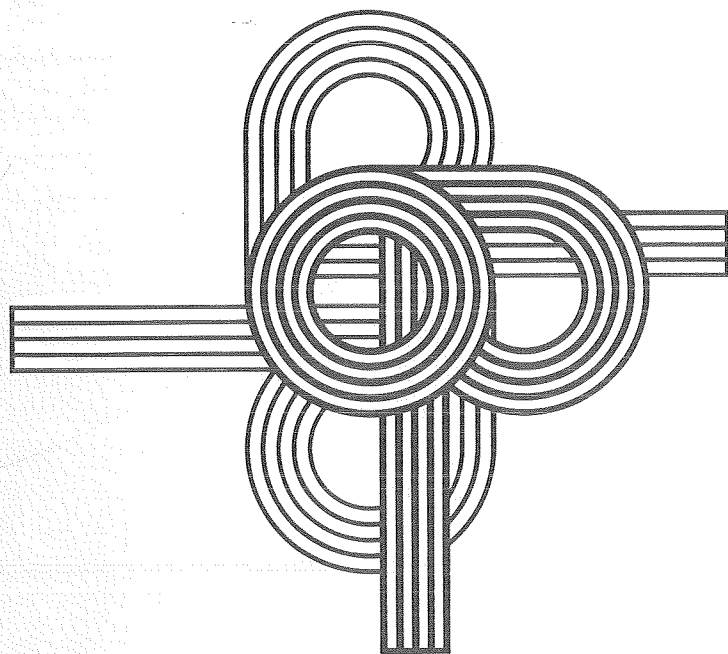
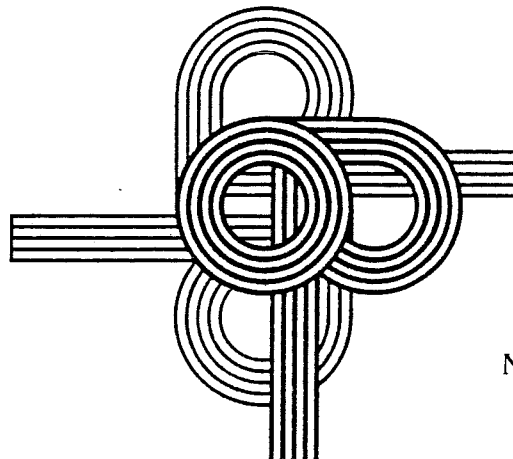




CITY OF BRAMPTON DRAFT OFFICIAL PLAN



CITY OF BRAMPTON
DRAFT OFFICIAL PLAN



November 1979

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PART I
INTRODUCTION AND BASIS OF THE PLAN



INTRODUCTION

Effective, January 1, 1974, Bill 138, an Act to establish The Regional Municipality of Peel, amalgamated the Corporation of the Town of Brampton, the Corporation of the Township of Toronto Gore and designated portions of the Corporation of the Town of Mississauga and the Corporation of the Township of Chinguacousy as a City within the Regional Municipality of Peel. All of the Official Plans and amendments approved by the constituent municipalities of the newly formed City of Brampton continued in force under Bill 138. These plans and amendments were consolidated into one document for the City of Brampton Planning Area which was subsequently approved by the City of Brampton on April 26, 1976 and the Ministry of housing on July 28, 1976.

PURPOSE OF A NEW OFFICIAL PLAN

The existing Consolidated Official Plan is an amalgamation of four separate Official Plans each with its own policies and standards.

The primary purpose in preparing a new Official Plan is to study the City of Brampton as a single social, economic and physical unit and to formulate policies and programmes which apply uniformly throughout the planning area.

The City of Brampton and the Region of Peel were the highest growth areas in Southern Ontario in the period 1970 to 1977. The need to identify existing concerns and anticipate problems within the foreseeable future is intensified by these growth pressures. Formulation of effective policies to control development and redevelopment is a fundamental goal of a new Plan in order to direct and coordinate the administrative and financial resources of the City.

The new Plan for Brampton includes the following:

- (i) planning goals and objectives which take into account opinions expressed by Brampton residents at public meetings and respect the principle of attainability;
- (ii) detailed policies of the City to achieve the goals and objectives;
- (iii) a land use plan designating major land use areas;
- (iv) a transportation system including the road network classified according to width of road and function, public transit facilities and public parking;
- (v) policies to coordinate residential development with physical and community services; and
- (vi) guidelines for the preparation and content of Secondary Plans.

DEFINITION OF AN OFFICIAL PLAN

An Official Plan is a document authorized under Part I of the Planning Act of Ontario R.S.O. 1970 (as amended) which becomes a legal document upon approval of the City of Brampton and the appropriate Minister of the Provincial Government. The Plan is a statement of goals, objectives and policies which together indicate the proposed form, extent, direction and rate of growth within a designated Planning Area. Where no growth or change in land use is anticipated or considered desirable, objectives and policies are directed toward maintenance and improvement.

It is intended that the Plan will be reviewed at regular intervals to reflect changes in technology, social values, economic and demographic factors so that it will remain a viable, realistic framework for decision-making.

The Plan has the legal effect of prohibiting the municipality from undertaking public works or passing by-laws which do not conform to the Official Plan. Those matters which are the direct responsibility of the City include fire protection, land use designation and development control, parks and recreation, garbage collection, local roads, storm drainage and the Brampton transit system.

Relative to the private development industry the Plan specifies criteria and guidelines for new development and urban improvement.

In a broader context the Plan incorporates approved planning policies of senior levels of government and is an integral part of a multi-level planning system. In this regard the Official Plan of the City of Brampton must also conform to the Regional Official Plan once the latter is prepared and approved by the Ministry of Housing.

FORMAT OF THE BRAMPTON PLAN

The new Plan for the City of Brampton is a comprehensive set of guidelines for the City as a whole. More detailed Secondary Plans for neighbourhoods and districts conform with the policies of the Official Plan but do not constitute part of the Plan.

Part I of this document contains the Introduction and Basis of the Plan.

Part II is the General Plan for the City of Brampton Planning Area.

Part III contains the Condominium Policy and other special policies approved in future as amendments to the Official Plan. Part II and Part III constitute the Official Plan when approved.

INTERPRETATION OF THE PLAN

The Council of the City of Brampton is responsible for interpreting any objective, policy, general provision or map contained within the Official Plan. With regard to boundaries between various land uses, specific quantities, proportions, dates and locations, these statements represent the desired intent of the municipality but are not to be considered as rigid, immutable standards. Some flexibility is understood in interpretation in order to permit minor variations without the necessity of a formal amendment to the Plan.

AREA OF THE PLAN

The City of Brampton Planning Area as defined in Bill 138, An Act to establish the Regional Municipality of Peel contains 26 853 hectares (66 328 acres). Of this, 11 648 hectares (28 770 acres) or 43 percent of the total area is within the designated urban boundary as shown on Schedule "A".

BASIS OF THE PLAN

The Plan is a detailed framework for decision-making based on anticipated trends. Therefore the success of the planning process depends, at least in part, on the accuracy of long-range forecasts and consideration of all factors which may have an influence on growth and change in Brampton. Not all factors will have the same impact. Yet an awareness of trends provides a comprehensive background for realistic and effective decisions.

A. BROAD TRENDS

These are anticipated changes on a national or international scale. Although this list is not exhaustive, those factors which are likely to have an effect on most Canadians include:

- (i) declining energy supplies;
- (ii) pollution of natural resources;
- (iii) depletion of agricultural land;
- (iv) declining economic growth rate;
- (v) aging population;
- (vi) declining labor force;
- (vii) increasing stress in urban life;
- (viii) declining immigration; and
- (ix) technological advances.

These have been evaluated in formulating policies on land use, physical and community services and transportation to ensure adequate flexibility to meet future needs if these trends continue. (see Appendix)

B. PROVINCIAL PLANNING FACTORS

The Toronto Centred Region Plan of 1970 (T.C.R.) and the Central Ontario Lakeshore Urban Complex Report of 1974 (C.O.L.U.C.) both allocated to the City of Brampton a strong sub-regional role with a medium sized city population of 265 000 - 280 000. The T.C.R. Plan is a policy of The Provincial Cabinet while the C.O.L.U.C. Plan is a discussion paper with no official status. The latest Provincial projections indicate a slight decline in the total Toronto Region population by 2001 compared with earlier assumptions, but a continued strong growth rate for Peel and Brampton. The new development areas designated in the Brampton Official Plan provide ample opportunities for expansion.

C. LOCAL FACTORS

Growth, both rural and urban, in the City of Brampton results from the interplay of social, economic and physical conditions. City Council can exert considerable influence in all three spheres in the process of formulating new development policies.

(i) Physical Considerations

The City of Brampton is located 30 miles from downtown Toronto. The inter-city links already include a major freeway (No.401) and Go-train and bus service. Both C.N.R. and C.P.R. lines traverse Brampton and provide spur line access to industrial areas. Toronto International Airport, only 15 minutes away is an additional factor making the City attractive for both business and industrial investment. Within the life of the Plan it is anticipated that two additional freeways (410 and 407) will be constructed which will also serve the City.

Physical constraints to development are few but have an impact on the timing and phasing of development. The Brampton Esker, a glacial remnant with substantial reserves of sand and gravel, runs in a broad north-south band for almost three miles through the City. The extraction of mineral resources will have pre-eminence in the short term requiring sensitive treatment of adjacent lands and transportation routes. After-use of some of the pits primarily for recreation purposes is an important part of the Plan.

Two major existing conservation areas (Clairville and Heart Lake), together with additional lands owned by the Metro Toronto and Region Conservation Authority around Snelgrove and Ebenezer are significant permanent open buffers.

Natural relief together with passive recreation opportunities in the urban and rural landscape are also provided by waterways; the Etobicoke Creek, Fletcher's Creek, Credit River, Mimico Creek, Humber River and their tributaries. To date, only areas within the three branches of the Etobicoke Creek watershed have been serviced. The Plan envisages opening up part of the Fletcher's Creek watershed.

The last constraint is noise generation from Toronto International Airport subjecting certain areas to noise levels unsuitable for residential development. The plan proposes only industrial community service or continued rural uses in affected areas.

(ii) Social Considerations

The City of Brampton reached a population level of 129 000 in 1979 representing a 63 100 increase or a compound growth rate of 8% over the last 9 years. It is anticipated that a high rate will continue and Brampton will attract a larger share of Peel's growth. The time frame to reach 335 000 (the target population for the Plan) will depend on the City's financial ability to provide physical, community and social services as well as the rate of decline in growth for the Province as a whole.

In a period of rapid growth, housing production receives first priority and community and social services follow more slowly. The plan emphasizes the need to phase and coordinate parks, recreation, schools, churches, community centres, day care centres, health centres and shopping facilities with new housing to maintain and improve the quality of urban life.

Brampton's social and community service requirements are those of a mature city and no longer those of a satellite with dependence for specialized services on Metro Toronto.

Brampton's population will reflect the aging trend of the Canadian population as a whole. In anticipation of the needs of older people as well as the need to conserve energy, the Plan emphasizes an integrated, pedestrian oriented urban structure with community services and shopping readily accessible in neighbourhood and district centres.

A wide choice of housing and a mixture of housing within each community are basic to a new housing policy for Brampton. Within this framework a variety of neighbourhoods each with its own individual character can exist side-by-side and share community services which are required only at a higher population level.

(iii) Economic Factors and the Role of Brampton

The present role of Brampton is that of a strong sub-regional centre within the Region of Peel and to a lesser degree the market centre for the surrounding agricultural industry. Brampton has traditionally been the government and administrative office centre within the Region and will continue this function in the future. The plan respects historical continuity in Brampton by supporting these dual roles.

Large scale industrial development started in Brampton only 20 years ago, but industry now constitutes the major employer for Brampton residents. Office and service facilities have followed manufacturing but at a slower pace such that there is a dearth of employment opportunities in this sector and considerable commuting to Toronto and Mississauga. At the same time, some industrial workers commute into Brampton.

This discrepancy between employment opportunities and resident labor force is a major concern addressed in the Plan in commercial, industrial and residential policies.

Excellent accessibility via road, rail and air ensures a good competitive position for Brampton in attracting business and industry in the future.

A strong non-residential assessment together with sound financial management are essential to support a desirable quality of life as the City continues to grow. As a result the rate of growth must be related to the City's ability to retain a favourable assessment ratio.

POLICIES OF OTHER LEVELS OF GOVERNMENT

A variety of planning, regulatory and financial policies of other levels of government have an impact on preparation of a new Plan for Brampton. Some of these constitute legal constraints to which the City's policies must conform. Others, particularly financial assistance programmes, are of a supportive nature.

I FEDERAL GOVERNMENT

The primary regulatory policies under Federal jurisdiction with an impact on planning in Brampton are those relating to Toronto International Airport and the C.N.R. and C.P.R. As significant noise generators, all affect land use policies and development criteria within sensitive areas.

The Federal Government, through the Crown Corporation C.M.H.C. offers a variety of financial assistance for the private and public provision of housing. In achieving the desired choice of housing, Brampton Council and residents will continue to participate in many of these programmes.

II PROVINCIAL GOVERNMENT

The Provincial Government is responsible for planning in Ontario. Under the Planning Act the Province delegates this authority to the municipality while retaining control through

the approval process. All municipal Official Plans must be approved by the appropriate Ministry until such time as the Region has an approved Official Plan and the authority is eventually delegated to the Region.

Planning strategy at the provincial level has, to date, been discretionary as far as it is applied to individual municipalities. Guidelines have been published in the form of two major reports, the Toronto Centred Region and the Central Ontario Lakeshore Urban Complex with population allocations which are now under review. However, the municipalities must conform with approved policies of the Provincial government and its agencies and are restricted in total expenditures by the Ontario Municipal Board.

The major Provincial policies affecting Brampton are those concerning sewer and water servicing, utilities, transportation, housing, downtown cores, penal institutions, conservation and education.

Servicing

The South Peel Servicing system can be expanded to serve all of the City of Brampton Planning Area (with the exception of some of the rural areas) as well as Mississauga. The very existence of this investment exerts considerable pressure on Brampton for maximum growth. However servicing capacity must be weighed against the realities of over-all declining growth, long-range energy problems and the future of the agricultural industry in preparing the Plan for Brampton.

Utilities

The new 500 KV hydro transmission line runs along the southern boundary of Brampton in the Parkway Belt corridor. Impact on the urban area has thereby been eliminated and special design features are reducing the effect of the line on important recreational lands.

The Parkway Belt, a Provincial land use policy arising from the original Toronto Centred Region Plan, is essentially a transportation and utility corridor with some open space and recreational lands included.

Transportation

The Province exerts a significant influence over the major forms of transportation (road and rail) in Brampton. Freeways and undivided Provincial Highways (No.50, No.410, No.407, No.10, No.7) are the responsibility of the Province and major land use decisions abutting these roads must consider the primary function which they perform. The Toronto Area Transit Operating Authority (TATOA), a provincial agency, coordinates Go-Train and connecting bus services in Brampton.

Housing

Provincial housing programmes are designed to complement Federal programmes and offer additional financial assistance for new housing as well as rehabilitation of older housing.

Downtown Cores

Recent legislation has made it possible for the Province to provide financial assistance for renovation and redevelopment initiated by local businessmen in the downtown core.

Penal Institutions

The Ministry of Correctional Services is responsible for the Correctional Institution on 193 acres of land with minimum, medium and maximum security facilities.

Conservation

Conservation Authorities are provincial agencies whose prime objective is to further the conservation, restoration, development and management of above ground natural resources. This function includes the management of waterways and large

public recreation areas. The Credit Valley Conservation Authority and the Metro Toronto and Region Conservation Authority have jurisdiction in Brampton.

Education

Educational programmes and school facilities must be approved by the Ministry of Education. Provincial financial constraints on capital funding of new buildings will have an impact on the rate and phasing of residential growth in Brampton.

III REGION OF PEEL

The Region has extensive powers and responsibilities at the local level. Police protection, social services, health, water and sanitary sewer services, waste disposal and the designated Regional roads are all the responsibility of the Region. In addition, the Region must prepare an Official Plan to which the Official Plans of Mississauga, Brampton and Caledon will conform.

IV NEIGHBOURING MUNICIPALITIES

The City of Brampton Planning Area is affected by growth patterns and policies of all of its neighbours: Mississauga, Caledon, Halton Hills, Town of Vaughan and the Borough of Etobicoke. Only Mississauga and Etobicoke will be predominantly urbanized within the planning period. It is intended that Brampton will become more self-sufficient and continue as a centre for government and administrative offices. Caledon will remain essentially rural with economic ties to the remainder of Peel and Metro Toronto. The Town of Vaughan on the east will continue to urbanize with a new community of 74 000 projected for the area bounded by Highway 11, Steeles Avenue, the railway west of Dufferin Street and Highway 407 and

growth in Thornhill, Kleinburg, Maple and Woodbridge as well as major industrial parks. However it is anticipated that a broad corridor bordering Brampton will remain rural.

The Town of Halton Hills, on the west of Brampton receives some of the population overflow from Metro Toronto but to a lesser degree than Brampton. As a result it is expected that growth will be slower and concentrate around Georgetown and Acton.

In conclusion, Brampton will continue to expand largely by virtue of its location within the urban shadow of Metro Toronto and accessibility to the metropolis. If the goal of balanced urban growth offering a broad range of housing, community services and employment opportunities is achieved for Brampton, accessibility to Toronto will become a matter of choice rather than necessity. Dependence on Toronto will be reduced and Brampton will perform a strong manufacturing and service role within the Region.

PART II
THE GENERAL PLAN

GOALS

ANTICIPATED GROWTH

INTERPRETATION OF THE SCHEDULES

DEFINITIONS

GOALS

The fundamental guideline for decision-making is provided by the goals of the Plan. These reflect the many factors considered in the Introduction, background research reports and opinions expressed in public meetings. All of the goals are realistic in that considerable progress can be made toward achieving these ideals within the lifetime of the Plan.

1. ENERGY CONSERVATION.
2. EFFICIENCY AND EFFECTIVENESS OF PUBLIC INVESTMENT.
3. IMPROVEMENT OF THE QUALITY OF THE NATURAL ENVIRONMENT AND PROTECTION OF NATURAL ASSETS.
4. IMPROVEMENT OF THE PHYSICAL, AESTHETIC AND SOCIAL QUALITY OF THE URBAN ENVIRONMENT.
5. ACCEPTABLE STANDARDS OF SOCIAL, COMMUNITY AND PHYSICAL SERVICES TO ALL BRAMPTON RESIDENTS.
6. BALANCED GROWTH OF HOUSING AND EMPLOYMENT OPPORTUNITIES.

