr. Dalzell replied in the affirmative.

Mrs. Buchinger gave a presentation outlining the Concept Plan for the area. After the close of the presentation, the Chairman invited questions and comments from the members of the public in attendance.

Mr. Brian Nash, of the church of Saint James the Apostle, Peel Village, asked what provision had been made for churches in the Plan.

Mrs. Buchinger responded that church planning groups would be asked to review the Fletchers Creek South Secondary Plan Report and submit their comments, including estimated site requirements. Developers would be required to reserve one acre of land in specific subdivisions for church purposes.

Mr. A. G. Kelly, 27 Golfview Drive, questioned the high number of apartment buildings and asked about provision for senior citizens and special groups. He noted that low-income housing and high density areas could present problems. Further, he enquired if Steeles Avenue would carry the increase in traffic and if it would become a six-lane road in the future.

Mrs. Buchinger responded that development of the area may take fifteen to twenty years, at which time Highway Number 407 would be in place. She said that Steeles Avenue would have to be up-graded and the long-range plans for Steeles Avenue include six-lanes, if the need is substantiated.

Mr. Rieckhof, 292 Bartley Bull Parkway, was concerned about the anticipated traffic increase on Steeles Avenue, due to the potential 25000 population increase. Also, he felt that the type of occupants of apartment buildings and the high density factor may present problems in the area.

Mrs. Buchinger responded that the residential population figure for the Fletchers Creek Planning Area would be 25000 but that only 6000 people would be apartment dwellers. She noted that 60 acres out of 840 developable acres were allocated for apartments, and that all apartment sites were located close to shopping, major open space or commercial/institutional complexes and were directly served by public transit.

Mr. Kelly enquired as to public transit.

Mr. Colautti, 215 Barkley Bull Parkway, noted the expansion of the City of Brampton since he took up residence and wondered about the state of the quality of life in Brampton, due to such expansion. He commented on the main access to Brampton possibly having to support

the potential traffic increase. Also, he enquired as to the order of development and if there was any control over what would be built first (Apartments or low density). Further, he enquired as to the financial impact on the community and expressed the opinion that public notification for such a meeting should be extended to whole communities, such as Peel Village.

Mr. Lutzko, 21 Caldwell Crescent, expressed concern about the potential traffic problems and asked if another collector road running east and west could be incorporated into the plan.

Mrs. Buchinger pointed out that such a road would mean a double crossing of the valleylands which would have an adverse ecological impact on the area. She noted that the Regional Transportation Division agrees that one road east and west is adequate.

Mr. Gibson, R.R. #10, Brampton, felt that the potential traffic situation was being exaggerated.

Mr. McClure, Second Line West, mentioned the Sunfield Subdivision, north of Steeles and the potential problem of Concession Roads bearing excess traffic from all the surrounding development.

Mr. Lutzko enquired as to the fate of Highway Number 10 traffic congestion, due to the people living outside of Brampton coming here to work in the Fletchers Creek South area, and the quality of up-keep of the proposed apartment buildings.

Mr. T. Hunt, 5B Caldwell Crescent, enquired about the future of the Peel Village Golf Course property. He was also concerned about the possibility of Steeles Avenue being widened a possible 40 feet and more than one access to the new low density development from Steeles Avenue.

Mr. Dalzell explained the agreement with the City covering the Peel Golf Course lands, presently owned by Penrick Investments Limited.

Mr. Hunt expressed concern for the potential traffic problems on Derry Road and the truck traffic going west on Steeles Avenue. He enquired if there would be any on-going discussion on this plan.

It was acknowledged that there would be further discussion on the plan.

Mr. Colautti expressed the opinion that the access routes to the City should be further considered.

There were no further comments or questions.

Chairman Sutter noted that any further questions or comments may be directed to the Planning and Development Department.

The meeting was adjourned at 11:45 p.m.

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

---

1980 05 09

TO: F.R. Dalzell  
Commissioner of Planning and  
Development

FROM: M. Buchinger  
Planning Policy and Research

RE: Objections and Comments on the  
Fletchers Creek South Concept Plan

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## BACKGROUND:

On December 17, 1979, Council received the report on the Fletchers Creek South Concept Plan and approved the following recommendations:

1. The Concept Plan be approved in principle in order for the Region to proceed with servicing plans for the Police headquarters.
2. Public meetings on the Concept Plan be held in accordance with Council's procedures.

(b)

"That whereas the Courthouse Group have agreed to service lands and build the intersection required for the development of the new Peel Regional Police Headquarters;

BE IT RESOLVED that the City of Brampton endeavour to have Council approve plans for the development of lands held by the Courthouse Group on the east side of Highway 10 by October 30th, 1980."

The plan and report were subsequently circulated to all major owners in the area and to Regional and Provincial departments

and agencies for comments. In addition, a public meeting was held on January 8, 1980.