ANTICIPATED GROWTH

The population of the City of Brampton has reached 129 000. Population capacity within the new urban boundary as defined on Schedule "A" is in the order of 335 000 representing a potential increase of 158%.

If the City continues to grow at an 8% compounded growth rate which characterized the 1970's, then the estimated population capacity in the Plan could be reached by the early 1990's. However, the growth rate will be monitored and controlled relative to the City's financial ability to provide an approved standard of services.

In view of the overall projected decline in the growth rate for Ontario, it is reasonable to assume that Brampton will also reflect the general trend, although to a lesser degree due to continued dependence on immigration. Therefore it is anticipated that the population capacity of the Plan will not be reached until after the turn of the century.

INTERPRETATION OF THE SCHEDULES

Schedules "A" to "J" of this Plan indicate geographical areas to which the various policies of this Plan apply. In order to ascertain the policies applying to a particular area, all of the Schedules of the Plan must be consulted. Schedule "A" indicates the General Land Use Designations and the remaining Schedules could be considered overlays that impose further restrictions (e.g. Schedule "B": Hazard Lands) or indicate further detail (e.g. Schedule "F": Commercial).

DEFINITION OF TERMS USED IN THE POLICIES OF THE PLAN

"Floor Space Index" means the ratio of gross floor area of a building to the area of the lot on which the building is situated.

"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 single housekeeping unit in a residential dwelling in which three to ten unrelated residents, excluding staff or receiving family, live as a family under responsible supervision consistent with the requirements of its residents and licenced by the Province, if so required, by Provincial Statute.

"Handicapped" means persons with physical disabilities of sufficient severity to prevent participation in the full range of everyday activities. "Accessibility" refers to the wheelchair.

"Land Severance" means the giving of a consent by the Land Division Committee to convey, mortgage or charge a piece of land, or grant, assign or exercise a power of appointment or enter into an agreement with respect to a piece of land pursuant to Section 30 (4) of the Planning Act.

"Low Density Form of Development" means a use of land that has only a small part of the site covered by structures or equipment of limited height and low mass appearance.

"Low Intensity Form of Development" means a use of land that has few residents per acre, a small number of employees, few visitors per acre, and low traffic generation.

"Minor Variance" means a minor variance from the provisions of a Restricted Area or any other By-law that maintains the general intent and purpose of the By-law and of the Official Plan pursuant to Section 42 (1) of the Planning Act.

"Mobile Home" means any dwelling that is designed to be made mobile, and constructed or manufactured to provide a permanent residence for one or more persons, but does not include a travel trailer or tent trailer or trailer otherwise designed.

Residential Areas and Densities

"Gross Residential Area" means an area consisting of one or more surveyed and registered lots, 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, 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 net residential hectare (11-19 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.

"Noise Exposure Forecast" means the system currently used by the Federal Ministry of Transport for evaluating noise exposure in the vicinity of airports.

"Non-Conforming Use" means a land use that does not conform with a Restricted Area or any other By-law but that is deemed to be a legal land use because it lawfully existed or a building permit was issued for it prior to the passing of the said By-law pursuant to Section 35 (7) of the Planning Act.

"Parkland Dedication" means the transfer to the City of the legal title to lands which are to be used for public open space purposes.

"Parkway Belt Plan" means the Parkway Belt West Development Plan adopted pursuant to the provisions of the Parkway Belt Planning and Development Act, 1973.

"Site Plan Agreement" means an agreement between the City and a prospective developer regarding the provision and maintenance of certain on-site facilities and matters pursuant to Section 35a of the Planning Act.

"Subdivision Agreement" means an agreement between the City and an owner of land regarding the conditions which are to be imposed prior to the approval of a plan of subdivision pursuant to Section 33 of the Planning Act.

"Zoned" means designated in a Restricted Area By-law.

CHAPTER 1 - GENERAL PROVISIONS

INTRODUCTION

The policies contained under General Provisions are those which are comprehensive in nature, generally applying to several specific land use designations, and take precedence over the policies of other sections of the Plan. The General Provisions must be read in conjunction with the remaining policy sections of the Plan.

For the purposes of this Plan, the General Provisions cover the following topics:

1. Urban Severances;
2. Hazard Lands;
3. Environmentally Sensitive Areas;
4. Energy Conservation;
5. Urban Design;
6. Rehabilitation, Renewal, Neighbourhood Improvement;
7. Heritage Conservation;
8. Aircraft, Road and Train Noise; and
9. Development in Other Municipalities.

1.1 URBAN SEVERANCES

1.1.1 Policies

1.1.1.1 Severances, within the urban boundary as shown on Schedule "A", will be considered only when it is clearly not necessary in the public interest that a plan of subdivision be registered.

1.1.1.2 A plan of subdivision will not be deemed necessary when the following conditions and criteria are satisfied.

- (i) Severances are for the purpose of small scale infilling within the urban area and would not extend the urban boundary as defined on Schedule "A".
- (ii) No extension or expansion of physical services will be required.
- (iii) The land fronts on an existing public road allowance.
- (iv) The ultimate development of the entire holding will not require the creation of a new public road allowance.
- (v) The shape of all new parcels to be created on the entire holding will be established as part of the application for consent.
- (vi) The ultimate development of the entire holding will not be for more than four new building lots.
- (vii) The creation of new building lots will not have an adverse effect on the character of the surrounding area or on traffic circulation.
- (viii) In the case of a severance on lands to be developed for industrial or commercial purposes no consent will be granted until the City is satisfied that approval of the application will not adversely affect the ultimate road pattern of the entire holding.

1.2 HAZARD LANDS

1.2.1 Definition

Hazard Lands as designated on Schedule "B", are those which have inherent physical hazards such as wet organic soils, flood or erosion susceptibility, steep slopes or other physical limitations to development. Lands so designated are intended primarily for the preservation and conservation of the natural landscape. Permitted uses may include agriculture, conservation, horticultural nurseries, forestry, wild life refuge, public or private parks, and golf courses. The boundaries and alignments of Hazard Lands on Schedule "B" are approximate. Specific boundaries and alignments will be determined on a site specific basis in consultation with the responsible Conservation Authority. Notwithstanding Schedule "B", Conservation Authority Regulations can be applied to any lands which may be affected by the Regional Storm.

1.2.2 **OBJECTIVE:** Hazard Lands conserved in their natural state except where remedial measures are required.

Policies

1.2.2.1 Any alteration to a watercourse or valley, including the placement of buildings, structures or fill, whether originating on the site or elsewhere; or removal of fill; or the provision of access to a valley; is subject to Conservation Authority approval pursuant to the appropriate Ontario Regulation and to the approval of the Ministry of Natural Resources pursuant to the Lakes and Rivers Improvement Act.

- 1.2.2.2 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.
- 1.2.2.3 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.
- 1.2.2.4 Where any land deemed to be Hazard Lands is under private ownership, this Plan does not intend that this land will necessarily remain as Hazard Lands indefinitely, nor that the land will be purchased by the municipality or any other public agency.
- 1.2.2.5 An application for development of a designated Hazard Lands area for other purposes may be given due consideration by Council after taking into account:
- (i) the existing environmental and physical hazards;
 - (ii) the potential impact of these hazards;
 - (iii) the proposed methods by which these impacts may be overcome in a manner consistent with accepted engineering techniques and resource management practices;
 - (iv) the costs and benefits in monetary, social and biological terms of any engineering works or resource management practices needed to overcome these impacts; and

- (v) the comments of the appropriate Conservation Authority and of the Ministry of Natural Resources.

There is no public obligation, however, either to permit development or to purchase any Hazard Land area.

- 1.2.2.6 Hazard Lands shall be zoned in a separate classification in the implementing Restricted Area By-law(s), and existing uses will be recognized as legally non-conforming despite the hazard characteristics of such areas. Expansion of any such uses, however, shall be discouraged.

1.3 ENVIRONMENTALLY SENSITIVE AREAS

1.3.1 Definition

For the purposes of this Plan, Environmentally Sensitive Areas, as shown on Schedule "C" are those land areas and water bodies containing natural features or ecological functions of such significance as to warrant their protection or preservation in the long-term interests of the people and environment. These areas may be essential in maintaining a healthy ecological balance and may also provide ancillary benefit for scientific research, education, or recreation.

An area is designated on the basis that it satisfies one or more of the following criteria:

- (i) the area represents a distinctive and unusual landform;
- (ii) the ecological function of the area is vital to the healthy maintenance of a natural system beyond its boundaries by serving as a water storage or recharge area; important wildlife migratory stopover or concentration point; or a linkage of suitable habitat between natural biological communities;

- (iii) the plant or animal communities of the area are identified as unusual or of relatively high quality;
- (iv) the area is an unusual habitat or is a small remnant of particular habitats which have virtually disappeared;
- (v) the area has an unusually high diversity of biological communities and associated plants and animals;
- (vi) the area provides a habitat for rare or endangered, indigenous species;
- (vii) the area is large, potentially affording a habitat for the species that require extensive blocks of suitable habitat;
- (viii) the location of the area, combined with its natural features, make it particularly suitable for scientific research and conservation education purposes; and
- (ix) the combination of landforms and habitats is identified as having high aesthetic value in the context of the surrounding landscape, and any alteration would significantly lower its amenity value.

The following sub-categories of Environmentally Sensitive Areas are shown on Schedule "C":

- (i) the main courses, from top-of-bank, of the Credit River, Fletchers Creek, Etobicoke Creek, Mimico Creek and Humber River, including all associated significant ravines along various tributaries;
- (ii) the Heart Lake Conservation Area, 'Huttonville Ravine' and that part of the Brampton Esker which remains practical for designation, as Environmentally Sensitive "Special Areas"; and

(iii) all woodlots as defined hereunder.

- | | |
|-----------|--|
| 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. |
| Class IV | This large class (25% of the area) of woodlots represents the areas where there is the opportunity to carefully develop within and use the trees. |
| Class V | These units are of low quality and sensitivity. They still deserve consideration for the benefits they bring to the environment. |

1.3.2 Policies

- 1.3.2.1 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.

- 1.3.2.2 Buildings and other major structures shall be discouraged from being constructed within Priority Woodlots I, II and III.
- 1.3.2.3 Applications for an amendment to a Restricted Area (Zoning) By-law or subdivision approval within or adjacent to the outer limits of the "Special Areas" or any classified woodlot, excluding hedge-rows and woodlot fragments, shall include an Environmental Sensitivity Report, the main purpose of which shall be to show what effect the proposed development would have on the Environmentally Sensitive Areas. The Environmental Sensitivity Report may include:
- (i) inventories of the natural environment sufficient to plan reasonably with respect to trees and vegetation, soils and the physical environment, groundwater, surface water hydrology, aquatic biology and wildlife;
 - (ii) the consideration and evaluation of alternatives including locational, land-use, engineering and design possibilities; and
 - (iii) a commitment to measures for protection of the environment.
- 1.3.2.4 Council shall exercise discretion when requesting an Environmental Sensitivity Report (E.S.R.) from the proponents of development for lands which include or abut valleylands designated as Environmentally Sensitive Areas. The request for the E.S.R. shall be based upon the perceived risk of compromising the integrity of the Environmentally Sensitive Area by approving the proposed development, despite the application of other controls and regulations which normally comprise the Development Agreement.
- 1.3.2.5 Environmental Sensitivity Reports shall consider the area within a 100 metre (328 feet) distance of a woodlot or a 100 metre (328 feet) setback from the top-of-bank or from "Special Areas".

- 1.3.2.6 Council may request an Environmental Sensitivity Report in conjunction with any development, which in the opinion of Council, may have an adverse effect on an Environmentally Sensitive Area, even though the proposed development is neither within nor adjacent to the subject area.
- 1.3.2.7 Should the proponent of development be unable or unwilling to afford an Environmentally Sensitive Area adequate protection in the opinion of Council, the application for development may be denied.
- 1.3.2.8 Woodlot fragments and hedge-rows shall be retained and incorporated into development within urbanizing areas wherever practicable.
- 1.3.2.9 The City may require the builder of a proposed development of one or more structures on all or part of a wooded area shown on Schedule "B" of the Plan, 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.

1.4 ENERGY CONSERVATION

Introduction

The ability of the City of Brampton and its citizens to cope with constantly increasing energy costs will depend largely on the degree of local commitment to energy conservation.

- 1.4.1 **OBJECTIVE:** Urban and rural development which minimizes total energy consumption and emphasizes the use of renewable energy sources.

Policies

- 1.4.1.1 Council shall undertake to reduce consumption of energy and dependency on non-renewable energy sources in all City owned and operated facilities and equipment.
- 1.4.1.2 Council shall invite greater local self-reliance by encouraging the development of more and diverse commercial, industrial, recreational and social service opportunities in Brampton.
- 1.4.1.3 Council shall encourage mixed use developments where complimentary, diverse land uses would be concentrated as a means to conserve energy.
- 1.4.1.4 Council shall encourage the development of an efficient and comprehensive waste recycling program to be operated by the Region of Peel.
- 1.4.1.5 Council shall require the design of residential, commercial and industrial subdivisions and siting of buildings for proper sun and wind orientation.
- 1.4.1.6 Council shall encourage the use of appropriately selected and located vegetation that will reduce the energy consumption of buildings.
- 1.4.1.7 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 Brampton.
- 1.4.1.8 Council shall promote greater use of public transit facilities and bicycle and pedestrian path networks as a means of conserving energy.

1.5 URBAN DESIGN

Introduction

The overall design standard and quality in Brampton will rest to a large degree on the attention paid to detail.

- 1.5.1 OBJECTIVE: A functionally safe and efficient urban environment which offers variety within an overall context of visual harmony.

Policies

- 1.5.1.1 Council shall use both regulation and design review control when evaluating all types of development.

- 1.5.1.2 Under the mandatory design review process, which may be facilitated by an Architectural Control Committee depending upon project magnitude, consideration shall be given to the incorporation of the following general principles into each development or redevelopment proposal:

- (i) provision of a satisfactory mixture of unity and diversity in each development;
- (ii) compatibility of design, exterior treatment, scale, siting etc., with the surrounding man-made and natural environment;
- iii) unit orientation, and window type, location and size to maximize the conservation of energy within the dwelling and to take maximum feasible advantage of passive solar heat gain;
- (iv) provision of an efficient and convenient pedestrian circulation system which complements the total physical design and arrangement of land uses;

- (v) compatibility of street furniture and sidewalk or walkway treatment with other existing and proposed structures;
- (vi) creative use of landscaping to improve the appearance of the urban environment; and
- (vii) use of appropriate screening to obstruct unsightly views such as storage areas and garbage facilities.

1.5.1.3 All signs and billboards shall continue to be regulated by the City to ensure that their design and scale meet the desired criteria.

1.6 REHABILITATION, RENEWAL, NEIGHBOURHOOD IMPROVEMENT

1.6.1 **OBJECTIVE:** The City shall endeavour to maintain the existing housing stock and to ensure a desirable quality of urban life.

Policies

1.6.1.1 The City shall formulate neighbourhood improvement programmes as part of Secondary Plans where appropriate.

1.6.1.2 The City shall endeavour to ensure that rehabilitation schemes are sufficiently comprehensive to stabilize or improve an area and that funds are available to complete rehabilitation schemes once initiated.

1.6.1.3 The City shall consider the inclusion of redevelopment as a component of the rehabilitation process in cases where:

- (i) physical deterioration cannot be economically reversed;
- (ii) there are incompatible land uses;
- (iii) land is underutilized according to the goals and objectives of the Plan;

- (iv) new investment in the form of a "seeding project" is required to initiate a larger rehabilitation scheme; and
- (v) new community services are needed.

1.6.1.4 The City may participate in government sponsored programmes offering technical assistance or funding.

1.7 HERITAGE CONSERVATION

Introduction

There may be areas, sites or structures of historic, architectural, or aesthetic value in Brampton which should be preserved.

The Brampton Heritage Board has been established, pursuant to Section 28 of the Ontario Heritage Act, to advise Council on matters pertaining to heritage resources. The Ontario Heritage Act provides the legislative basis for designating Heritage Conservation Districts, Sites or Structures in order for a municipality to conserve, protect, and preserve its heritage resources.

1.7.1 **OBJECTIVE:** The preservation and enhancement of structures, or buildings, properties, settings or objects of historical, cultural or architectural significance.

Policy

1.7.1.1 The City may acquire the freehold rights to, acquire easements on or impose covenants on real property designated a Heritage Conservation District, Site or Structure.

1.8 AIRCRAFT, ROAD AND TRAIN NOISE

Introduction

Noise levels generated by air, road and rail traffic should be minimal within and proximate to residential as well as many other, strictly urban land use developments. Policies are required to stipulate essential restrictions on development in noise prone areas.

It is acknowledged that technological advances, such as more efficient noise baffles on aircraft, or conversely, other factors such as an increase in road traffic or expansion of the Toronto International Airport, may some day modify the current noise pollution problems in Brampton. Appropriate adjustments would be made to the following policies at that time.

1.8.1 Aircraft Noise Policies

1.8.1.1 Council shall employ the Noise Exposure Forecast system as defined by Transport Canada as a basis for land use planning and development control.

1.8.1.2 All future residential development and other highly noise sensitive uses shall be limited to lands exposed or projected to be exposed to an N.E.F. level of 30 or less. All other land uses shall comply with the provisions of the N.E.F. Land Use Compatibility Table contained in Appendix C, which may be revised from time to time and which is excerpted from the Ontario Ministry of Housing publication entitled Land Use Policy Near Airports.

1.8.2 Road and Train Noise Policies

1.8.2.1 Development which includes outdoor, passive, recreation areas (i.e. private and shared outdoor areas accessory to residential dwellings, group homes, hospitals, nursing homes and schools) will not be permitted

in locations where the outdoor noise levels are forecast to exceed the limits specified in Appendix C to this plan, 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 C to this Plan without the necessity of amending the Plan.

1.8.2.2 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 C of the Plan.

1.8.2.3 Areas requiring noise analysis are indicated in Appendix C of this Plan. The proponents of 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.