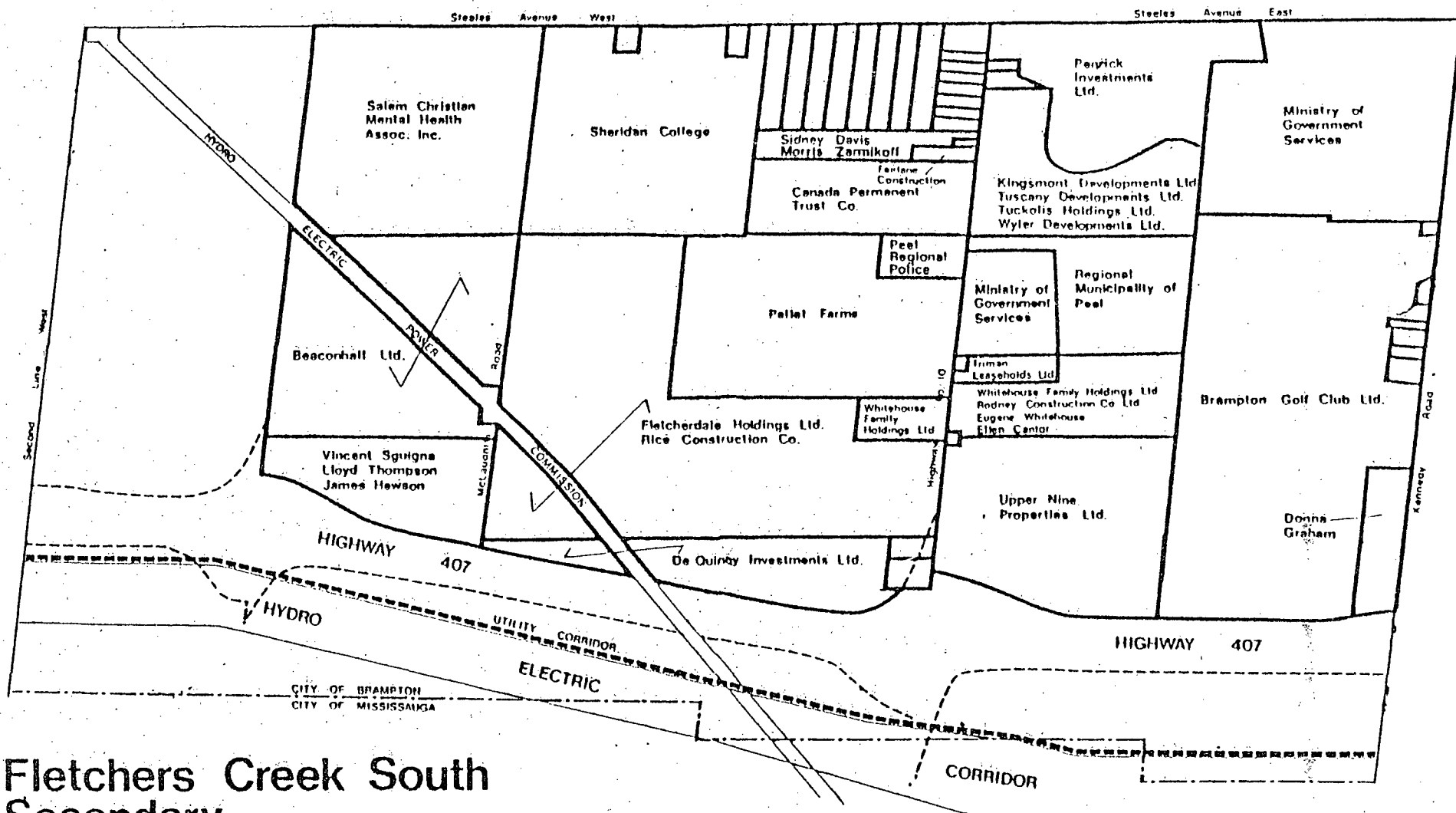
The report on the public meeting was received by Council on January 28 and the following recommendation of Planning Committee was approved:

"That the report dated 1980 01 16 re public meeting held in respect of the Concept Plan for Fletchers Creek South development area be received and the Fletchers Creek South Concept Plan be approved as the basis for preparation of a Secondary Plan for approval of Council and an amendment to the Consolidated Official Plan for submission to the Ministry of Housing."

Comments and objections received at the public meeting were directed more toward the principle of additional growth in Brampton than specific land use and planning proposals in the Fletchers Creek South area. Therefore, no specific changes were made to the Concept Plan.

This report deals with objections and comments received from circulation of the Plan and includes recommendations for changes to the Concept Plan in certain cases. These recommendations are highlighted by an asterisk.





# Fletchers Creek South Secondary Plan

major land  
ownerships

scale: 1:10000

drawn by: ps  
date: november 1979

City of Brampton  
Planning and Development

Schedule B



1. Objector:

Brampton Library

Summary of Objection: The preferred location for a "neighbourhood branch" library of 15,000 - 20,000 feet<sup>2</sup>, is south of the Police Headquarters. Proximity of a library to the neighbourhood shopping centre ensures maximum exposure in terms of anticipated traffic flows, permits one-stop family visits and creates an opportunity for integrated development of community and commercial facilities.

Staff Comment

In the Concept Plan report, a number of community service needs generated by a residential population in the neighbourhood of 25,000 are proposed in a multi-use development on the north side of the Ring Road opposite the Police Headquarters building. This site is close to several apartment concentrations, is well served by public transit and provides a desirable buffer between the Police Headquarters operation and the family residential neighbourhood to the north. However, the specific uses to be incorporated in the Community Service complex will be established at a later date when the needs of the actual population are evaluated. A relocation of the library to the Cultural-Entertainment Complex is acceptable in planning terms and provides the additional advantage of proximity to the shopping centre.

- \* Recommendation No. 1: That the text of the Concept Plan be altered to indicate that the preferred location for the neighbourhood branch library is south of the Police Headquarters, in the lands designated for a Cultural-Entertainment Complex.

2. Objector: Roman Catholic Archdiocese of Toronto per J.S. Barnicke Ltd.

Summary of Objections: The north west corner of Highway No. 10 and the proposed Ring road is the only corner of the eight created by the new road pattern without a significant office or commercial designation. The objector requests

- i) a redesignation of the Highway No. 10 frontage from Community Service to Office within the Community Service Complex designation.
- ii) redesignation to Highway Commercial on the remainder of the Highway No. 10 frontage owned by the Archdiocese.
- iii) More of the valleyland should be included within the school site thereby increasing the amount of land available for residential development.

Staff Comment:

- i) Relocation of the neighbourhood library (see Recommendation No. 1) from the Community Services area would reduce the acreage requirement for a Community Services designation. At the present time, the most probable future occupants would be one or more of the following - a day care centre,

community health centre, a medical clinic, senior citizens recreation centre, local offices of social service agencies. The types of buildings anticipated will be a combination of small-scale office/administrative buildings and specialized educational/recreational buildings. It is even feasible that some or all of these functions can be combined in a comprehensive development. The addition of office use within the Community Services Complex is compatible with other uses anticipated in the complex and with the Police Headquarters to the south. It is also a practical addition in terms of encouraging an integrated development on the north side with a single access to the Ring Road.

- \* Recommendation No. 2(i): That the text of the Concept Plan be revised to specify that an office building be a permitted use on the Highway No. 10 frontage within the Community Service Complex area and that comprehensive development be encouraged with a single access onto the Ring Road.

ii) The proposal to redesignate the remainder of the frontage for highway commercial uses is unacceptable due to

- the necessity to create a new access onto Highway No. 10 which is strongly opposed by the Ministry of Transportation and Communications
- the broad range of uses permitted under the highway commercial designation are not suitable in terms of achieving an architecturally prestigious entrance to Brampton.
- highway commercial uses considered appropriate for the Fletchers Creek South Area are already accommodated in the Hotel designation and the Cultural/Entertainment complex. (See also response to Objection No. 7 on page 12.

- there is ample scope for the development of highway commercial uses in other parts of the City.

Recommendation No. 2(ii): No change to the Plan.

iii) Staff Comment: Both the Peel Board of Education and the Dufferin-Peel Separate School Board have minimum standards of tableland required for school sites. The proximity of valleylands is an added benefit primarily in aesthetic terms and in providing opportunities for nature and ecological studies. However, the valleys cannot replace tableland for active recreation facilities.

Recommendation No. 2(iii): No change to the Plan.

3. Objector: Dino Maione, 245 Steeles Ave. West

Summary of Objection: Mr. Maione is the owner of one of two residential properties on the south side of Steeles Avenue between McLaughlin Road and the proposed extension of McMurphy Avenue. An objection is lodged against the Institutional designation shown on the Concept Plan.

Staff Comments: The above mentioned properties are existing residential uses on Steeles Avenue surrounded by the Sheridan College lands. Mr. Maione's land east of the Fletchers Creek is 1.56 acres while the 2nd property west of the Creek is 1.72 acres. The College has no intention of acquiring the properties and there is no other possibility of eliminating the two accesses onto Steeles Avenue. Therefore, it is only reasonable to recognize the existing uses with a Low Density Residential designation in the Concept Plan.

- \* Recommendation No. 3: That the designation on the two residential properties on the south side of Steeles Avenue surrounded by the Sheridan College holdings be changed from Institutional to Low Density Residential.

4. Objector: G.J. Hunt, 58 Caldwell Crescent

Summary of Objection: Mr. Hunt, on behalf of several residents on the north side of Steeles Avenue, objects to proposed development on the golf course on the south side of Steeles Avenue on the grounds that

- i) it will disrupt the natural flora and fauna and contribute to erosion of the valley
- ii) the proposed subdivision will be isolated from schools, churches, recreation facilities and will necessitate an additional access road off Steeles Avenue.

Staff Comments:

The Residential development referred to above is a 17 acre subdivision for 52 single family dwelling lots which has been approved in principle by Council. Final approval is contingent upon release from the Land Use Regulations of the Parkway Belt Plan. If this application for release is granted, then the golf course will be redesigned using additional lands to be acquired from the Ministry of Government Services' 100 acre site immediately to the east. If the application is refused, the existing golf course will remain unchanged. In either case, it has been agreed that the golf course will come into City ownership as part of the open space dedication for all of the Penrick lands.

Therefore, the amount of open space for a golf course will remain the same with the additional advantage that it will be

a public facility.

The valleylands and watercourse will be minimally affected by the low density subdivision on Steeles Avenue. The greatest potential impact on the Etobicoke Creek will come from development to the south. Protective measures will be required based on the storm water management study which is a condition of development in the Fletchers Creek South Secondary Plan area. The additional Hazard Land and Environmentally Sensitive area designations on valleylands and woodlots provide the required protection for existing flora and the limited small animal life which will remain on the edge of an urban community. Construction on the south side of Steeles will certainly create noise and dust for a short period of time, but is not expected to have long term effects either on the recreation lands or on the functioning of Steeles Avenue.

One new access road will be required opposite Orchard Drive to serve the new subdivision. But a new access road would be needed in any case for the proposed community park and fire hall. Therefore, one access will serve all three developments.

The question of isolation is valid but is not expected to be a serious constraint. The high quality development anticipated on the 52 lots will generate a lower than average pupil yield, and a safe crossing for children and adults across Steeles Avenue to schools, churches and the recreation centre is available at the signalized Kennedy Road intersection.

Recommendation No. 4: No change to the Plan.

5. Objector: Paramount Development Corporation Ltd.  
per R.W. Winter and Associates Ltd.

Summary of Objection: Paramount Development Corporation requests

- i) that the reference to the intersection of Mavis Road extension with 2nd Line West "just south of the C.P.R. main line in Section 12.1.2. be less specific in terms of location and
- ii) that the Mavis Road be moved 190 metres west as it approaches Steeles Avenue based on recommendations of the Paul Theil consultants' report on a new alignment of the Mavis Road to conform with serviceable lands north of Steeles Avenue.

Staff Comments:

Planning Committee has approved a recommendation regarding the Paramount objection on the urban boundary north of Steeles Avenue which permits the urban boundary to coincide with adjustments in drainage boundaries or road alignments. A rewording of policy 7.4.6 in the Draft Official Plan has been approved to recognize these principles.

The objector is further requesting approval of a corollary - that the Mavis Road alignment should unconditionally conform with the boundary of serviceable lands, regardless of the method or cost of servicing.

A decision on the alignment will depend on the outcome of a proposed functional planning and feasibility study for the full length of the Mavis Road extension through Mississauga and Brampton. Drainage boundaries will be included in the study but cannot be given priority over other factors in determining the optimum alignment.



- \* Pending a final decision on the Mavis Road, amendments to the text are recommended to ensure the necessary flexibility without an amendment to the plan.

Recommendation No. 5: To alter the text of Section 12.1.2 to remove a suggested location for the Mavis Road - 2nd Line West intersection just south of the C.P.R. line.

Further, a policy will be included in the Secondary Plan permitting minor adjustments in the Mavis Road alignment without an amendment to the Plan.

6. Objector: Mr. O.J. Pallett per Jackson, Watson, Gillespie, Lane and Reid

Summary of Objection:

Mr. Pallett objects to the relocation of the southern leg of the Ring Road from the boundary of the Pallett holding (which was proposed in an earlier version of the Concept Plan) to a point further north where it falls entirely within the Pallett holding and breaks up the commercial frontage. Most of the site is designated for school purposes, leaving the Highway No. 10 frontage as the only large piece of developable land.