1.9 DEVELOPMENT IN OTHER MUNICIPALITIES

1.9.1 Policy

1.9.1.1 City Council shall request the Regional Municipality of Peel to evaluate an Official Plan or Restricted Area By-law for development in an adjacent municipality that may effect development in Brampton in a detrimental manner relative to social, physical, economic or environmental concerns.

CHAPTER 2 LAND USE
SECTION 2.1 RESIDENTIAL

2.1.1 URBAN RESIDENTIAL

2.1.1.1 Definition

The Residential designation shown on Schedule "A" is a category in which the predominant use of land is residential and includes the full range of dwelling types from single family houses to high rise apartments. Complementary uses permitted in the Residential category are primarily the community and social services required by residents - schools, churches, libraries, parks, community centres, health centres, day care centres and convenience shopping. Quasi-institutional uses including service clubs, social service agencies, union locals, as well as firehalls, police stations and utility installations may also be permitted.

2.1.1.2 **OBJECTIVE:** Residential communities with community and social services appropriate to the population.

Policies

2.1.1.2.1 The City shall endeavor to ensure the orderly provision of community services in existing residential communities according to assessed need and the provision of appropriate community services in conjunction with new residential development.

2.1.1.2.2 The City shall encourage the concentration of compatible community services into neighbourhood and district centres where feasible.

2.1.1.2.3 Complementary uses necessary to serve residential areas shall be identified in Secondary Plans.

Day Care Centres

2.1.1.2.4 Day care centres may be located in any area of the City so long as due regard is had for the following principles of safety, service and accessibility:

- (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 through traffic;
- (iii) siting and landscaping to minimize any adverse impact on adjacent residential uses; and
- (iv) minimal air and noise pollution.

2.1.1.2.5 Day care services may be provided within a place of worship or other place of public assembly, an apartment building or a multiple housing project as long as the conditions in 2.1.1.2.4 are satisfied.

Libraries

2.1.1.2.6 The City supports a library system which includes a resource library serving the City as a whole and community libraries at the local level, according to identified need.

2.1.1.2.7 Libraries may be incorporated into multi-functional building complexes or be located in proximity to other compatible community service or institutional functions to optimize municipal investments, to share facilities (e.g. parking), to conserve energy and to provide a community focus.

Fire and Police Stations

2.1.1.2.8 In the location of fire stations and police buildings, the following site development and locational guidelines shall be observed:

- (i) convenient access to arterial roads; and
- (ii) compatibility with the surrounding area, appropriate landscaping, and adequate screening from residential buildings.

Quasi-Institutional Uses

2.1.1.2.9 Quasi-institutional uses shall only be permitted in Residential areas by a policy statement in Secondary Plans and according to the following guidelines:

- (i) within existing residential buildings where Council deems that conversion to a quasi-institutional use will improve the physical condition of the building and have no deleterious effects on the surrounding residential neighbourhood;
- (ii) primary access to a Collector or Minor Collector; and
- (iii) on the periphery of residential areas or in proximity to neighbourhood or district centres.

Home Occupations

2.1.1.2.10 A small scale home occupation may be permitted in a Residential area subject to the following requirements:

- (i) only the occupant of a dwelling assisted by no more than one other person may carry on the home occupation;

- (ii) no external changes to the dwelling;
- (iii) no outside storage of goods or service vehicles;
- (iv) only a small identification sign will be permitted pursuant to the City of Brampton Sign By-law; and
- (v) parking appropriate to the home occupation.

2.1.1.3 **OBJECTIVE:** Planned residential developments which reflect a high standard of environmental, architectural and design qualities of both the individual buildings and the neighbourhood.

Policies

2.1.1.3.1 The City may establish design standards and criteria for evaluating all residential development proposals and complementary uses. In developing standards consideration shall be given to:

- (i) architectural design with particular emphasis on harmony of proportions, elevations, colours and materials;
- (ii) siting of buildings and the relationship between groupings of different densities;
- (iii) street furniture and public amenities to complement residential buildings;
- (iv) neighbourhood design with particular emphasis on convenience and safety of pedestrian movement, and community service centres as design foci where practical and feasible; and
- (v) environmental and climatic factors, treatment of natural features (woodlots, watercourses, vegetation) and landscaping of private and public lands.

2.1.1.3.2 Architectural and urban design standards and criteria shall be reviewed and updated from time to time to reflect technological advances and proven innovations in individual unit and neighbourhood design.

2.1.1.4 OBJECTIVE: A broad mixture of housing in terms of dwelling type, density, tenure and cost to adequately accommodate the existing population and desired growth.

General Policy

2.1.1.4.1 The City shall annually monitor the housing inventory related to the housing policies of this Plan.

Dwelling Type Policies

2.1.1.4.2 The City shall encourage a wide choice of housing accommodation in terms of dwelling type, through appropriate housing mix policies in Secondary Plans.

2.1.1.4.3 In the New Development Areas shown in Schedule "D", the overall housing mix targets shall be as indicated in Table 1. Minor variations in these ratios which do not alter the intent of the original mix shall be considered without amendment to the Plan.

2.1.1.4.4 In New Development Area 4 bounded by Heart Lake Road, No.15 Side-road, Airport Road and Bovaird Drive, the housing mix shall include a full range of dwelling types from apartments to large lot singles of 0.1 to 0.2 hectare ($\frac{1}{4}$ to $\frac{1}{2}$ acre) in size.

2.1.1.4.5 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.

TABLE 1

HOUSING MIX AND DENSITY FOR NEW RESIDENTIAL DEVELOPMENT AREASNEW DEVELOPMENT AREAS - (SEE SCHEDULE "D")

	<u>Area 1</u>	<u>Areas 2, 7 and 8</u>	<u>Area 4*</u>	<u>Area 6</u>	<u>Area 9</u>
<u>Housing Types Mix</u>					
Percent "Single Family Density" Types	100%	45%		35%	20%
Percent "Semi-Detached Density" Types	0%	35%		25%	20%
Percent "Townhouse Density" Types	0%	20%		25%	30%
Percent "Cluster Housing" and "Apartment Density" Types	0%	0%		15%	30%
<u>Gross Residential Density</u>					
(as per definition in Definitions Section)					
Units per hectare	7.4	18.3	17.3	21.5	27.9
(Units per acre)	(3.0)	(7.4)	(7.0)	(8.7)	(11.3)

* (See Policy 2.1.1.4.4)

Density Policies

- 2.1.1.4.6 Residential densities for New Development Areas and redevelopment areas shall be specified in Secondary Plans.
- 2.1.1.4.7 The City may permit a variety of residential densities to a maximum of 173 units per net residential hectare (70 units per net residential acre).
- 2.1.1.4.8 Notwithstanding the generality of policy 2.1.1.4.7, the City may consider an increase in residential densities above 173 units per net residential hectare (70 units per acre) in or adjacent to the Four Corners area as shown on Schedule "F", or in the vicinity of the Bramalea City Centre in accord with the policies in the relevant Secondary Plan.
- 2.1.1.4.9 The City shall consider designating maximum densities for apartment buildings and the apartment component of combined commercial and residential buildings in and adjacent to the Four Corners area in a Secondary Plan.
- 2.1.1.4.10 Apartments shall have primary access to an Arterial, Collector or Minor Collector 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).
- 2.1.1.4.11 The City shall consider the advisability of requiring on-site recreation facilities in medium to high density residential development commensurate with the anticipated family composition and incomes of future residents as part of the park dedication.

- 2.1.1.4.12 In New Development Areas shown on Schedule "D", the target gross residential density shall be as indicated in Table 1.
- 2.1.1.4.13 In older residential areas an increase in residential density may be considered where the scale and character of new residential buildings is compatible with the surrounding area and physical services are adequate.

Tenure Policies

- 2.1.1.4.14 The City shall endeavour to achieve and maintain a rental vacancy rate of at least 2 percent.
- 2.1.1.4.15 The City recognizes condominium tenure as one method of achieving home ownership while confirming that freehold tenure will continue to be the predominant form of ownership.
- 2.1.1.4.16 The construction of condominium projects and the conversion of said projects from rental tenure to condominium tenure shall be governed by the policies and standards in the City of Brampton Condominium Housing Policy.

Housing Cost Policies

- 2.1.1.4.17 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.
- 2.1.1.4.18 Mobile homes on individual lots in a registered plan of subdivision may be considered in the provision of an adequate supply of low and moderately priced housing.

2.1.1.5 OBJECTIVE: An economically efficient pattern of growth.

Policies

2.1.1.5.1 The City shall encourage small scale infilling in the existing urban area to maximize the benefits from municipal services already in place.

2.1.1.5.2 Phasing of new development areas 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 goals, objectives and policies of this plan. (See detailed criteria in Policy 7.5.2.)

2.1.1.6 OBJECTIVE: The physical, social and economic viability of older residential neighbourhoods.

Policies

2.1.1.6.1 Studies related to the improvement of older residential neighbourhoods shall be undertaken in the process of formulating Secondary Plans where deemed appropriate.

2.1.1.6.2 Studies referred to in 2.1.1.6.1 shall consider and evaluate measures to improve the condition of housing and neighbourhood amenities which may include:

- (i) programmes for the rehabilitation of properties consistent with the character and role of the area within the City;
- (ii) acquisition and clearance of land for community services;
- (iii) improvement of municipal services including streets, sidewalks, public utilities, sewer and watermains, street lighting and parking; and

- (iv) acquisition and clearance of blighted properties or properties which seriously conflict with the residential character of the neighbourhood.

2.1.1.6.3 The City shall consider participation in government programmes to rehabilitate older residential neighbourhoods.

2.1.1.6.4 The City shall encourage citizen participation in the preparation of urban improvement plans and dissemination of information on rehabilitation techniques and methods of financing.

2.1.1.7 **OBJECTIVE:** Suitable accommodation to meet the needs of economically disadvantaged Brampton residents.

Policies

2.1.1.7.1 The City shall continue to participate in small-scale publicly assisted housing projects in new development areas as well as older residential neighbourhoods.

2.1.1.7.2 It is desirable that housing for low income households should not be concentrated and should be distributed throughout the City.

2.1.1.7.3 The City supports the continuing efforts of the Region of Peel to provide "rent-gear-to-income" and "low-end-of-market" rent accommodation for families, senior citizens and handicapped persons through the Peel Non-Profit Housing Corporation according to recognized need approved by the City of Brampton.

2.1.1.7.4 In selecting sites for housing for low income families, particular regard shall be had for the following locational guidelines:

- (i) within walking distance of schools, public transit, convenience shopping and recreation facilities; and

- (ii) convenient access to public day care facilities and other community service facilities as required.

2.1.1.7.5 In locating new housing for senior citizens or selecting older housing to be renovated for senior citizens, due regard shall be had for the following principles:

- (i) accessibility by a variety of modes of transportation including public transit; and
- (ii) accessibility to shopping, parks, recreation facilities and community social and health services.

2.1.1.7.6 Plans of publicly financed multiple residential developments shall be reviewed in light of the demonstrated need and demand for accommodation for handicapped persons and the City shall encourage design modifications to ensure accessibility to some units.

2.1.1.8 **OBJECTIVE:** Group Homes to foster the integration of physically, emotionally, mentally and socially handicapped children and adults into the life of the community.

Policies

2.1.1.8.1 The City supports the principle of integrating Group Homes approved by the appropriate government regulatory agency into existing and new residential communities.

The City shall initiate a study to establish performance standards and location criteria to be adopted by Council as the basis for approval of any Group Homes proposal within the City. The study shall include:

- (i) number of Group Homes per residential community;
- (ii) maximum occupancy;
- (iii) compatibility of new and renovated residential structures with existing neighbourhoods in terms of design, landscaping, parking;
- (iv) proximity to community and social services if required; and
- (v) proximity to public transit if required.

2.1.1.8.2 The City shall consider each application for a Group Home individually and in so doing shall encourage discussion with Group Home applicants, members of Council and local residents.

2.1.1.9 **OBJECTIVE:** Minimum impact of road, rail and airport facilities on residential development (refer to Aircraft, Road and Train Noise policies in General Provisions, Section 1.8 of this plan).

Policy

2.1.1.9.1 Notwithstanding the Residential designation of the whole of New Development Area 4, no lands within the 30 N.E.F. contour shall be used for residential purposes other than those complementary uses permitted according to the Ministry of Housing publication 2M/3-78/PW.43 Land Use Policy Near Airports in Appendix C.

2.1.1.10 **OBJECTIVE:** Visual and functional separation of new residential development from the Correctional Institution.

Policy

- 2.1.1.10.1 The City shall endeavour to ensure that the lands west and south of the Correctional Institution and the O.P.P. Training Centre, which are designated for urban expansion, shall be developed in such a manner as not to jeopardize the security or efficiency of the Institutional function. Matters to be taken into consideration in preparing neighbourhood and subdivision designs include a buffer, fencing, landscaping and berming and community service uses along the buffer where practicable.

2.1.2 RURAL SETTLEMENTS

2.1.2.1 OBJECTIVE: The controlled expansion of Huttonville, Tullamore and Castlemore.

Policies

2.1.2.1.1 Development in Huttonville, Tullamore and Castlemore shall be limited to the areas within the defined limits, as shown on Schedule "A" and Schedules "E (i)", "E (ii)" and "E (iii)" of the Plan.

2.1.2.1.2 Secondary Plans shall be prepared to guide development.

2.1.2.1.3 In addition to residential uses, Council may permit convenience commercial, community services, village crafts and home workshops which meet the detailed criteria stated in the Secondary Plans. Industrial development which satisfies all of the following general criteria may also be permitted:

- (i) predominantly serves rural clients;
- (ii) scale and design is consistent with the local, rural setting; and
- (iii) is a small scale, low intensity use whereby the industry generates a small number of employees and low traffic volumes.

2.1.2.1.4 Policy 2.8.3.1 of the Plan, concerning the Agricultural Code of Practice, shall apply.

2.1.2.1.5 The policies under OBJECTIVE 2.1.2.4 shall apply.

2.1.2.2 OBJECTIVE: The minor infilling of Springbrook, Alloa and Churchville.

Policies

2.1.2.2.1 The infilling of Springbrook, Alloa and Churchville shall be limited to lands fronting onto existing, open road allowances within the defined limits as shown by thickened road lines on Schedules "E (iv)", "E (v)" and "E (vi)" of the Plan.

2.1.2.2.2 Infilling shall refer to situations where one or more proposed building lots are to be located between two non-farm residential dwellings existing at the date of adoption of this Plan and on the same side of an open, public road allowance and separated by a maximum distance of 200 feet. The 200 foot maximum distance separation criteria does not apply to Alloa.

2.1.2.2.3 Residential, convenience commercial and village crafts and home workshops shall be permitted subject to the criteria under OBJECTIVE 2.1.2.4.

2.1.2.3 OBJECTIVE: The maintenance of Whaleys Corners, Pleasant, Mayfield, Ebenezer, Wildfield, Coleraine and Toremore, the limits of which are shown by thickened road lines on Schedules "E (vii)" to "E (xiii)" of the Plan.

Policies

2.1.2.3.1 New development in Whaleys Corners, Pleasant, Mayfield, Ebenezer, Wildfield, Coleraine and Toremore shall be limited to the construction of a structure on a site where an existing structure is demolished.

2.1.2.3.2 Residential, convenience commercial and village crafts and home workshops shall be permitted subject to the criteria under OBJECTIVE 2.1.2.4.

- 2.1.2.4 OBJECTIVE: A low density, low intensity form of development in Rural Settlements, designed to ensure compatibility with structures which preceded developments processed under this Plan.

Policies

- 2.1.2.4.1 The scale of all new development shall be commensurate with that of existing development.
- 2.1.2.4.2 The design of all new development shall be consistent with the local, rural setting.
- 2.1.2.4.3 Development shall be dependent upon a private sewage disposal system for each dwelling unit, subject to the approval of the Peel Regional Health Unit.
- 2.1.2.4.4 Prior to development approval, Council shall be assured that each site will be provided with an adequate, potable water supply.
- 2.1.2.4.5 Severances, permitted under this Section of the Plan, will generally be favoured only if it is clearly not desirable in the public interest that a plan of subdivision be registered.
- 2.1.2.4.6 The size of any parcel created by a severance should be appropriate for the use proposed and consideration should be given to the public services available, the soil and drainage conditions and the proper siting of buildings.
- 2.1.2.4.7 There shall be a maximum of one dwelling unit per lot.

2.1.3 RURAL ESTATE

2.1.3.1 Definition

The Rural Estate land use designation shown on Schedule "A", shall include a low density, low intensity form of exclusively residential development, characterized by large, individual lots which require a minimum level of service relative to the urban component of the municipality. Permitted uses shall include single-family detached dwellings and accessory buildings, public utility installations and public open space.

2.1.3.2 **OBJECTIVE:** Limited residential development by subdivision that is not related to historic rural settlements in rural areas.

Policies

2.1.3.2.1 Rural Estate development shall be permitted only by means of registered plans of subdivision, pursuant to Section 33 of the Planning Act.

2.1.3.2.2 Rural Estate lots shall be 0.8 hectares (2 acres) or larger.

2.1.3.2.3 Design of a Rural Estate plan of subdivision shall adhere to the following principles:

- (i) maintenance of the land forms and physical features of the site in their natural state as far as possible to ensure that the natural rather than man-made character of the site predominates;
- (ii) protection of any stream, pond, marsh and woodland habitat for natural wildlife;

- (iii) maintenance of the natural characteristics of water courses consistent with sound water-management practices;
 - (iv) protection of surface and groundwaters from contamination by domestic effluent and by activities associated with residential estate development;
 - (v) protection and maintenance of the remaining trees and woodlots;
 - (vi) the need for careful siting of dwellings and additional landscaping;
 - (vii) that stream valleys and an adequate area above the tops of banks shall remain essentially undisturbed and undeveloped for reasons of flood control, bank stabilization and to maximize the aesthetic quality of the natural features; and
 - (viii) that the general public have access to significant scenic vistas and physical land forms.
- 2.1.3.2.4 It is preferable that access to individual lots be from internal roads and not from existing or unopened concession roads, Regional Roads or Provincial Highways.
- 2.1.3.2.5 Convenient access to an existing concession or Regional Road, or a Provincial Highway from a Rural Estate residential subdivision shall be required to ensure ready accessibility for all vehicular traffic including school buses, maintenance and emergency vehicles.
- 2.1.3.2.6 Lots shall have sufficient land to meet the requirements of the Peel Regional Health Unit with regard to the proper installation and functioning of a private sewerage system.