Staff Comments:

The Ministry of Transportation and Communications has confirmed that the acceptable spacing for the southern leg of the Ring Road is between 3,300 feet and 4,100 feet south of Steeles Avenue. Therefore, both the present alignment (approximately 3,400 feet south of Steeles Avenue) and the previous location on the Pallett boundary (approximately 3,600 feet south of

Steeles Avenue) are acceptable to achieve desired flows through the signals on the Ring Road and eventually across Steeles Avenue.

The alignment of the southern leg of the Ring Road has been raised again for discussion as a result of negotiations among owners within the Courthouse Group as well as negotiations between the Courthouse Group and Mr. Pallett. Both locations have advantages and disadvantages.

If the south leg of the Ring Road is located on the Pallet/Whitehouse boundary west of Highway No. 10, the shopping plaza and cultural-recreational sites remain intact and the hotel-office complex remains in the original location approved in principle by Council. However, on the east side of Highway No. 10, the Ring Road bisects the Whitehouse Family holding, necessitating comprehensive development of the Whitehouse and Triman lands (or a land exchange) for office development.

If the Ring Road is moved northward on the east side, direct access can be provided to the existing service station, thereby reducing in and out movements directly onto the Highway. However, the lot depth for office development between the Courthouse and the Ring Road is appreciably reduced, thereby limiting possibilities for variations in office siting and the achievement of a park-like setting. In addition, this alignment results in the fragmentation of the large holding on the west side.

It is the opinion of staff that the earlier alignment of the Ring Road which is shared equally on the Pallet and Whitehouse lands, west of Highway 10 is the preferred choice in terms of blocks of developable land and spacing of signalized intersections between the future Highway 407 ramp and Steeles Avenue.

- \* Recommendation No. 6: That the alignment of the southern leg of the Ring Road be relocated to the boundary of the Pallet/Whitehouse holding on the west side of Highway No. 10 and be projected on the east side to meet the curve of the Ring Road as presently shown. It is further recommended that the office commercial and residential designations be redesigned to the new alignments but that the size of these designations remain essentially the same.

7. Objector: Fairlane Construction (Brampton) Ltd.  
per Upshall, Mackenzie and Kelday

Summary of Objection: The applicant requests a highway commercial designation on the 2 acre site on the west side of Highway No. 10 on the grounds that

- i) the property abuts an existing service station and convenience commercial use and
- ii) that a residential development would not be approved by the Ministry of the Environment on Highway 10 without a substantial buffer.

Staff Comment:

The Highway Commercial designation is designed for a wide variety of traditional highway oriented uses including motels, hotels, restaurants, service stations including auto repair facilities, car washes, sales and service as well as space extensive retail/warehouse operations. A major objective of the Draft Official Plan is to consolidate most of these in existing highway commercial areas and in large blocks with internal service roads and limited access onto Highways. Two new blocks have been so designated in the Draft Official Plan at Highways Number 10 and Number 7 and Highway Number 7

and Airport Road. Along with limited commercial development on the periphery of industrial areas, these are considered adequate for the next 20-25 years and represent a more desirable solution than additional "strip development" with attendant aesthetic and traffic problems. In addition a proliferation of highway commercial uses is not in keeping with a major objective of the Fletchers Creek South Concept Plan to create a high quality, architecturally controlled and prestigious "Gateway to Brampton" along Highway Number 10. The neighbourhood plaza, cultural and recreation complex, and extensive office development proposed for the Highway 10 frontage offer a variety of commercial investment opportunities while conforming to the aesthetic development criteria mentioned above.

A further problem with highway commercial uses at this location is the retention of an undesired access onto the Highway. The Ministry of Transportation and Communications, in commenting on the Fletchers Creek South Plan reiterated its preference for "no access to Highway No. 10 other than ring roads and the police station" (the latter being an emergency access once the Ring Road is complete). Existing Highway accesses will be replaced by alternate accesses onto internal roads as a condition of new development approvals. Special consideration of an individual site taken out of context of the comprehensive plan and which necessitates retention of an access jeopardizes the long range functioning of this section of Highway No. 10. The neighbouring service station is an existing commercial use which will not relocate and must be accommodated. However, it is unnecessary to aggravate this undesirable situation.

The Fletchers Creek South Plan offers ample residential development potential, even on a 2 acre site. A certain degree of cooperation with surrounding land owners is necessary to achieve an optimum subdivision layout.

- ii) With regard to the second objection, noise generated by traffic does not justify commercial frontage development along all major roads. The reduction of traffic noise can be achieved in a number of ways including walls and fences, berms and landscaping reversed frontages, service roads and blank walls facing the noise source. All of these methods, alone or in combination have been approved by the City of Brampton as well as the Ministry of the Environment and do not necessitate large, sterile buffer zones.

Recommendation No. 7: No change to the Plan

8. Objector: Triman Leaseholds Ltd.

Summary of Objection: Triman Leaseholds objects to inclusion in the cash transfer scheme for equalization of the school and park burden in that the lands are totally designated (and presently zoned) commercial and therefore do not generate a need for these community services.

Staff Comment: Staff agree that if the lands contain no residential designations then they should be excluded from the cash transfer scheme.

- \* Recommendation No. 8: That Table I be amended to remove Triman Leaseholds as a participant in the cash transfer scheme.

9. Objectors:

Peel District Health Council and The Region of Peel Social Housing Director regarding the Mental Health Clinic on McLaughlin Road.

Summary of Objection: A request has been submitted to consider appropriate alternative uses for the 5 acre site presently designated Mental Health Clinic in the event that this specific facility is not constructed. The Peel District Health Council recommends consideration of the site as an alternative location for a public Community Health Centre with a mental health component and the Social Housing Director supports a senior citizen related facility.

Staff Comments:

The Salem Christian Mental Health Association, which owns the site, has indicated that it is unlikely that a full mental health treatment centre along traditional Dutch lines will be undertaken. If the association itself proceeds, the project would concentrate on counselling with ancillary residential requirements.