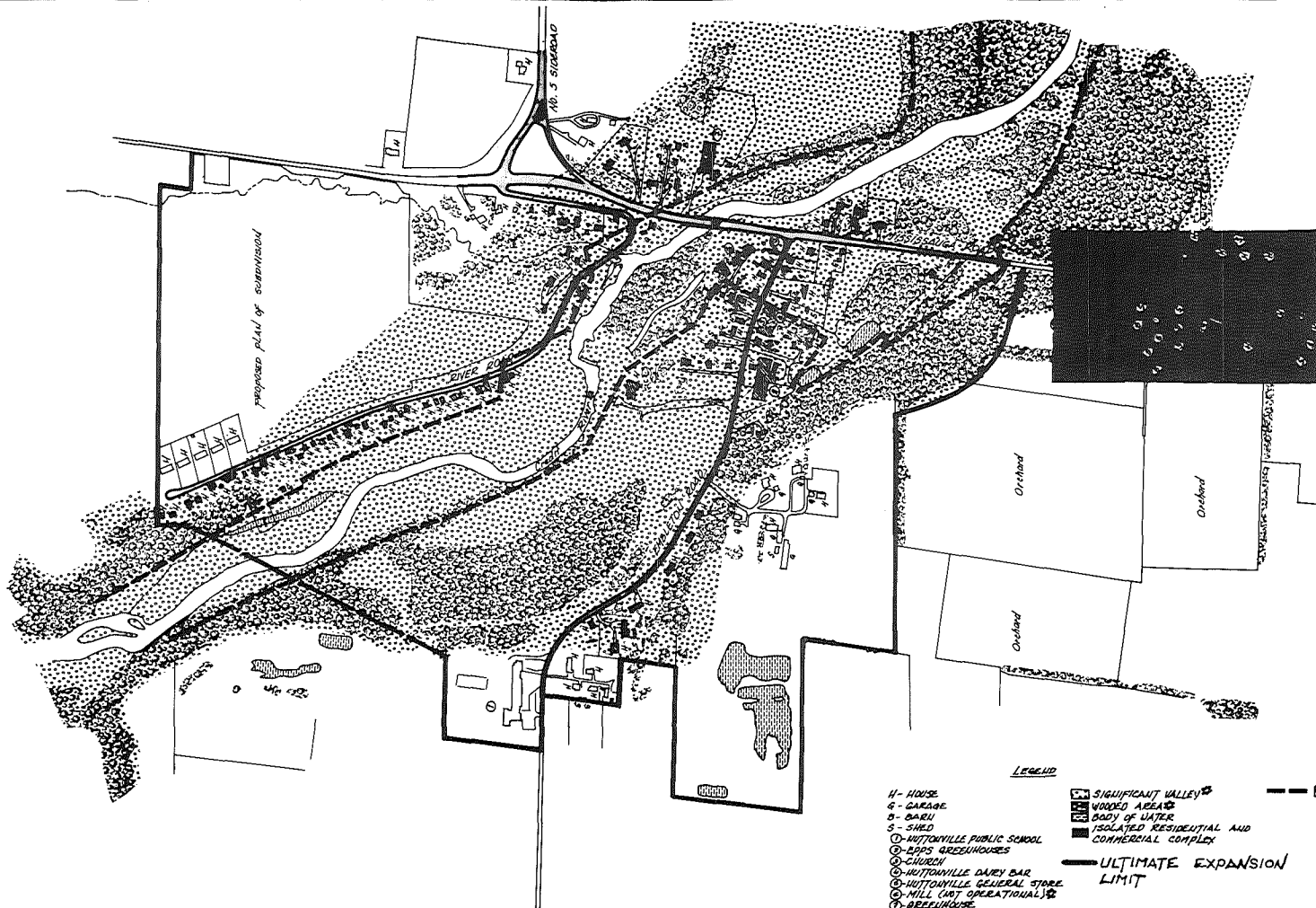
2.1.3.2.7 Valleylands and wooded areas dedicated or otherwise obtained by the City for public open space in Rural Estate developments may be developed according to all of the following criteria, providing Conservation Authority approval is obtained insofar as use of valleylands is concerned:

- (i) for predominantly passive recreation purposes;
- (ii) access through the valley system may be provided through the installation of a pedestrian trail network designed for low-intensity use; and
- (iii) the land shall be largely retained in the natural state. The encouragement of woody vegetation in appropriate sections of the valley lands shall be the intent of this policy.

2.1.3.2.8 Accessory buildings shall be small in scale and designed to be compatible with the primary use.

2.1.3.2.9 Horses and other domestic animals will only be permitted in Rural Estate residential areas where the subject lot is of sufficient size and in an appropriate location.

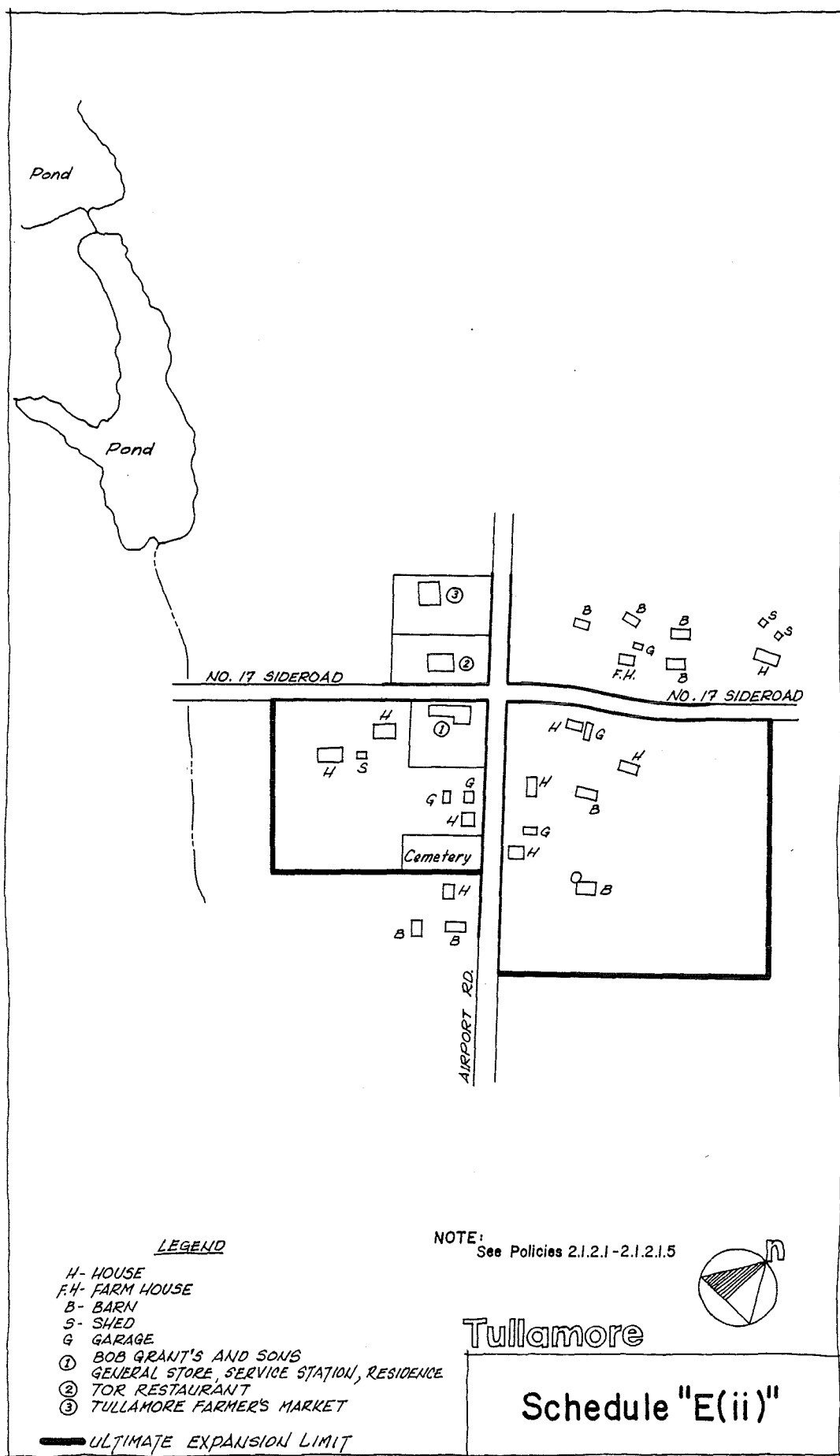
2.1.3.2.10 Lands designated Rural Estate Expansion area on Schedule "A" will not be considered for development by Council until the Rural Estate designation is substantially developed.

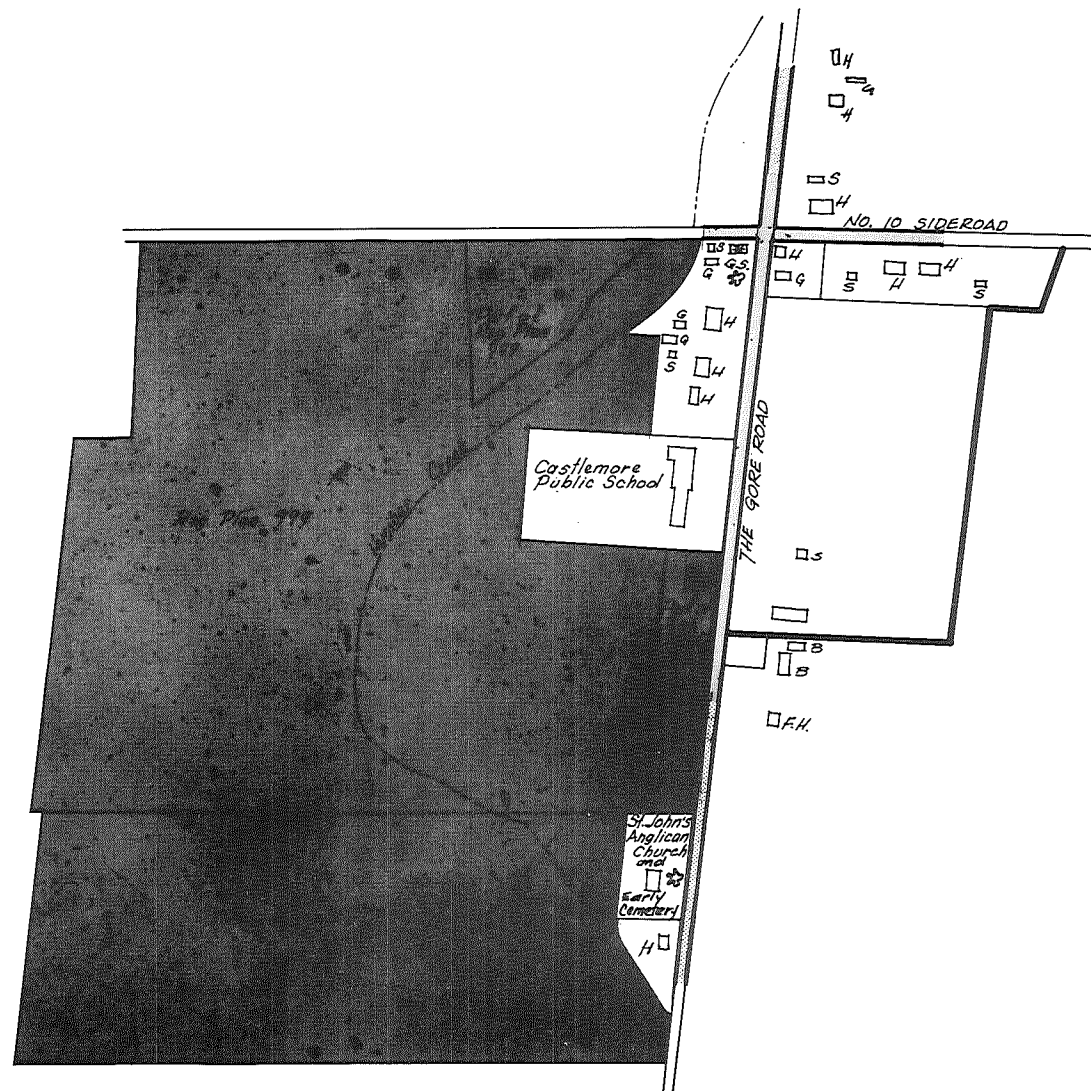


NOTE:
See Policies 2.1.2.1 - 2.1.2.1.5
& Schedules 'B' & 'C'

Huttonville★

Schedule "E(i)"





LEGEND

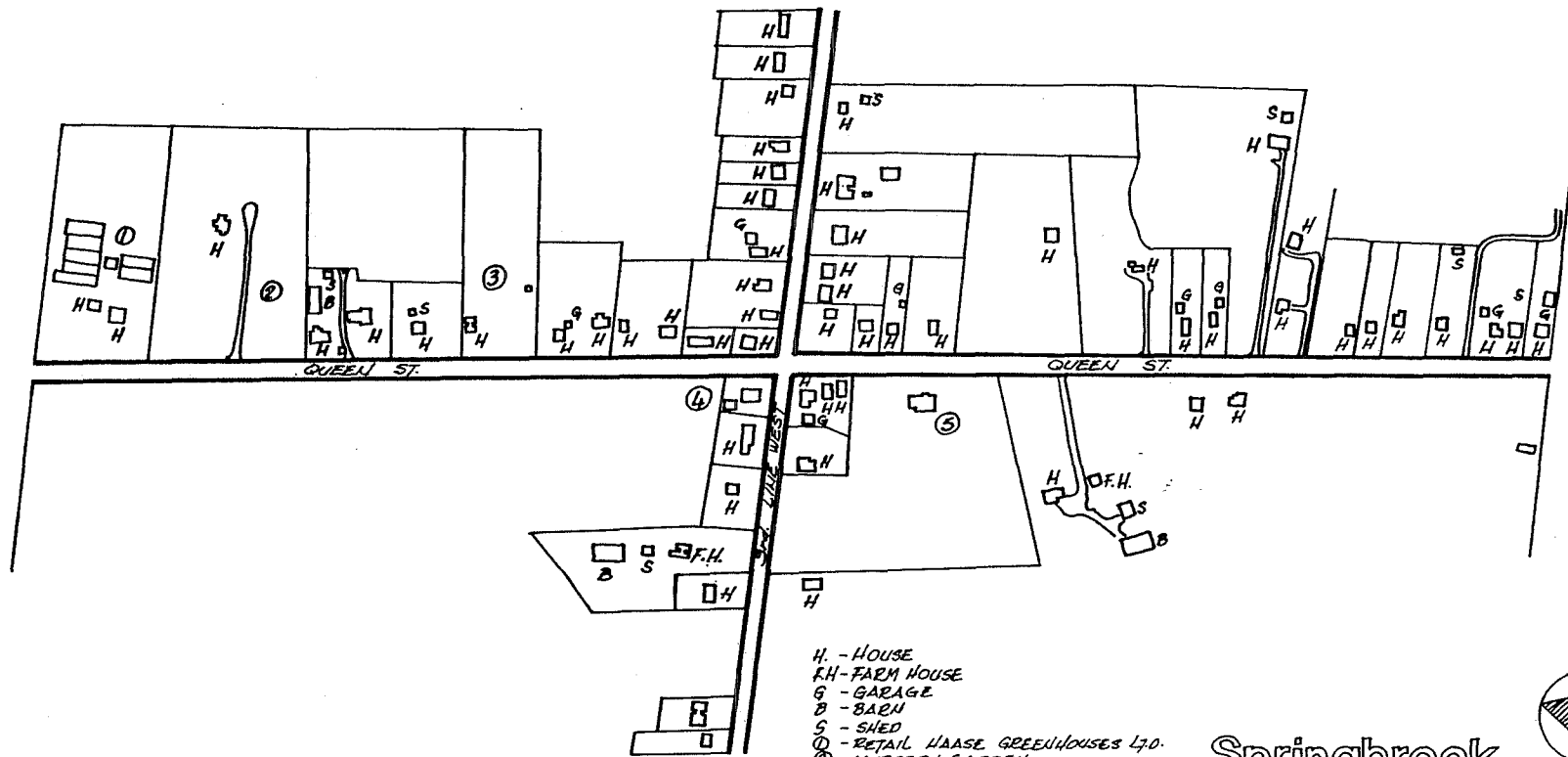
- * - ASSOCIATED RESIDENCE
- H - HOUSE
- B - BARN
- S - SHED
- G - GARAGE
- AMENDMENT 'S' AREA AND ASSOCIATED DEVELOPMENTS
- ULTIMATE EXPANSION LIMIT

✱ - SPECIAL FEATURE

Castlemore

Schedule "E(iii)"

NOTE:
See Policies 2.1.2.1 - 2.1.2.1.5

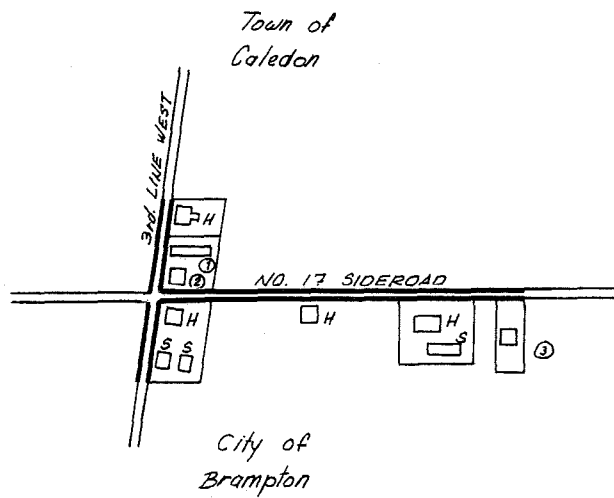


NOTE:
See Policies 2.1.2.2 - 2.1.2.3

-Limits Of Settlement Shown By
Thickened Road Lines.

Springbrook

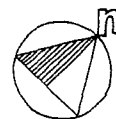
Schedule "E(iv)"



NOTE:
See Policies 2.1.2.2.-2.1.2.2.3

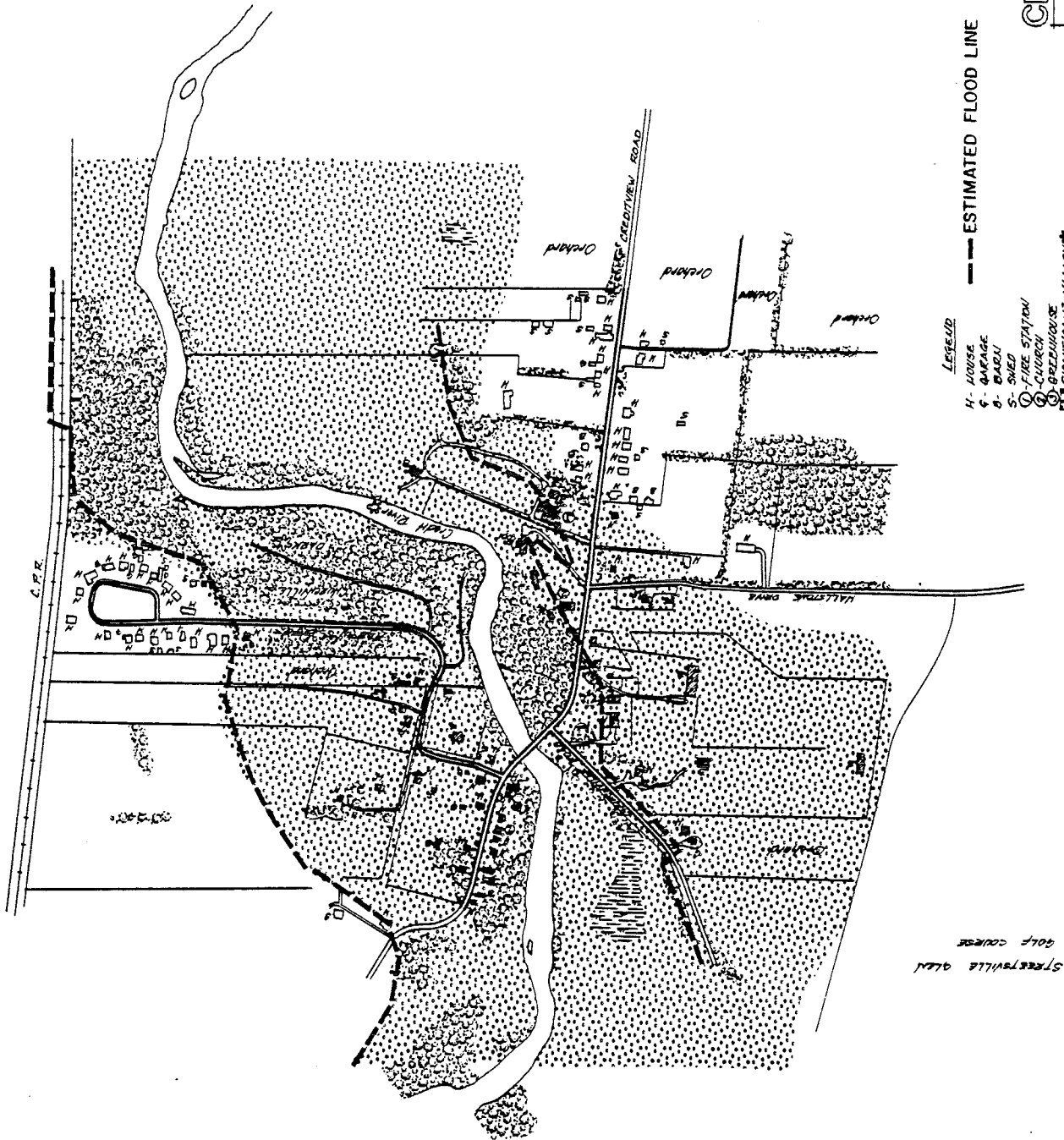
LEGEND

- H - HOUSE
- S - SHED
- ① - HORSE STALL
- ② - UNITED CHURCH AND RESIDENCE
- ③ - COTTAGE



Alloa

Schedule "E(v)"



Churchville

Schedule "E(vi)"

--- ESTIMATED FLOOD LINE

LEGEND

H- HOUSE

G- GARAGE

B- BARN

S- SHED

F- FIRE STATION

C- CHURCH

W- WOODED AREA

M- MARSH

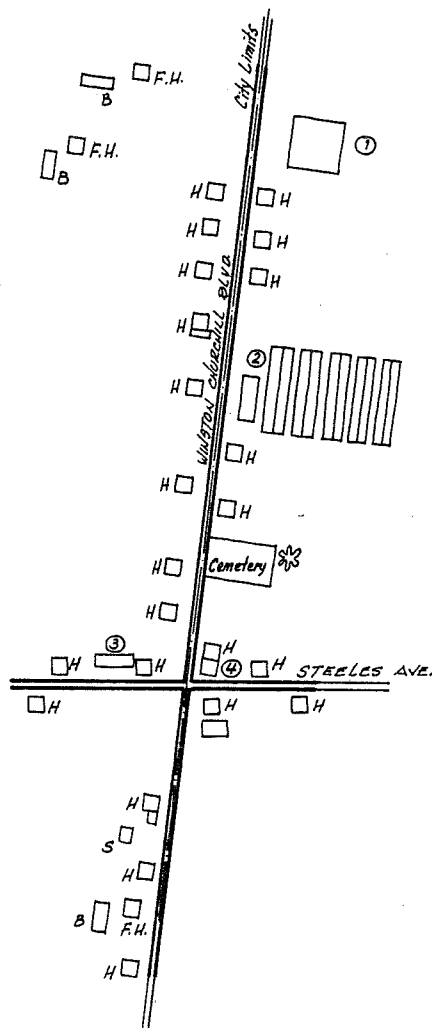
* SPECIAL FEATURE

NOTE: See Policies 2.1.2.2-2.1.2.2.3 & Schedules B & C

-Limits Of Settlement Shown By Thickened Road Lines.

REGION OF
HALTON

CITY OF
BRAMPTON



NOTE:
See Policies 2.1.2.3-2.1.2.3.2



LEGEND

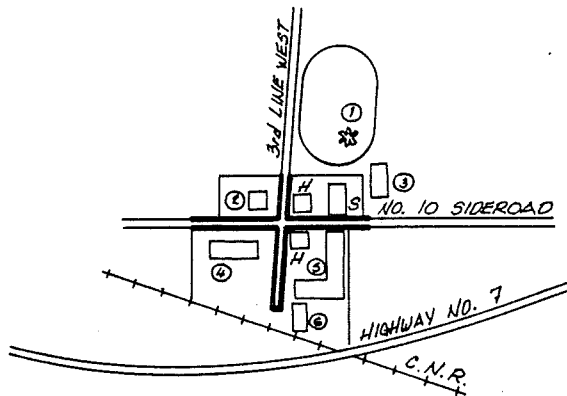
- H- HOUSE
- F.H.- FARM HOUSE
- B- BARN
- S- SHED
- ①- MAPLE LODGE FARMS
- ②- VAN TOYL AND SONS- GREENHOUSES, GARDEN CENTRE
- ③- ALMA CUSTOM BUILDERS
- ④- ESSO GAS STATION

✱- SPECIAL FEATURE

Whaley's Corners

Schedule "E(vii)"

-Limits Of Settlement Shown By Thickened Road Lines.

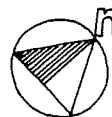


NOTE: See Policies 2.1.2.3 - 2.1.2.3.2

-Limits Of Settlement Shown By Thickened Road Lines.

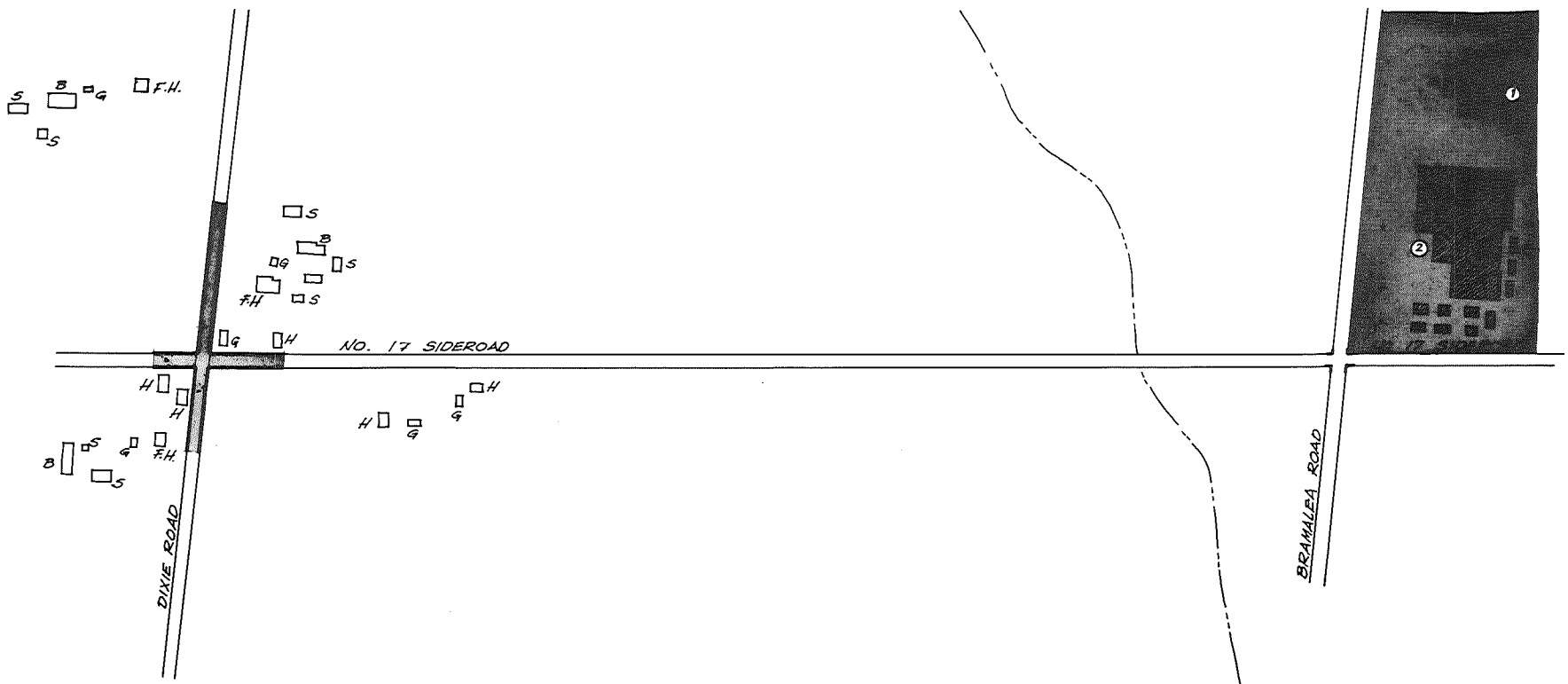
LEGEND

- H- HOUSE
- S- SHED
- ①- HORSE TRACK
- ②- CANADIAN REFORMED CHURCH
- ③- HOUSE TRAILER
- ④- GARAGE - RESIDENCE
- ⑤- BECKFORD'S MOTEL
- ⑥- SWIMMING POOL
- *- SPECIAL FEATURE



Pleasant

Schedule "E(viii)"



NOTE:
See Policies 2.1.2.3-2.1.2.3.2

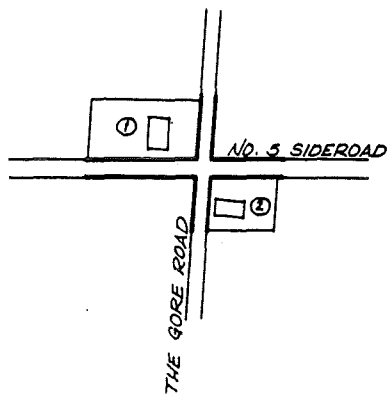
LEGEND
H - HOUSE
FH - FARM HOUSE
B - BARN
S - SHED
G - GARAGE
■ ISOLATED SOCIAL SERVICES
COMPLEX
① - MAYFIELD RECREATION COMPLEX
② - MAYFIELD SECONDARY SCHOOL

-Limits Of Settlement Shown By Thickened Road Lines.

Mayfield



Schedule "E(ix)"



NOTE:
See Policies 2.1.2.3-2.1.2.3.2

LEGEND

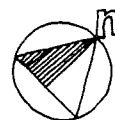
*3- SPECIAL FEATURE

①-COMMUNITY HALL

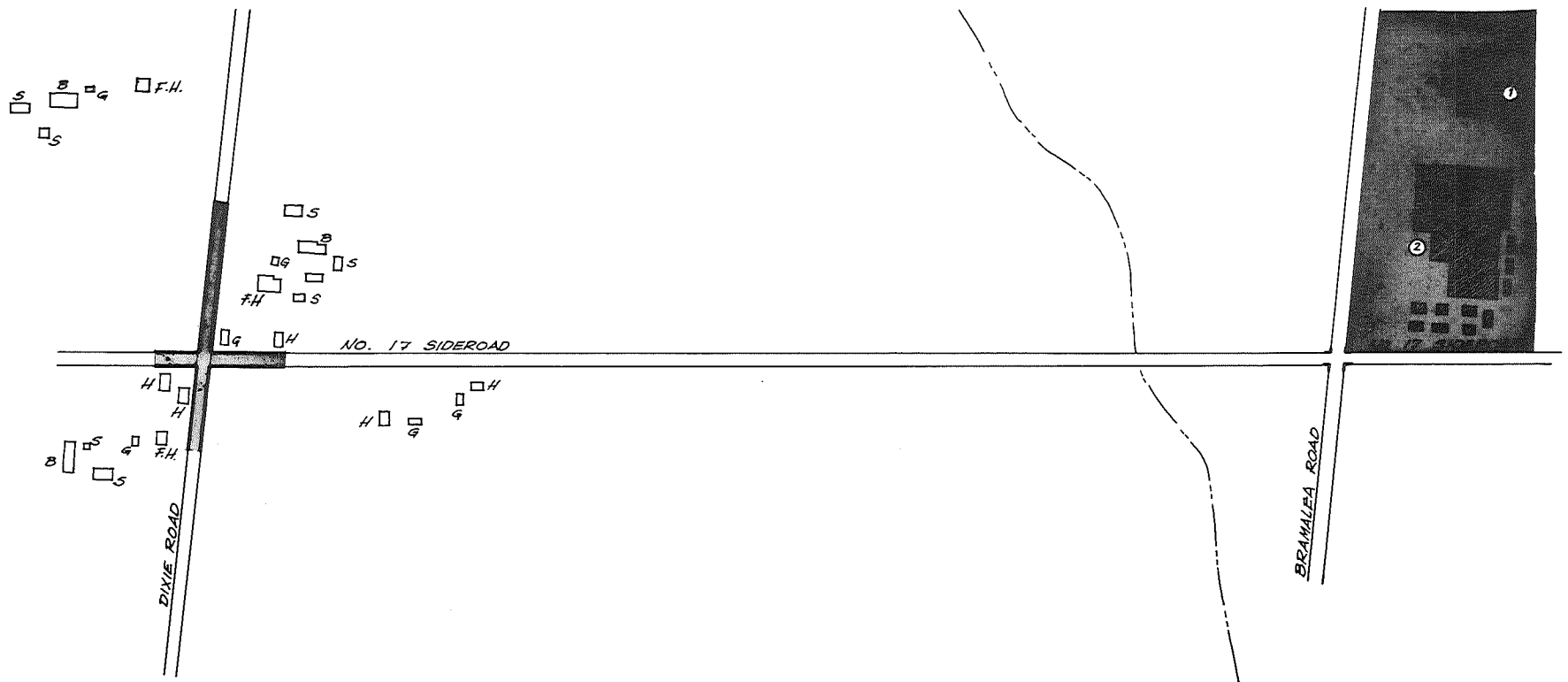
②-UNITED CHURCH AND
EARLY CEMETARY

-Limits Of Settlement Shown By Thickened Road Lines.

Ebenezer



Schedule "E(x)"



NOTE:
See Policies 2.1.2.3-2.1.2.3.2

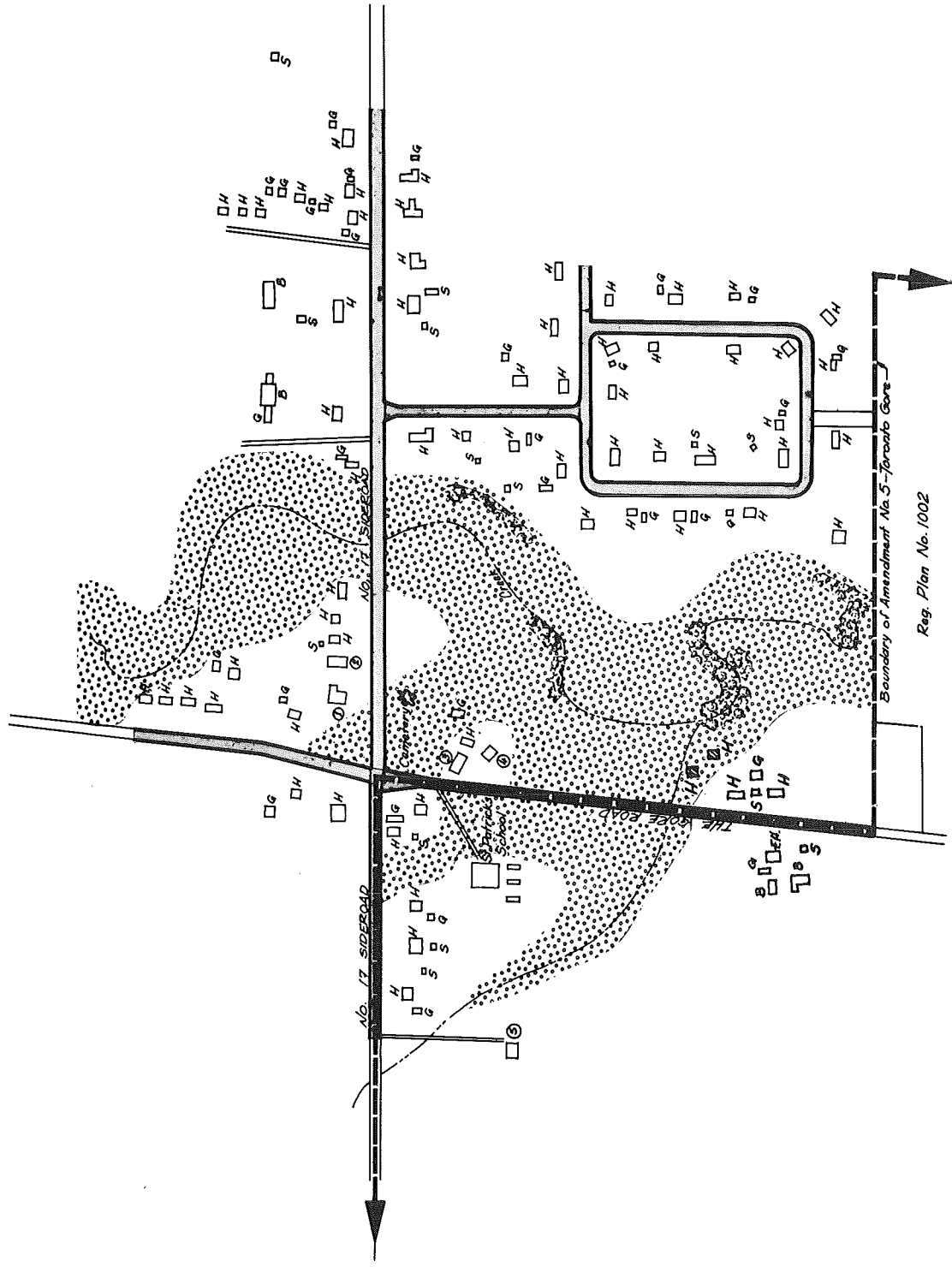
LEGEND
 H - HOUSE
 FH - FARM HOUSE
 B - BARN
 S - SHED
 G - GARAGE
 ■ ISOLATED SOCIAL SERVICES
 COMPLEX
 ① - MAYFIELD RECREATION COMPLEX
 ② - MAYFIELD SECONDARY SCHOOL

-Limits Of Settlement Shown By Thickened Road Lines.