In view of opinions expressed by all three parties, and the suitability of the site in terms of size and location for a public or private health centre or senior citizens' facilities, it is recommended that appropriate changes be made to the Schedule and to the text.

- \* Recommendation No. 9: That the Concept Plan be changed to permit a health centre or senior citizens' facility on the above 5 acre site and that the text be altered to introduce the necessary flexibility regarding alternative uses.

10. Objector: Region of Peel

Summary of Objection:

- i) Regional Council, by resolution, has requested that a statement be incorporated in the Fletchers Creek South Secondary Plan to confirm that low rise senior citizen's residential development will be permitted in the apartment designations or suitable parts of the lower density areas; that non-profit family housing projects will be permitted in suitable portions of the lower density designation including lands owned by the Region and group homes will be permitted on approximate sites in the lower density designation.

Staff Comments:

There is no objection to including these generalized statements in the text with no change in the map as long as the projects do not exceed the density limitations of selected areas.

- \* Recommendation No. 10: That the above changes be made to the text of the Concept Plan report and be incorporated into the text of the Secondary Plan.

11. Objector: Region of Peel

Summary of Objection: Regional Council, by resolution has requested that a statement be included in the Fletchers Creek South Secondary Plan supporting early servicing of the lands east of Highway No. 10.

Staff Comment :

Brampton Council has resolved to endeavour to approve plans for the development of lands held by the Courthouse group by October 30, 1980. There are no technical constraints to servicing the lands and financial constraints have been removed through the Courthouse Group agreement with the Region. Therefore, there is no objection to the additional statement supporting servicing priority for the lands east of Highway 10.

- \* Recommendation No. 11: That a statement be added to the text of the Concept Plan and Secondary Plan supporting as phase I of development, servicing of the Courthouse Group lands.

12. Objector: Region of Peel

Summary of Objection: Regional staff strongly recommend that the Fletchers Creek South Secondary Plan should be approved by the Region, if it is not an integral part of the Official Plan.

Staff Comment:

Brampton Planning staff have recommended (with support of the Province) that Secondary Plans be removed from the Official Plan and be approved only by City Council, (with appropriate provision for appeals.) However, this issue is still under review and a decision on processing the Fletchers Creek South Secondary Plan will be contingent upon resolution of the broader issue affecting all Secondary Plans.



- \* Recommendation No. 12: Section 14.0. The Planning Process will be revised based on the final decision regarding status and method of processing of all Secondary Plans.

13. Objector: Region of Peel

Summary of Objections:

The following suggestions for minor changes have been made and Brampton Planning Staff concur:

- i) p.16 - add the word neighbourhood to shopping plazas.
- ii) p.19 - reference to transportation implications of a regional scale recreation facility should be included.
- iii) Schedule "C" - should indicate Arterial roads and collector roads.
- iv) metric dimensions should be included as well as imperial dimensions.
- v) p.27 - the Mavis Road study will be undertaken under the direction of the Region of Peel Transportation Planning Division.
- vi) access arrows should be shown along the pedestrian link between the Fletchers Creek and the Etobicoke Creek.
- vii) p.6 - servicing of lands east of Highway 10 requires a 36" watermain only to Orchard and a 16" watermain along Orchard to Bartley Bull.

- \* Recommendation No. 13: Approve the above minor changes to the text and Schedule C - Transit Routes.

14. Objector: Metro Toronto and Region Conservation Authority

Summary of Objection:

The following suggestions for minor changes or clarification are requested and Brampton staff concur:

- i) p.20-21 - mention should be made of the requirement for review and approval by the Conservation Authority of all proposed uses of the valleylands.
- ii) p.5 - mention should be made of the Conservation Authority's Watershed Plan which will include criteria for the calculation of setbacks and that the Authority will be involved in approving the required setback.

- \* Recommendation No. 14: Approve the above minor changes to the text.

15. Objector: Ministry of Transportation and Communications

Summary of Objections:

The Ministry has requested the following additions to the text and Brampton staff concur:

- i) "Setbacks should be used to protect future right-of-way requirements for bus lanes." This is crucial at the subdivision stage but can also be added to the Concept Plan as advance notice.

- ii) "Additional property may be required for auxiliary lanes at the ring road intersections."

Recommendation No. 15: Approve the above minor changes to the text.

*Margaret Buchinger*  
Margaret Buchinger  
Policy Planner

Agreed *F. R. Dalzell*  
F. R. Dalzell  
Commissioner of Planning  
and Development.

MB/dh

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Administration and Finance

1980 05 29

TO: F. R. Dalzell

RE: Fletcher's Creek Couth. Concept Plan  
File: PL3.293-79

City of Brampton PLANNING DEPT.	
Date	MAY 30 1980 Rec'd.
File No.	PL3.293-79

*[Handwritten signature]*

The following recommendation contained in the Planning Committee report was approved by City Council at its meeting held May 26th, 1980:

"That the report dated 1980 05 09 re objections and comments on the Fletcher's Creek South Concept Plan be received and the recommendations contained therein approved as amended."

"That the request of the objection, Fairlane Construction (Brampton) Limited for a highway commercial designation on their property, a two acre site on the west side of Highway No. 10, be approved."

*[Handwritten signature]*  
R. D. Tufts  
Clerk's Assistant

RDT/s1

MARE  
11/13

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

Sent to  
PC. Dec  
(4)

1980 10 17

To: The Chairman and Members of Planning Committee

From: Planning and Development Department


Re: Fletchers Creek South Secondary Plan  
Public Meeting  
Our File: SP-24

The notes of a public meeting on the Fletchers Creek South Concept Plan and Official Plan Amendment are forwarded for consideration of Planning Committee.

Submissions regarding three issues on the east side of Highway Number 10 were also reviewed by staff, as requested, and responses are provided in the accompanying report.

## RECOMMENDATION:

That the attached report and recommendations on objections to the Fletchers Creek South Secondary Plan be approved and the Concept Plan and Amendment to the Consolidated Official Plan with the recommended revisions be adopted by Planning Committee.