Mayfield

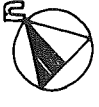


Schedule "E(ix)"



- LEGEND**
- H - HOUSE
 - FH - FARM HOUSE
 - G - GARAGE
 - S - SHED
 - B - BARN
 - 1 - O'BRIEN'S GENERAL AND RESIDENCE
 - 2 - ALF'S AUTO BODY
 - 3 - ST. PATRICK'S CATHOLIC CHURCH
 - 4 - LORETTO CONVENT
 - 5 - MARYFIELD CREDIT UNION
 - Limits Of Settlement Shown By Thickened Road Lines.

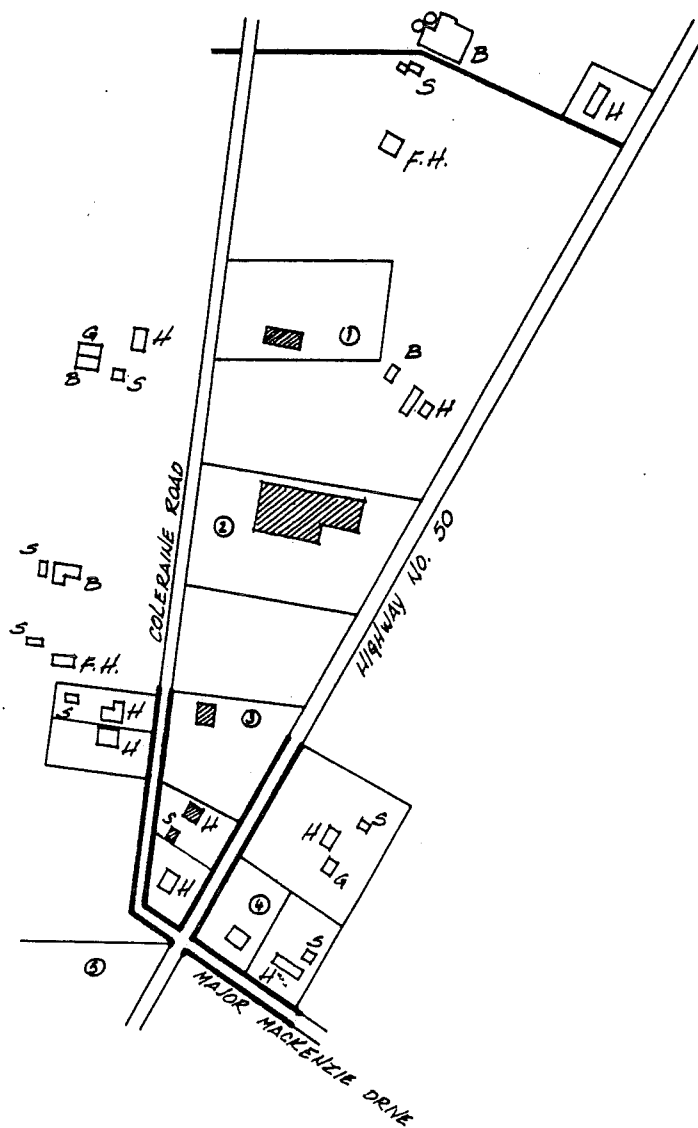
- SIGNIFICANT VALLEY
- WOODED AREA



Wildfield

NOTE: See Policies 2.1.2.3-2.1.2.3.2

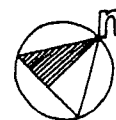
Schedule "E(xi)"



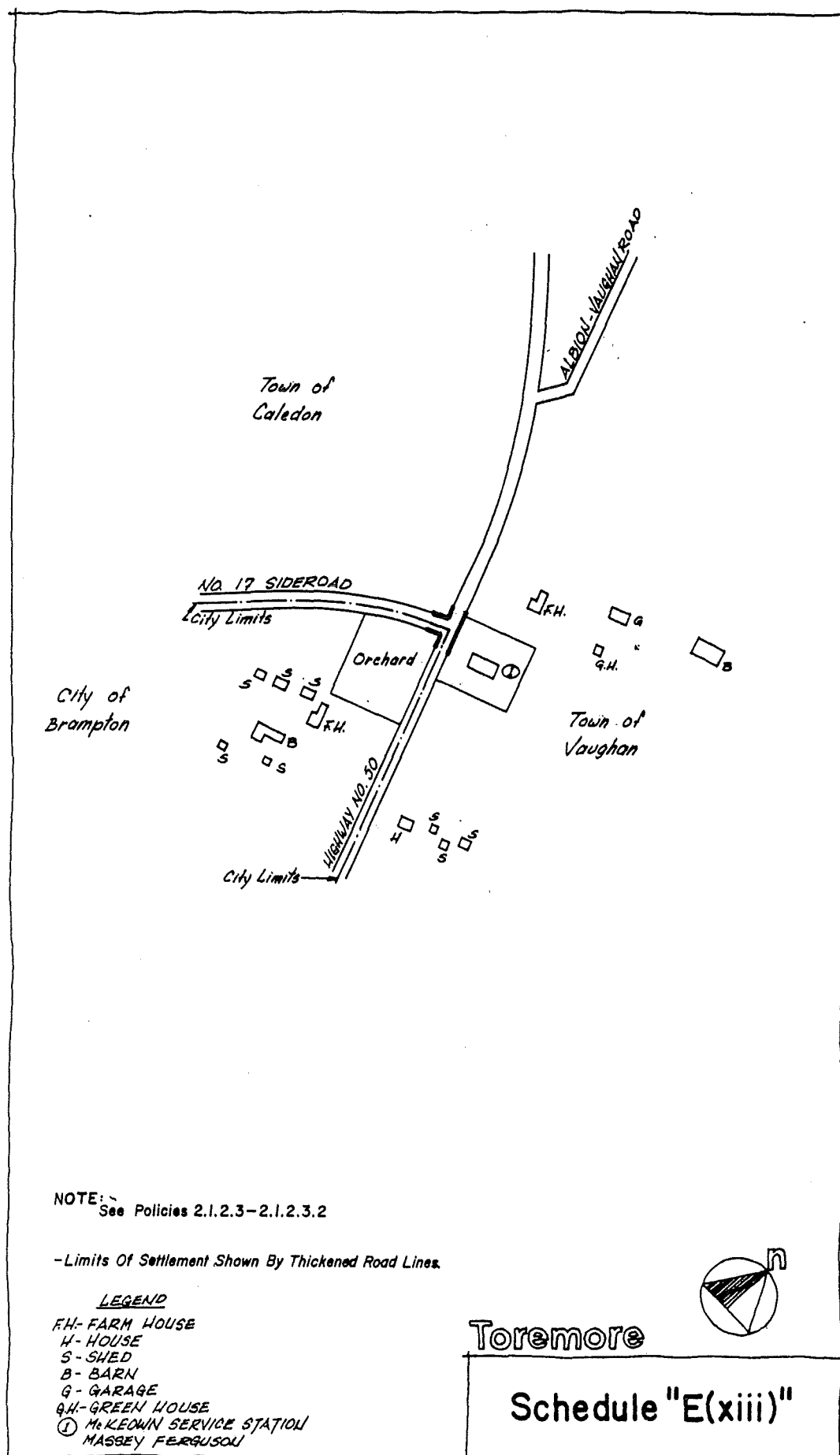
- H - HOUSE
 F.H. - FARM HOUSE
 B - BARN
 G - GARAGE
 S - SHED
 ① - FERNVIEW CONSTRUCTION
 ② - EMORY WOODWORKING
 ③ - ROMA FENCE
 ④ - WATSON SERVICE STATION AND ASSOCIATED RESIDENCE
 ⑤ - INDUSTRIAL SUBDIVISION
 - Limits Of Settlement Shown By Thickened Road Lines.

NOTE: See Policies 2.1.2.3-2.1.2.3.2

Coleraine



Schedule "E(xii)"



SECTION 2.2 COMMERCIAL

- 2.2.3 **OBJECTIVE:** The concentration of retail stores, offices and other services into a hierarchy of well-planned commercial centres appropriate to trade area population.

Policies

- 2.2.3.1 Council shall encourage a distribution of Regional, District, Neighbourhood and Convenience Commercial Areas in accordance with the policies of this Plan and the general criteria in Table 2.

Central Commercial Corridor

- 2.2.3.2 Definition

The following commercial areas are designated on Schedule "F" as the Central Commercial Corridor for Brampton:

- (i) the Bramalea City Centre (Dixie Road and Queen Street);
- (ii) the Four Corners Commercial Area (focused on the intersection of Queen Street and Main Street);
- (iii) the Shoppers World Shopping Centre (Main Street and Steeles Avenue);
- (iv) the commercial area along Queen Street between Main Street and Heart Lake Road; and
- (v) the area adjacent to the Region of Peel Court House (east and west of Main Street, south of Steeles Avenue).

TABLE 2
CRITERIA FOR
MAJOR RETAIL/SERVICE SHOPPING CENTRES

<u>CHARACTERISTIC</u>	<u>CONVENIENCE</u>	<u>NEIGHBOURHOOD</u>	<u>DISTRICT</u>	<u>REGIONAL</u>
Main Tenants	Jug Milk or Grocery Store	Supermarket and Drug Store	1-2 Junior Department Stores and a Supermarket	2 or more Department Stores and 1 or more Supermarkets
Location	Preferably on Collector Roads	On Arterial Roads or Collector Roads	Intersection of Arterial Roads or Highways	Intersection of Highways
Range of Gross Leasable Area	500-2 000 m ² (5 400-21 500 ft. ²)	2 000-9 000 m ² (21 500-96 900 ft. ²)	9 000-28 000 m ² (96 900-301 400 ft. ²)	28 000-100 000+m ² (301 400-1 076 400 ft. ²)
Site Area	0.4-0.8 ha (1-4 Acres)	1.6-3.2 ha (4-8 Acres)	4-12 ha (10-30 Acres)	12-24 ha (30-60 Acres)
Approximate Population Served	5 000-20 000	20 000-30 000	40 000-60 000	75 000-150 000

Policies

- 2.2.3.3 The Central Commercial Corridor shall be developed and reinforced as the major higher order retail and office commercial area for the City of Brampton.
- 2.2.3.4 In the development and improvement of private commercial uses and public areas and facilities in the Central Commercial Corridor, consideration shall be given to special landscaping and other site planning requirements to reinforce and improve this area as a major functional and visual focus for the City.
- 2.2.3.5 The Central Commercial Corridor designation on Schedule "F" along Queen Street East between Heart Lake Road and along Main Street South between the Four Corners Commercial Area and the Shoppers World Commercial Centre does not indicate that commercial uses are to be permitted along said street segments, but rather indicates that special landscaping and improvements should be considered in these areas to emphasize their function as visual linkages in the overall Central Commercial Corridor.

Four Corners Area

2.2.3.6 Definition

The Four Corners Commercial designation on Schedule "F" shall include a broad range of retail, service, office, entertainment, institutional and public uses, medium and high density residential uses and other ancillary uses.

Policies

- 2.2.3.7 The commercial component of the Four Corners Commercial Area shall be developed predominantly as an office and specialty shopping area within the Central Commercial Corridor, with supporting high density residential development.

2.2.3.8 Council shall encourage the rehabilitation and redevelopment of the Four Corners Commercial Area, with consideration to be given to such matters as:

- (i) provision of off-street parking facilities;
- (ii) improvement of bus terminal facilities;
- (iii) streetscape improvements such as plantings, lighting, street furniture;
- (iv) the conservation of historically significant buildings and sites;
- (v) the expansion and improvement of public works and facilities;
- (vi) facilitating private action to improve buildings and sites; and
- (vii) pedestrian malls.

2.2.3.9 The type, location and interrelationship of land uses in the Four Corners Commercial Area will be detailed in a Secondary Plan.

2.2.3.10 More specific tertiary plans may be developed on a sub-area basis where necessary to integrate the design of existing or potential development of a number of properties.

Regional Commercial

2.2.3.11 Definition

Regional Commercial is a land use category on Schedule "F" of this Plan defined as a group of commercial establishments planned and developed as a unit. Regional Shopping Centres generally range from 28 000 to 100 000+square metres (301 400 to 1 076 400+ square feet) of Gross Leasable Area in size and the principal tenants are major full-line department stores.

Primary permitted uses include retail stores, offices, entertainment facilities, and service establishments catering to personal or household needs. Complementary uses such as automobile service stations, car washes, warehouses, and maintenance and repair services that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted.

Policies

- 2.2.3.12 The Bramalea City Centre, located at the intersection of Dixie Road and Highway No. 7 shall be developed as a major component of the Central Commercial Corridor.
- 2.2.3.13 The detailed ultimate development of the Bramalea City Centre will be defined in a secondary plan. Commercial development in the Bramalea City Centre shall not exceed:
 - (i) 111 480 square metres (1 200 000 square feet) of commercial uses space;
 - (ii) 92 900 square metres (1 000 000 square feet) of business office space and non-retail commercial uses; and
 - (iii) 32 515 square metres (350 000 square feet) of hotel space and convention facilities.
- 2.2.3.14 The Shoppers World regional commercial area at the intersection of Main Street and Steeles Avenue shall be reinforced as a major component of the Central Commercial Corridor.
- 2.2.3.15 The development of a commercial centre at the location of the Regional Commercial designation of the northwest corner of Bovaird Drive and Heart Lake Road may occur subsequent to the full development of the Heart Lake Town Centre. The detailed function, size and timing of such a commercial development will be determined on the basis of a marketing analysis and commercial impact study.

Specialty Office-Service Commercial

2.2.3.16 Definition

The Specialty Office-Service Area land use designation on Schedule "F" of this Plan may include areas predominantly used for offices related to business services, financial institutions, insurance, real estate, professional and governmental functions, and hotels and related facilities.

In addition, retail and personal service uses necessary to serve the employees of the Specialty Office-Service Area may be permitted.

2.2.3.17 A Secondary Plan shall be formulated for the Specialty Office-Service Commercial area and adjacent residential areas, that indicates:

- (i) the location by land blocks of commercial and governmental offices, residential and related uses, open space, and environmentally sensitive areas; and
- (ii) a system of internal roads that minimizes direct access to Highway No. 10 and the exposure of residential uses to traffic generated by the commercial development.

District Commercial

2.2.3.18 Definition

The District Commercial category on Schedule "F" of this Plan is defined as a group of commercial establishments planned and developed as a unit. District Shopping Centres generally range from 9 000 to 28 000 square metres (96 900 to 301 400 square feet) Gross Leasable Area in size and the principal tenants are junior or discount department stores.

Primary permitted uses include retail stores, offices, entertainment facilities and service establishments catering to personal or household needs.

Complementary uses such as automobile service stations, car washes, and maintenance and repair services that are not obnoxious by reason of noise, vibration, odour or smoke and which do not require outside storage may be permitted.

Uses such as community services, open space, recreational facilities, cultural facilities and other institutional uses may also be permitted.

- 2.2.3.19 It is intended that the Heart Lake Town Centre, a proposed District Commercial centre, will be developed as the commercial focus of the general area north of Bovaird Drive and west of Heart Lake Road.

Neighbourhood Commercial

2.2.3.20 Definition

The Neighbourhood Commercial category on Schedule "F" of this plan 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. 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.

Convenience Commercial

2.2.3.21 Definition

Convenience Commercial areas, consisting of one or more retail or service establishments planned and developed as a unit are permitted in the Convenience Commercial and Highway and Service Commercial designations on Schedule "F", and the Residential designation on Schedule "A".

Policies

- 2.2.3.22 Although Convenience Commercial areas may be as large as 2 000 M² (21 500 ft.²) in gross leasable area (see Table 2), such areas are generally less than 1 000 M² (10 750 ft.²) in size.
- 2.2.3.23 Convenience Commercial development within existing or proposed residential neighbourhoods shall be permitted only in cases where such uses are primarily pedestrian-oriented and are considered compatible with existing or proposed development. A secondary plan amendment will be required to permit the development of Convenience Commercial areas in locations not already so designated.

Interpretation

- 2.2.3.24 The location of future Regional, District and Neighbourhood Commercial designations on Schedule "A" and Schedule "F" of this Plan are conceptual in nature. Council may approve a commercial centre proposal that is in the general vicinity of a particular commercial designation without an amendment to this plan, subject to the following:
- (i) the commercial centre proposal is of the type and scale designated for the particular area in this Plan;
 - (ii) the commercial centre proposal does not detrimentally encroach upon the primary trade area of an existing, viable competing centre; and
 - (iii) the projected level of commercial service in the trade area is not reduced.

In such cases where a commercial centre is approved that meets all the requirements of a particular designation, but is beyond the limits of the designation on Schedule "A" and Schedule "F" of this Plan, no further commercial development of a similar type or scale shall be approved either within or in the general vicinity of the particular designation.

INTRODUCTION

The policies of this section of the Plan are concerned with the Commercial designation on Schedule "A" and the more specific designations of commercial uses on Schedule "F". The Commercial designation on Schedule "A" includes the broad range of commercial uses covered in this section. On Schedule "F", the general Commercial designation on Schedule "A" is divided into the following more specific categories: Central Commercial Corridor, Four Corners Commercial, Specialty Office-Service Commercial, Regional Commercial, District Commercial, Neighbourhood Commercial, Convenience Commercial, and Highway and Service Commercial. Many of the definitions and policies of this section are concerned with one or more of the specific designations on Schedule "F".

2.2.1 General Definition

The commercial land use designation as shown on Schedule "A" includes areas predominantly used for retail or wholesale stores, office and service functions, cultural, and entertainment facilities, and may include community service buildings.

2.2.2 OBJECTIVES:

- (i) The development of a strong office and service component in order to provide a high level of service and to provide employment opportunities in this sector. It is a desirable target that retail service and other related employment categories represent 55 per cent of total employment.

- (ii) The maintenance of a strong retail commercial structure to serve all but the most specialized needs of residents. It is desirable that an inventory of retail gross leasable area of 1.86 square metres (20 square feet) per capita be maintained and that an objective of 1.1 square metres (12 square feet) per capita of office space be achieved.

General Policies

- 2.2.2.1 The Central Commercial Corridor (see policy 2.2.3.2) shall be the preferred location for major regional and city-wide scale office development.
- 2.2.2.2 Local office and service development shall be encouraged to locate in planned commercial centres.
- 2.2.2.3 Council shall encourage the development of major offices and service functions in Brampton in cooperation with the Region of Peel and the Brampton Board of Trade.
- 2.2.2.4 The City shall endeavor to maintain an up-to-date inventory of commercial space and other marketing data to monitor the commercial structure and facilitate private decision-making in the commercial sector.
- 2.2.2.5 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.

Shopping Centre Impact Studies

- 2.2.3.25 Every application for the development of a Regional, District or Neighbourhood Commercial area shall contain supporting information indicating the economic, physical, and transportation impact of the proposed development. The economic impact studies 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. All such studies shall be reviewed by the City and used as a basis for approval or refusal of a particular application.

Phasing and Integration of Commercial Areas

- 2.2.3.26 The detailed location and configuration of Regional, District, and Neighbourhood Commercial areas and all other commercial uses may be delineated in Secondary Plans.
- 2.2.3.27 Regional and District Commercial areas may be developed in stages where this is appropriate to meet the needs of a growing trade area population. At each stage, approval pursuant to Section 35a of the Planning Act will be required. Guidelines will be established in the first phase for the development of the complete centre.
- 2.2.3.28 The development and phasing of commercial areas that are planned and managed as a unit and are of sufficient scale to accommodate the preponderance of establishments appropriate to a given location shall be encouraged.
- 2.2.3.29 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.

Highway and Service Commercial

2.2.4 OBJECTIVE: The development of well-planned commercial areas to accommodate highway and service commercial uses.

2.2.4.1 Definition

The Highway and Service Commercial land use designation on Schedule "F" incorporates areas to be used predominantly for highway commercial, service commercial, or industrial uses with a commercial component.

Policy

2.2.4.2 Where appropriate, a specific designation of either Highway Commercial or Service Commercial along with any relevant detailed policies may be included in Secondary Plans.

Highway Commercial

2.2.4.3 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 site 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.

Policies

2.2.4.4 In order to achieve well-designed and integrated highway commercial areas, Secondary Plans may be developed for the areas designated Highway Commercial that indicate:

- (i) the location by land blocks of the various types of permitted uses, classified by general physical and functional characteristics;
- (ii) a system of internal roads that minimizes direct access from commercial uses to highways or arterial roads;
- (iii) the location of major ingress and egress points to highways or arterial roads; and
- (iv) the location of Hazard Lands or Environmentally Sensitive Areas.

2.2.4.5 When evaluating applications for the development of commercial or industrial uses in Highway Commercial areas having outside storage, consideration shall be given, among other things to:

- (i) the types and locations of outside storage facilities and their effects on adjacent properties;
- (ii) the location and number of on-site parking spaces for all types of vehicles and their effect on adjacent properties; and
- (iii) the type and volume of vehicular traffic generated by the particular use and its effects on adjacent properties.

2.2.4.6 Automobile service stations and car washes are permitted uses in all of the land use categories on Schedule "A" of this Plan provided that such uses are designated as Highway Commercial in Secondary Plans.

2.2.4.7 Consideration shall be given to the development of automobile service stations and car washes only in the following general locations:

- (i) at or adjacent to the intersections of arterial roads or highways; and
- (ii) incorporated into planned shopping centres or planned highway commercial areas.

2.2.4.8 The following may be considered by Council in reviewing an amendment to the Restricted Area By-law to permit automobile service stations or car washes:

- (i) the type of service being provided;
- (ii) the market impact of a proposed service station on existing service stations;
- (iii) the physical and functional relationship between these uses and other commercial uses in a planned commercial centre or a highway or service commercial area; and
- (iv) the provisions of subsection 2.2.6.4 of this plan.

Information regarding any or all of these considerations may be required as part of an application to permit such uses.

Service Commercial

2.2.4.9 Definition

Service Commercial uses include small scale retail, service and office uses which are moderately space-intensive and are moderate generators

of vehicular traffic, such as personal services, convenience retail, medical and specialized services catering to a City-wide area, restaurants and small offices.

Policy

2.2.4.10 Service Commercial areas may be designated in Secondary Plans within those areas designated Highway and Service Commercial on Schedule "F".

2.2.5 OBJECTIVE: Aesthetically attractive commercial development.

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

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

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

- 2.2.6 OBJECTIVE: A harmonious interface between commercial uses and other land uses.

Policies

- 2.2.6.1 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.

- 2.2.6.2 Regard shall be had to the effect of the scale, bulk, and design of mixed commercial-residential developments on adjacent designated residential areas, and any deleterious effects related to traffic and overshadowing shall be discouraged.

- 2.2.6.3 The development of residential uses in combination with commercial uses in designated Commercial areas shall be permitted subject to the following considerations:

- (i) that amenity space is provided exclusively for the residential component and is functionally separated from public areas associated with the commercial component;
- (ii) that any audio, visual, or pollution effects that emanate from the commercial component and may adversely affect the residential component be minimized; and
- (iii) that parking and service areas associated with the commercial component are physically or functionally separated from such areas associated with the residential component.

2.2.6.4 When evaluating proposals to develop or expand automobile service stations or car washes, particular regard shall be had for the following:

- (i) the potential audio, visual, and air pollution effects of such a use on adjacent existing or proposed uses; and
- (ii) the potential effects of such a use on the parking and traffic circulation generated by adjacent uses, and on the traffic movement on adjacent streets.

2.2.7 OBJECTIVE: The safe and efficient movement of pedestrians and vehicles within commercial developments and on adjacent roads.

Policies

2.2.7.1 The number, location, spacing, and design of vehicular access and egress points from the road system to commercial uses shall be regulated in order to avoid hazards to pedestrian and vehicular traffic.

2.2.7.2 Provisions shall be made for transit vehicles in the design of commercial areas, where deemed appropriate.

2.2.7.3 The type and design of signs related to commercial uses shall be regulated in accordance with appropriate By-laws and the Highway Traffic Act as amended from time to time.

2.2.7.4 Adequate well designed off-street parking, loading, and service areas shall be required on the site of each commercial development, and designed in such a manner as to not conflict with the movement of traffic on vehicular and pedestrian areas internal to the particular site and on public rights-of-way.

- 2.2.7.5 The design, construction and maintenance of the vehicular and pedestrian areas and driveways of commercial and related developments shall be regulated in accordance with the By-laws of Council as amended from time to time, and by means of agreements pursuant to Section 35a of the Planning Act.
- 2.2.8 **OBJECTIVE:** The development of convenience retail and service facilities in Rural Settlements designated for expansion, to provide for the needs of surrounding rural areas as they develop.
- 2.2.8.1 Limited convenience commercial development may be permitted within Huttonville, Tullamore and Castlemore.
- 2.2.8.2 Council may require that submissions for convenience commercial developments in Rural Settlements contain information regarding the market feasibility of the proposed developments and whether or not it will affect the viability of any existing nearby commercial uses.
- 2.2.8.3 The design of commercial development in Rural Settlements may be regulated under Section 35a of the Planning Act where appropriate to give detailed consideration of the impacts of such development on nearby uses.

SECTION 2.3 INDUSTRIAL

2.3.1 Definition

The Industrial land use designation shown on Schedule "A", shall include lands predominantly used for manufacturing, cleaning, packaging, processing or assembly of goods, foods or materials, repairing and servicing operations, warehousing, storage of bulk goods and transportation terminals.

A Prestige Industrial designation may be used in Secondary Plans. This designation shall include industrial operations carried out within an enclosed building with no outside storage.

Non-industrial uses may be permitted in a designated Industrial area provided they do not interfere with nor are detrimental to the development of the area for primarily industrial uses. Such non-industrial uses may include parks and open space, public and commercial recreation facilities, community services, educational uses, retail and office uses ancillary to an industrial use, and limited free-standing retail warehousing operations, service and office uses.

Retail warehousing uses shall include space-extensive retail operations dealing in home furnishings or home improvement products.

- 2.3.2 **OBJECTIVE:** Sufficient industrial development to maintain a financially viable balance between industrial (plus other business) and residential assessment.

Policies

- 2.3.2.1 Council shall encourage the development of industrial areas of sufficient size to ensure an adequate supply, range and choice of industrial sites over the planning period.

2.3.2.2 Council shall promote the development of industrial areas in locations accessible to existing and proposed transportation terminal facilities and major components of the regional, provincial and national transportation system, including airport, road and rail facilities.

2.3.3 OBJECTIVE: A form and location of industrial development that does not conflict with other land uses.

Policies

2.3.3.1 Industry shall be buffered from residential or public areas by such means as berms and increased yards. Fencing or screening will be required where deemed appropriate.

2.3.3.2 Developments within industrial areas abutting non-industrial uses shall meet the following criteria:

- (i) no outside storage;
- (ii) not likely to generate air pollution, odour or excessive noise; and
- (iii) will meet a high standard of building design, yards, and landscaping.

2.3.3.3 Amendments to the Restricted Area By-law of the municipality shall not be approved that permit the development of residential uses in the proximity of existing industrial uses that are located in designated industrial areas and that are in compliance with all standards contained in any Province of Ontario legislation or regulations made thereunder, that would result in the aforesaid industrial uses ceasing to be in compliance with said standards. This policy shall not be applied in cases where the necessary corrective measures are either taken voluntarily by the affected industrial use or uses, or are not considered by the City to be unduly expensive or onerous to implement.

2.3.4 OBJECTIVE: Attractive industrial areas.

Policies

2.3.4.1 In accordance with Section 35a of the Planning Act, Council shall endeavour to ensure a general high quality of design. In this regard due consideration shall be given to such elements as:

- (i) the siting and design of buildings;
- (ii) exterior construction materials and colours;
- (iii) vehicular access points, parking layout, and internal circulation system;
- (iv) rail access points;
- (v) location, lighting and screening of parking areas;
- (vi) landscaping and fencing; and
- (vii) storage and garbage disposal facilities.

2.3.4.2 Council shall endeavour to ensure that the design of commercial uses in industrial areas is harmonious in architectural character, style and building material with adjacent developments.

2.3.4.3 Proponents of industrial development may be required to submit a Landscape Plan which must be approved by the City prior to the issuance of a building permit.

- 2.3.5 **OBJECTIVE:** Efficient industrial areas that best meet the personal service needs of both employer and employee.

Policies

- 2.3.5.1 Secondary Plans shall be formulated for both existing and undeveloped areas designated Industrial as a guide for development (see Policy 7.2.5 of Chapter 7).
- 2.3.5.2 A number of industrial classifications may be established in secondary plans for designated Industrial areas, based upon:
- (i) the requirements of industry for road and rail access;
 - (ii) the inter-relationship of different industrial firms;
 - (iii) the need to minimize potential conflicts between different classes of land uses; and
 - (iv) the demands for regional and municipal services.
- 2.3.5.3 Council shall encourage the development of industrial areas of sufficient size to realize long term economies of scale in the provision of transportation facilities, physical services and utilities.
- 2.3.5.4 Council may permit retail, office or other ancillary uses either within industrial buildings or in separate buildings within a complex of associated industrial buildings provided that they are clearly accessory to the primary industrial use.
- 2.3.5.5 Free-standing service and office uses will be permitted in an area designated Industrial in this Plan, only if the areas proposed for such uses are designated for commercial development in a secondary plan.

2.3.5.6 Service Commercial uses such as restaurants, banks and offices proposed in industrial areas will be encouraged to locate in industrial malls or in conjunction with existing commercial developments.

2.3.5.7 Service Commercial uses, offices, retail warehouse uses, and public and private commercial recreation facilities may be permitted in an industrial area subject to the following criteria:

- (i) the site is peripheral to the industrial area in which it is located and is in proximity to an arterial road;
- (ii) commercial development along arterial roads, interior to industrial areas will be discouraged;
- (iii) the site has satisfactory access to the road system and the potential to be served by public transit;
- (iv) where feasible and practicable, access to arterial roads will be restricted and vehicular access will be oriented to collector roads interior to the industrial area;
- (v) off-street parking, outdoor and service areas are located and screened to minimize adverse effects on nearby non-industrial uses; and
- (vi) the uses are provided with yards sufficient to minimize adverse influences on nearby uses.

This Plan recognizes six industrial designation exceptions, as shown on Schedule "A", to the generality of the foregoing and the general intent and purpose of the Plan. It is not intended that these designations be precedents for further industrial development in the Rural designation. These exceptions are as follows:

2.3.6 SITE A - (Concession 6, W.H.S.; West Half of Lot 2)

2.3.6.1 Definition

This industrially designated property shall be used for a poultry and egg processing plant and ancillary uses including the growing of field and grain crops and development of ponds and lagoons for the natural treatment of organic waste.

Policies

- 2.3.6.1.1 The land use shall be low density whereby the vast majority of the lands remain open and free of man-made structures including parking lots.
- 2.3.6.1.2 The owner shall be fully responsible for the necessary sanitary sewage treatment facilities.
- 2.3.6.1.3 A heavily landscaped buffer strip, along the perimeter of the property, shall be provided and maintained by the owner.

2.3.7 SITE B - (Concession 6, W.H.S.; Part of the East Half of Lot 10)

2.3.7.1 Definition

This industrially designated property shall be used for a precision instruments manufacturing and assembly plant.

Policies

- 2.3.7.1.1 The following general development criteria shall apply:
 - (i) the intended industrial use will be one of low density and low intensity with a minimum coverage of the site by buildings, structures, parking and service areas;

- (ii) existing healthy trees are to be retained wherever possible;
- (iii) the banks of the Credit River are to be retained in an undisturbed state and no building or structure, excepting fences and bank stabilization works, shall be located in flood vulnerable areas or within 300 feet of the top of the steep banks of the Credit River;
- (iv) the buildings to be erected on the site shall be as unobtrusive as possible;
- (v) the principal building shall be located as far as possible from existing road allowances that existing major topographic conditions and treed conditions permit without compromising parts (ii) and (iii) above;
- (vi) the owner shall be responsible for the provision of an adequate, potable water supply and sanitary waste disposal facilities; and
- (vii) the lands not covered by structures, including roads and parking areas, shall be maintained in an attractive, natural state or may be used for basic agricultural purposes (i.e. excluding structures, other than fences, which are ancillary to the agricultural use).

2.3.7.1.2 The trees that are to be retained on the site, as per site development agreement, shall be protected against damage during the construction phase, including final lot grading.

2.3.7.1.3 Access to Highway 7 shall be restricted to one location acceptable to the Ministry of Transportation and Communications.

2.3.8 SITE C - (Concession 11, N.D.; Part of East Half of Lot 12)

2.3.8.1 Definition

This industrially designated property shall accommodate a small number of isolated, dry industries. A dry industry shall mean an industry which does not use or require any water for cooling, processing or equipment washing; water use is merely to serve the domestic needs of the employees.

Policies

- 2.3.8.1.1 The provision of water and sanitary sewage disposal facilities shall be the responsibility of the developer.
- 2.3.8.1.2 One ingress/egress to Highway 50, which is acceptable to the Ministry of Transportation and Communications, shall be permitted.
- 2.3.8.1.3 The developer shall be responsible for the modification and maintenance of the natural drainage channel existing on the site to the satisfaction of the City Engineering Department and the Metropolitan Toronto and Region Conservation Authority.
- 2.3.8.1.4 Buildings on lots abutting Highway 50 shall be designed to achieve a high aesthetic standard.
- 2.3.8.1.5 No outside storage shall be permitted on lots abutting Highway 50.
- 2.3.8.1.6 A heavily landscaped buffer strip along the perimeter of the property shall be provided by the developer and maintained by the occupant of each lot.

2.3.9 SITE D - (Concession 8, N.D.; Part of Lots 14 and 15)

2.3.9.1 Definition

This industrially designated property shall accommodate a single, food manufacturing and distribution complex.

Policies

2.3.9.1.1 The industrial undertaking will be low density in nature whereby the total floor area of all buildings or structures shall not exceed 25 percent of the site area.

2.3.9.1.2 There shall be no outside storage of goods or materials on the site.

2.3.9.1.3 The entire site, including buildings or structures, shall be designed and landscaped to achieve a high aesthetic standard.

2.3.10 SITE E - (Concession 1, W.H.S.; Part of East Half of Lot 16)

2.3.10.1 Definition

This industrially designated property shall accomodate a seed cleaning or seed wholesale operation.

Policy

2.3.10.1.1 Council shall encourage future on-site industrial development to occur at a maximum set-back from the northern boundary of the property in order that inter-face problems with future abutting residential development are minimized.

2.3.11 SITE F - (Concession 5, E.H.S.; Part Lot 14, south of Steeles)

2.3.11.1 Definition

A welding equipment manufacturing and warehousing centre will be accommodated on this industrially designated site.

2.3.12 SITE G - (Concession 1, W.H.S.; Part Lot 11)

2.3.12.1 Definition

This industrially designated property shall accommodate a supermarket in addition to permitted industrial and commercial uses.