  
F. R. Dalzell,  
Commissioner of Planning  
and Development

FRD/MB/ec  
enclosures

PUBLIC MEETING

A Special Meeting of Planning Committee was held on Tuesday, October 14th, 1980, in the Municipal Council Chambers, 3rd Floor, 150 Central Park Drive, Brampton, Ontario, commencing at 9:30 P.m. with respect to Fletchers Creek South Secondary Plan. The proposal includes major office, service commercial and community centre around the government buildings to the east of Highway Number 10. The remainder of the district will be residential with a complete range of housing types for an estimated population of 22,000. Recreational facility uses by way of District, Community and Neighbourhood Parks. Valley left in natural state for passive recreation plus walking and cycling trails.

Members Present: Councillor D. Sutter - Chairman  
Mayor Archdekin  
Alderman F. Russell  
Alderman R. Callahan  
Alderman K. Coutlee

Staff Present: F. R. Dalzell, Commissioner of Planning  
and Development  
L.W.H. Laine, Director, Planning and  
Development Division  
J. Marshall, Director of Planning Policy  
and Research  
M. Buchinger, Policy Planner  
E. Gilson, Development Planner  
E. Coulson, Secretary

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

Mr. Dalzell replied in the affirmative.

Approximately 38 members of the public were in attendance.

Mrs. Buchinger outlined the changes between the December, 1979, Concept Plan and the final version of September, 1980.

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

- cont'd. -

Mr. J. Gilson, R.R. #10, Brampton, enquired if the valleylands of Etobicoke Creek were included in the Plan.

Mrs. Buchinger responded that the area mentioned was already designated in the Official Plan as Open Space; that the acquisition of the Golf Course was included in a Development Agreement and the final design of the Golf Course was to be decided.

Mr. Malcolm, 38 Watson Crescent, expressed objection to The Ring Roads and no additional access points from residential neighbourhoods onto Highway Number 10.

Mrs. Buchinger noted that only two main accesses between Highway Number 407 ramps and Steeles Avenue were permitted by the Ministry of Transportation and Communications.

A resident asked about the width of Ring Roads and interchanges with Highway Number 407.

Mrs. Buchinger replied that the interchanges would be at Highway Number 10, and Mavis Road or Second Line West.

Mr. Ian Davidson, R.R. #6, Brampton, wanted to know if the City of Mississauga intended to extend Mavis Road, and was advised in the affirmative.

Mr. Harrison enquired about two small parcels of land presently zoned Highway Commercial, located near the proposed interchange of Highway Number 10 and Highway Number 407.

Mrs. Buchinger replied that the particular properties would most likely be required for the interchange and on this basis a building permit for Highway Commercial uses would not be granted.

Mr. Harrison stated that a written statement of objection would be submitted.

Mr. Andrew Orr, spoke on behalf of Rice Construction Co., Limited and Fletcherdale Holdings Limited. He enquired as to when the parkland was to be acquired and if the developers would receive compensation for extra parkland; if the valleyland would be considered as part of the 5% dedication for parkland, and the time of completion of the proposal.

Mrs. Buchinger responded that the new levy structure was designed to include compensation for any lands acquired over and above those required by the Planning Act and for valley-lands. She said the proposal covered approximately 20 years.

Mr. Orr will submit a written statement on the aforementioned subjects.

Mr. Murray Pound, on behalf of a group of owners on the east side of Highway Number 10, stated that they had no objection to the proposal, per se, but there were objections to some of the land use designations - sketches submitted and to specific policies, such as walkways and linkages - Page 15, Policy 9.1.5 and 9.1.6; Page 20, Policy 9.1.23, Page 21, Policies 9.1.25, 9.1.26 and 9.1.27.

Mr. Pound noted a conflict between Page 15, Policy 9.1.5 and Page 21, Policy 9.1.25 and asked for clarification as to whether this applies to specific walkway and bicycle paths in the Official Plan. He asked if walkways, etc., were to be considered as part of parks dedication. Also, he mentioned two other areas of concern: the quality of the woodlot, possible relocation of the neighbourhood park, and areas of commercial designation, (These objections are considered in detail in the attached report).

Mr. D. Rehill, 53 Golf View Drive, asked about the type of development proposed for the Steeles Avenue frontage.

Mr. Mayhill, commented on the need for traffic lights at Orchard Drive.

Mr. Amos, 13 Golf View Drive, asked if the road for the Fire Hall was to be opposite Orchard Drive, and expressed concern about traffic using local streets because of traffic congestion at Steeles Avenue and Main Street South.

Mr. B. Barker, 9 Orchard Drive, voiced concern regarding traffic turning onto Orchard Drive from Steeles Avenue, as well as the speed of the traffic.

Mr. Orr commented on Schedule B - the area requiring Noise Analysis because of Highway Number 407.



Mrs. Buchinger responded that noise attenuation features adjacent to the Highway would reduce the area requiring noise sensitivity analyses.

A resident on Steeles Avenue West, enquired as to the timing of the widening of Steeles Avenue to McLaughlin Road. He expressed concern relating to accidents in the area.

Mr. Ian Davidson, asked about the timing of construction of Highway Number 407.

Mr. McClure, Second Line West, complained about the increase in traffic and the speed of vehicles on the Second Line West, and felt that the speed limit should be lowered. Also, he complained about the condition of the Second Line West.

There were no further questions or comments.

The Chairman requested that further questions or comments be directed to the Planning and Development Department.

The meeting adjourned at 10:40 p.m.

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Planning and Development

1980 10 17

TO: Chairman and Members of Planning Committee  
FROM: Planning and Development Department  
Policy and Research Section  
RE: Response to Objections on the  
Fletchers Creek South Secondary Plan

-----  
A number of objections to the Fletchers Creek South Secondary Plan were received at the public meeting of October 14, 1980 and were submitted for consideration of staff immediately following the meeting. These issues relating to the area east of Highway No. 10 required detailed consideration by staff and responses are provided below.

## East of Highway No. 10

The following objections were presented by Murray Pound, Montague Pound Associates Ltd. on behalf of several members of the "Courthouse Group."

### 1. Office Designations on Highway No. 10

Objection: An expansion of the office designation fronting onto Highway 10, south of the Ring Road is requested on the basis that the original requirement of approximately 20 acres has been reduced by the inclusion of a 15 acre Community Park inside the Ring Road.

Response: The introduction of a Community Park on the Regional lands replaced office, apartment and neighbourhood park designations in the earlier (December

1979) draft of the Concept Plan.

With the realignment of the southern leg of the Ring Road, the office designation on Highway 10 was increased slightly by moving the boundary from the northern to the southern limit of the historic cemetery. As a result of a Council decision in June on formal objections to the Plan, additional office space was also permitted on the west side of Highway No. 10, immediately north of the Police Headquarters building. These two changes have made up approximately 3 acres of the original 6 acre office designation on the Regional lands. Therefore, it is reasonable to consider an expansion of the office designation south of the historic cemetery to make up the deficit.

Recommendation: To revise the Concept Plan and Schedule 43 of the Official Plan Amendment to include a 3 acre southern extension of the existing office designation on the east side of Highway No. 10, south of the Ring Road. The office designation should extend the full distance between Highway No. 10 and the Collector Road.

## 2. Walkways and Cycling Paths

The landscaped boulevard linking the Fletchers Creek to the Etobicoke Creek on the north side of the Ring Road and the walkway and cycling path along the top of bank of the Etobicoke Creek should not be considered "walkways" under policy 9.1.5 so that they may be eligible for park-land dedication.

Response: "Walkways" in policy 9.1.5 refer to pedestrian links between residential areas and schools, parks and community services which are typically 10 feet wide and paved. The two pedestrian and cycling links mentioned above are major urban design features which will add appreciably to the aesthetic quality of the built up area. For this reason they should be considered as part of the open space system on condition that the design and landscaping meet requirements for an attractive and functional linear park.

Recommendation: That the term "walkways" be defined in Section 3.0 of the Amendment in order to exclude these two features from the terms of policy 9.1.5.

"Walkway" means a paved pedestrian path between 10 and 15 feet in width intended to provide safe and convenient access to various parts of residential neighbourhoods and does not include linear parks such as those on the north side of the Ring Road and along the top of bank of the Etobicoke Creek."

3. Neighbourhood Park and Woodlot Adjacent to the Etobicoke Creek Valley

- a) The quality of that portion of the woodlot which projects onto tableland and is designated "Open Space Woodlot" in the Amendment is such that it does not warrant preservation and with selective cutting could be used for residential lots.

- b) The neighbourhood park shown immediately west of the woodlot should be relocated to a plateau in the Etobicoke Creek Valley.

Response:

- a) The treed area mentioned above is part of a substantial woodlot running along the top of bank and extending down the slopes of that portion of the Etobicoke Creek adjacent to the Fletchers Creek South Amendment area. A study of woodlots undertaken by Ecologistics Ltd. for the City of Brampton in February 1978 classified this woodlot as Class III - "of slightly lower quality (than Class II) but still sensitive to use and warrants preservation and careful use." Woodlots in Classes I, II and III were deemed worthy of preservation and a policy to this effect has been adopted in the draft Official Plan.

"Policy 1.3.2.2 Buildings and other major structures shall be discouraged from being constructed within Woodlot Classes I, II and III."

This woodlot, which is unquestionably healthy according to the consultants' detailed evaluation represents an irreplaceable asset as an air purifier and an unmanicured natural environment. The Plan ensures protection of the woodlot through inclusion into a neighbourhood park. It is the opinion of staff that this combined proposal achieves the optimum goals of protection and public enjoyment.

Recommendation: No change to the Open Space Woodlot designation in the Fletchers Creek South Amendment.

- b) The 2.4 hectare plateau proposed as an alternative location for the neighbourhood park is located approximately 20 feet below the level tableland to be developed for residential purposes. The slope leading to the plateau has a 22% grade and is densely tree-covered. The plateau itself is sparsely tree-covered and has a dense underbush. Recent observations confirmed that the woodlot and plateau were a natural habitat for birds and small animals. There is no doubt that the plateau is a clearing in a larger forested area and constitutes part of the valley ecology. The slopes and plateau are designated Hazard Lands and Environmentally Sensitive Areas in the Draft Official Plan indicating a high degree of sensitivity and important assets in their natural state. In addition, they are also contained within the Parkway Belt which supports, through its Goals and Objectives, the retention of an open space character and natural features.

The use of the plateau for formal recreation would necessitate at least one road access, which due to the slope gradient, would destroy a significant portion of the woodlot. Further, the plateau is a considerable distance from residential areas and due to its isolation would present serious difficulties in terms of supervision as well as maintenance.

Recommendation: The proposed alternative location is not suitable for a neighbourhood park. No change to the Concept Plan or Amendment.

*Margaret Buchinger*

M. Buchinger  
Policy Planner

Agreed:

*John A. Marshall*  
J. A. Marshall  
Director, Planning Policy  
and Research

MB/dh

# INTER-OFFICE MEMORANDUM

Final for P.C.  
Oct. 21/80.

Office of the Commissioner of Planning and Development

(5)

1980 10 17

TO: Chairman and Members of Planning Committee  
FROM: Planning and Development Department  
Policy and Research Section  
RE: Response to Objections on the  
Fletchers Creek South Secondary Plan

-----  
A number of objections to the Fletchers Creek South Secondary Plan were received at the public meeting of October 14, 1980 and were submitted for consideration of staff immediately following the meeting. These issues relating to the area east of Highway No. 10 required detailed consideration by staff and responses are provided below.

## East of Highway No. 10

The following objections were presented by Murray Pound, Montague Pound Associates Ltd. on behalf of several members of the "Courthouse Group."

### 1. Office Designations on Highway No. 10

Objection: An expansion of the office designation fronting onto Highway 10, south of the Ring Road is requested on the basis that the original requirement of approximately 20 acres has been reduced by the inclusion of a 15 acre Community Park inside the Ring Road.

Response: The introduction of a Community Park on the Regional lands replaced office, apartment and neighbourhood park designations in the earlier (December



1979) draft of the Concept Plan.

With the realignment of the southern leg of the Ring Road, the office designation on Highway 10 was increased slightly by moving the boundary from the northern to the southern limit of the historic cemetery. As a result of a Council decision in June on formal objections to the Plan, additional office space was also permitted on the west side of Highway No. 10, immediately north of the Police Headquarters building. These two changes have made up approximately 3 acres of the original 6 acre office designation on the Regional lands. Therefore, it is reasonable to consider an expansion of the office designation south of the historic cemetery to make up the deficit.

Recommendation: To revise the Concept Plan and Schedule 43 of the Official Plan Amendment to include a 3 acre southern extension of the existing office designation on the east side of Highway No. 10, south of the Ring Road. The office designation should extend the full distance between Highway No. 10 and the Collector Road.

2. Walkways and Cycling Paths

The landscaped boulevard linking the Fletchers Creek to the Etobicoke Creek on the north side of the Ring Road and the walkway and cycling path along the top of bank of the Etobicoke Creek should not be considered "walkways" under policy 9.1.5 so that they may be eligible for park-land dedication.

Response: "Walkways" in policy 9.1.5 refer to pedestrian links between residential areas and schools, parks and community services which are typically 10 feet wide and paved. The two pedestrian and cycling links mentioned above are major urban design features which will add appreciably to the aesthetic quality of the built up area. For this reason they should be considered as part of the open space system on condition that the design and landscaping meet requirements for an attractive and functional linear park.

Recommendation: That the term "walkways" be defined in Section 3.0 of the Amendment in order to exclude these two features from the terms of policy 9.1.5.

"Walkway" means a paved pedestrian path between 10 and 15 feet in width intended to provide safe and convenient access to various parts of residential neighbourhoods and does not include linear parks such as those on the north side of the Ring Road and along the top of bank of the Etobicoke Creek."

3. Neighbourhood Park and Woodlot Adjacent to the Etobicoke Creek Valley

- a) The quality of that portion of the woodlot which projects onto tableland and is designated "Open Space Woodlot" in the Amendment is such that it does not warrant preservation and with selective cutting could be used for residential lots.

- b) The neighbourhood park shown immediately west of the woodlot should be relocated to a plateau in the Etobicoke Creek Valley.

Response:

- a) The treed area mentioned above is part of a substantial woodlot running along the top of bank and extending down the slopes of that portion of the Etobicoke Creek adjacent to the Fletchers Creek South Amendment area. A study of woodlots undertaken by Ecologistics Ltd. for the City of Brampton in February 1978 classified this woodlot as Class III - "of slightly lower quality (than Class II) but still sensitive to use and warrants preservation and careful use." Woodlots in Classes I, II and III were deemed worthy of preservation and a policy to this effect has been adopted in the draft Official Plan.

"Policy 1.3.2.2 Buildings and other major structures shall be discouraged from being constructed within Woodlot Classes I, II and III."

This woodlot, which is unquestionably healthy according to the consultants' detailed evaluation represents an irreplaceable asset as an air purifier and an unmanicured natural environment. The Plan ensures protection of the woodlot through inclusion into a neighbourhood park. It is the opinion of staff that this combined proposal achieves the optimum goals of protection and public enjoyment.

Recommendation: No change to the Open Space Woodlot designation in the Fletchers Creek South Amendment.

- b) The 2.4 hectare plateau proposed as an alternative location for the neighbourhood park is located approximately 20 feet below the level tableland to be developed for residential purposes. The slope leading to the plateau has a 22% grade and is densely tree-covered. The plateau itself is sparsely tree-covered and has a dense underbush. Recent observations confirmed that the woodlot and plateau were a natural habitat for birds and small animals. There is no doubt that the plateau is a clearing in a larger forested area and constitutes part of the valley ecology. The slopes and plateau are designated Hazard Lands and Environmentally Sensitive Areas in the Draft Official Plan indicating a high degree of sensitivity and important assets in their natural state. In addition, they are also contained within the Parkway Belt which supports, through its Goals and Objectives, the retention of an open space character and natural features.

The use of the plateau for formal recreation would necessitate at least one road access, which due to the slope gradient, would destroy a significant portion of the woodlot. Further, the plateau is a considerable distance from residential areas and due to its isolation would present serious difficulties in terms of supervision as well as maintenance.

Recommendation: The proposed alternative location is not suitable for a neighbourhood park. No change to the Concept Plan or Amendment.

*Margaret Buchinger*

M. Buchinger  
Policy Planner

Agreed:

*John A. Marshall*  
J. A. Marshall  
Director, Planning Policy  
and Research

MB/dh

# INTER-OFFICE MEMORANDUM

Office of the Commissioner of Administration and Finance

1980 10 18

TO: F. R. Dalzell

RE: Fletcher's Creek South Secondary Plan  
Clerk's File: 19.6-80

City of Brampton  
PLANNING DEPT.  
Date OCT 29 1980 Rec'd.  
File No. SP24

The following recommendation contained in the Planning Committee report was approved by City Council at its meeting held October 27th, 1980:

That the report dated 1980 10 17 from Director, Planning Policy and Research re public meeting held in respect of Fletcher's Creek South Secondary Plan be received and the following recommendations approved:

1. The Concept Plan and Schedule 43 of the Official Plan Amendment be revised to include a 3 acre southern extension of the existing office designation on the east side of Highway No. 10, south of the Ring Road. The office designation should extend the full distance between Highway No. 10 and the Collector Road.
2. The term "walkway" be defined in Section 3.0 of the Amendment in order to exclude these two features from the terms of policy 9.1.5.

"Walkway" means a paved pedestrian path between 10 and 15 feet in width intended to provide safe and convenient access to various parts of residential neighbourhoods and does not include linear parks such as those on the north side of the Ring Road and along the top of bank of the Etobicoke Creek.

3. No change to the Open Space Woodlot designation in the Fletcher's Creek South Amendment.
4. No change in the Concept Plan or Amendment to the neighbourhood park designation.

K. D. Tufts  
Clerk's Assistant

RDT/sl