SECTION 2.4 INSTITUTIONAL

2.4.1 Definition

The Institutional designation on Schedule "A" includes lands which are predominantly used for hospitals, homes for the aged, nursing homes, correctional institutions and associated facilities, colleges, universities, major public, religious, military and cultural buildings and may include service clubs.

2.4.2 **OBJECTIVE:** The integration of institutions into the urban area.

Policies

2.4.2.1 The City shall encourage institutions to pay due regard to the following locational principles:

- (i) Convenient access to at least one arterial or collector road;
- (ii) access to public transit where appropriate; and
- (iii) compatibility with the surrounding area.

2.4.2.2 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.

- 2.4.3 OBJECTIVE: The accessibility of public buildings to the handicapped.

Policies

- 2.4.3.1 The City will endeavour to ensure that all new public buildings shall be accessible to the handicapped and shall promote the adaptation of existing public buildings to make entrances, amenities and services accessible where feasible.
- 2.4.3.2 The City shall encourage the identification with the International Symbol of Access of all Institutional buildings and amenities which are accessible to the handicapped.

- 2.4.4 OBJECTIVE: Visual and functional separation of the Correctional Institution from new development.

Policy

- 2.4.4.1 Where development occurs adjacent to the Correctional Institution and the O.P.P. Training Center, the City shall encourage the appropriate Provincial Ministries to construct fencing and undertake landscaping and other measures deemed necessary to ensure the efficiency and safety of the institutional functions.

SECTION 2.5 OPEN SPACE

INTRODUCTION

The general designation "Open Space" on Schedule "A" of this Plan incorporates three subdesignations, namely "Public Open Space", "Conservation Areas", and "Open Space-Brampton Esker" which are shown on Schedule "G"; one subdesignation, "Open Space-Cemeteries" which is shown on Schedule "A"; and the major elements of one subdesignation, "Hazard Lands" which is shown on Schedule "B". The objectives and policies respecting "Hazard Lands" are contained in Subsection 1.2, while those respecting the other four subdesignations are grouped under this section entitled Open Space .

2.5.1 PUBLIC OPEN SPACE

2.5.1.1 Definition

Lands designated "Public Open Space" on Schedule "G" of this Plan will eventually be used for public outdoor and indoor recreation areas and facilities of neighbourhood, community, district and city-wide significance. Conservation Areas which also serve a public open space function, but for a broader population base, have their own separate designation.

2.5.1.2 GENERAL POLICIES

- 2.5.1.2.1 The City will prepare and periodically update a Parks and Recreation Master Plan as a detailed basis for the location of recreational facilities and for the dedication of lands for parks and recreation purposes. Such a plan will be formulated on the basis of the policies contained in this Plan and will be adopted by resolution of Council.

- 2.5.1.2.2 The City will review the Parks and Recreation Master Plan periodically and amend its standards for parks and recreation facilities where necessary to reflect the utilization of existing facilities, anticipated demand, and the financial position of the municipality.
- 2.5.1.2.3 The specific existing or potential use of lands designated "Public Open Space" on Schedule "G" shall be defined in Secondary Plans and in the Parks and Recreation Master Plan.
- 2.5.1.2.4 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.
- 2.5.1.2.5 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.
- 2.5.1.2.6 Lands designated Public Open Space on Schedule "G" and Hazard Lands on Schedule "B" may be used for the predominantly passive recreational purposes provided that the control of the appropriate Conservation Authority is respected.
- 2.5.1.3 **OBJECTIVE:** A system of parks, recreation facilities and programs that provides a wide selection of leisure opportunities for residents of all ages and socio-economic groups, accommodating both organized or spontaneous and active or passive activities and that optimizes public expenditures.

Policies

- 2.5.1.3.1 Lands may be acquired for parks and recreation purposes by means of the land dedication provisions related to plans of subdivisions and site plans, the provisions of agreements between the City and Conservation Authorities, the allocation of funds for this purpose in the municipal budget, and donations, gifts or bequests of individuals or corporations to the City for this purpose.
- 2.5.1.3.2 Parks and recreation facilities shall be designed and developed so that a wide range of activities can be accommodated within the same area or structure in accord with changing needs and trends.
- 2.5.1.3.3 The requirement and development of public parks and recreation facilities shall be based where feasible on the neighbourhood, community, district and specialized parks and areas service level policies and standards contained hereunder. The minimum area required for public open space is 4 hectares (10 acres) per 1 000 population. This 4 hectares (10 acres) per 1 000 population standard does not include Conservation Authority parks or private commercial recreation areas.
- 2.5.1.3.4 On the average, the 4 hectares (10 acres) per 1 000 population parkland requirement can be broken down in terms of the Public Open Space hierarchy, and in terms of a total and minimum tableland requirement as indicated in Table 3.
- 2.5.1.3.5 As implied in Table 3, the City shall require a minimum of 1.84 hectares (4.6 acres) of Public Open Space tableland per 1 000 population in urbanized residential areas which is suited to the construction of Parks and Recreation buildings, structures, active playing fields and ancillary facilities.
- 2.5.1.3.6 The City shall require a suitable dedication of land for park and open space purposes as a condition of approval for development or redevelopment.

TABLE 3

MINIMUM PUBLIC OPEN SPACE REQUIREMENT

(Per 1 000 Population)

<u>Public Open Space Level</u>	<u>Total Minimum Requirement</u>	<u>Minimum Tableland Requirement</u>
Neighbourhood and Community	2.4 hectares (6 acres)	1.6 hectares (4 acres)
District	0.4 hectares (1 acre)	0.24 hectares (0.6 acres)
Special Parks and Areas, Parkettes and Open Space Links	1.2 hectares (3 acres)	0.16 hectares (0.4 acres)
TOTAL	4 hectares (10 acres)	2 hectares (5 acres)

- 2.5.1.3.7 Connecting walkways and pedestrian grade separations, channelized storm drainage systems and protective buffer areas between conflicting land uses will not be included as part of the public open space requirement.
- 2.5.1.3.8 Notwithstanding the foregoing, it shall be the policy of the City of Brampton that all valleylands and floodplains shall be conveyed to the City or, in appropriate circumstances, to the relevant conservation authority in connection with development.
- 2.5.1.3.9 In Rural Estate development areas, the City shall require the public dedication of all valleyland and floodplain areas, and an appropriate amount of tableland for recreational facility development.
- 2.5.1.3.10 In reviewing future residential development within the Urban Boundary and Rural Settlement areas the City shall have regard for the potential recreational value of valleylands and may consider these areas as part of the open space requirement, up to a maximum of 34%, providing that the City deems that the lands are readily accessible and suitable to serve the recreational needs of the population within a defined geographic area.
- 2.5.1.3.11 The City may waive the land dedication requirements and may accept cash in lieu of the land conveyance, or the City may accept a park dedication on lands other than those contained in the particular subdivision or development plan.
- 2.5.1.3.12 All lands dedicated to the City shall be conveyed in a physical condition satisfactory to the City. The City may refuse to accept Hazard Lands as part of the dedication of land required under policy 2.5.1.3.6.
- 2.5.1.3.13 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.

2.5.1.3.14 Council may minimize existing or projected neighbourhood and community recreation site deficiencies 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 provide on-site recreational facilities in accord with policy 2.1.1.4.11.

2.5.1.3.15 The City may lease undeveloped private land within any land use designation and contribute to site improvements for outdoor recreation facilities where necessary to satisfy public demand for such facilities.

NEIGHBOURHOOD PARKS

2.5.1.3.16 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) an area with play equipment and other special facilities;
- (ii) an open grassed area for running and active play;
- (iii) a shade or treed area for quiet activities such as reading, sitting and supervision of children; and
- (iv) miscellaneous elements, including landscaping, benches, walks and other paved areas.

b) Size of Parks

Neighbourhood parks will range in size according to population served, however a minimum size of .0.8 hectares (2 acres) is desirable to accommodate essential activity spaces.

COMMUNITY PARKS

2.5.1.3.17 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) fields for baseball, football, soccer, field hockey and softball;
- (ii) courts for tennis, basketball, bocce, volleyball, handball, horseshoes, shuffle board, etc.;
- (iii) arena (ice surface) 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 sledding;
- (vi) landscaped areas for passive activities;
- (vii) hard-surface multi-sport pads;
- (viii) community playground for older youth and may include neighbourhood playground; and

- (ix) park landscaping, furniture and equipment including benches, walkways, trees and shrub planting, fencing, trash containers etc.

b) Size of Parks

In order to accommodate the spaces and facilities noted above, community parks will generally be approximately 12 hectares (30 acres) in size, but may range from 6 to 18 hectares (15 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.

DISTRICT PARKS

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

a) Activity Spaces and Facilities

Depending on available acreage, topography and natural features, the district park will contain a number of facilities that require at least 50 000 population for support, and the development of the park depends on the interest within the service area. Such areas may include, but are not limited to the following:

- (i) picnic areas and nature areas;
- (ii) natural or man made ponds for aesthetic, fishing or water oriented activities;
- (iii) lake and water sports;
- (iv) mini-golf facilities;

- (v) sports fields and specialized limited-interest sports fields (e.g. cricket pitches);
- (vi) multi-use recreation buildings;
- (vii) outdoor theatres;
- (viii) band shells; and
- (ix) botanical gardens and greenhouses.

b) Size of Parks

In order to accommodate the spaces and facilities appropriate to a particular service area and location, district parks should generally be a minimum of 20 hectares (50 acres) in size.

The provision of a district park depends on the availability of a suitable site and the size of and facilities contained in community and specialized parks and areas in the particular service area.

SPECIALIZED PARKS AND AREAS

- 2.5.1.3.19 Specialized parks and areas shall be acquired and developed according to the following criteria.

a) Activity Spaces and Facilities

Specialized parks and areas are those that because of their unique natural and physical features or facility development serve residents of the entire municipality.

Depending on available space, topography and natural features, the specialized parks and areas may contain a number of indoor and outdoor facilities. It is also recognized that certain specialized areas and facilities may be accommodated in Community or District Parks.

Specialized parks and areas may include, but are not limited to the following:

- (i) fairgrounds;
- (ii) ski and sledding facilities;
- (iii) marinas and major water areas;
- (iv) zoos and equestrian facilities;
- (v) formal horticultural and memorial areas;
- (vi) major and special interest indoor and outdoor sports facilities;
- (vii) preservation areas and environmentally unique and sensitive areas;
- (viii) race track;
- (ix) motorized vehicle recreation facilities;
- (x) day and overnight camping areas; and
- (xi) public golf courses.

b) Size of Parks

The size of specialized parks and areas depends on the number and type of facilities to be accommodated and the characteristics of a particular site.

PARKETTES

- 2.5.1.3.20 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

Parkettes shall be of varying sizes and shall be provided primarily in medium and high density areas, commercial areas, and industrial areas, and along major traffic routes (particularly at intersections) for aesthetic, and resting purposes, and/or active play needs of the young.

- 2.5.1.4 OBJECTIVE: The development of a continuous system of open space to provide physical and visual linkages throughout the entire open space system and to provide opportunities for walking, hiking and cycling in a pleasant safe environment separated from vehicular traffic where feasible.

Policies

- 2.5.1.4.1 Where practicable, acquire and improve valleys, swales and other linear natural features as open space links between parks.
- 2.5.1.4.2 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.

- 2.5.1.4.3 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.
- 2.5.1.4.4 Utility rights-of-way, easements across private lands and similar means shall be utilized where appropriate to establish open space links.
- 2.5.1.4.5 Parks should be developed adjacent to valleys, swales and other open space links, where practicable.
- 2.5.1.4.6 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.
- 2.5.1.4.7 Trails along valleys or through wooded areas on lands designated Rural Estate shall be developed in accordance with policy 2.1.3.2.7.
- 2.5.1.5 OBJECTIVE: A bikeway system.

Policies

- 2.5.1.5.1 In cooperation with other levels of government and private organizations, the City may consider the establishment of a system of bikeways. A bikeway system plan will be prepared as a component of the Parks and Recreation Master Plan.
- 2.5.1.5.2 It is not intended that there will be a completely continuous and separate bikeway system, and Council recognizes that the bicyclist may have to become a pedestrian at various points in the system. However, where feasible and deemed necessary by Council, separate shared bicycle and pedestrian paths should be constructed:

- (i) along major open space links;
- (ii) along major arterial roads - particularly in areas of high traffic volume and congestion; and
- (iii) along the perimeters of parks, golf courses, school and other institutional sites, and commercial centres.

2.5.1.6 **OBJECTIVE:** The development of parks that contain topographical features and significant treed areas that are both aesthetically interesting and recreationally useful.

Policies

2.5.1.6.1 When selecting the location of park sites, due regard shall be had for:

- (i) woodlots and hedgerows that can tolerate the type of recreational usage expected in a particular park; and
- (ii) significant natural features and undulating topography.

2.5.1.6.2 Where a park site is located on relatively flat topography and it is deemed to be appropriate, certain areas of the site may be regraded to create topographical relief.

2.5.1.7 **OBJECTIVE:** The conservation of significant natural topographic, geological and botanical features in the urban area for aesthetic and recreation purposes.

Policies

2.5.1.7.1 In the development of parks, regard shall be had that the natural landscape, flora and fauna are not disturbed beyond that which is necessary for proper access and provision of active and passive recreational opportunities.

- 2.5.1.7.2 In conjunction with development, Council and other public agencies shall endeavor to acquire all creek valleys (as defined by the top of the natural bank) and areas of significant natural relief that are environmentally sensitive or support significant natural vegetation.
- 2.5.1.7.3 Council shall utilize Section 35a of the Planning Act and may pass a tree cutting by-law pursuant to Section 4 of The Trees Act or take other action as required to ensure that significant natural features to be retained in private ownership are conserved as much as possible in their natural state.
- 2.5.1.7.4 Council will endeavor to maintain and increase the stock of trees in the urban area by planting trees in the street rights-of-way and in other locations. The number of trees to be planted will be determined by Council as part of an overall tree program. Trees to be planted in the street right-of-way will be selected with respect to mature height and other characteristics to be compatible with adjacent uses and with utility installations such as overhead lines.
- 2.5.1.8 **OBJECTIVE:** Recreation areas and facilities that provide for the special requirements of handicapped persons.

Policies

- 2.5.1.8.1 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.
- 2.5.1.8.2 The City shall consider the development of recreation programs for the handicapped.

- 2.5.1.9 OBJECTIVE: The protection of residential areas from recreation activities that generate significant noise levels.

Policies

- 2.5.1.9.1 Council shall restrict very high noise generating activities such as rock concerts, motorized vehicle use and model airplane flying to areas where high noise levels will not impinge on residential areas.
- 2.5.1.9.2 Council shall give consideration to developing facilities for high noise generating recreational activities in areas well removed from residential development.
- 2.5.1.9.3 The design and administration of parks and recreation facilities shall be such that adjacent residential areas are reasonably well buffered from high noise levels or glare associated with recreation facilities and activities.
- 2.5.1.10 OBJECTIVE: Recreation areas, facilities and programmes that serve the specific needs of residents in the service area.

Policy

- 2.5.1.10.1 Council may involve residents served by a particular park or recreation facility in the design and programming of such a facility. Such means as public meetings, surveys and workshop sessions may be used to foster the involvement of residents.

2.5.2 CONSERVATION AREAS

2.5.2.1 Definition

The use of lands designated "Conservation Area" on Schedule "G" of this Plan shall be for water management, flood control or related conservation purposes, or for public outdoor recreation and related facilities which serve a population base extending beyond the City of Brampton. Conservation Areas are owned and operated by various Conservation Authorities which have jurisdictions in the City of Brampton.

Policy

- 2.5.2.2 It is the intent of the City to co-operate with the various Conservation Authorities in coordinating the planning, development and activity programming of Conservation Areas as a component of the total Open Space system.

2.5.3 OPEN SPACE - BRAMPTON ESKER

2.5.3.1 Definition

The area designated "Open Space-Brampton Esker" on Schedule "G" defines the limits of the area having potential for gravel extraction associated with the geological feature commonly known as the Brampton Esker. This area is particularly significant for its extensive recreational and open space after-use potential.

Policies

2.5.3.2 Council shall initiate the establishment of a working committee comprised of City of Brampton representatives, officials from other governmental agencies having jurisdiction, and owners of the gravel pit operations within the Brampton Esker. This committee will direct and oversee the process of formulating a Secondary Plan for the Brampton Esker area.

2.5.3.3 A predominantly public open space oriented Secondary Plan that indicates the uses of the area after gravel extraction is complete will be formulated for the area designated as "Open Space-Brampton Esker" on Schedule "G". The following matters will be considered in the process of formulating the Secondary Plan:

- (i) areas to be acquired by public agencies for recreation purposes and conservation purposes;
- (ii) the specific land and water-oriented recreation facilities to be developed in each sub-area in implementing the concept;
- (iii) areas to be retained in private ownership and the type and form of development to be permitted in these areas;

- (iv) the maximum extent of gravel extraction to occur in each sub-area of the Brampton Esker recognizing that a significant amount of the gravel reserves in the esker area should continue to be utilized;
- (v) the treatment of lands that are presently publicly owned;
- (vi) criteria regarding gravel extraction operations such as setbacks from development, buffers, gravel pit slopes, ground-water pumping, and backfilling;
- (vii) measures to be taken to protect significant viable woodlots;
- (viii) the phasing and general timing of the completion of gravel extraction and the development of public and private after-uses;
- (ix) the impact of Highway 410 and protection measures to be taken by developers or Council; and
- (x) the relationship of the proposed development strategies to the recommendations set forth in the report entitled The Brampton Esker: Physical Characteristics and Potential After Uses which forms part of the Appendix to this Plan.

2.5.3.4 To the extent that it can be achieved under Provincial legislation, Council will require, in co-operation with the Ministry of Natural Resources, that any application to expand an existing operation will be accompanied by a site plan for rehabilitation of the pit in conformity with the Secondary Plan and site plans for the area.

2.5.3.5 Council will discourage the licencing of new or abandoned pits in the Brampton Esker.

- 2.5.3.6 Where a gravel pit is not subject to the provisions of the Pits and Quarries Control Act (1971), Council shall endeavour to negotiate with the owner of such a pit for the rehabilitation of the pit in a manner that conforms with the Secondary Plan. Such negotiation may be part of the process of evaluating a plan for the development of part of the land parcel on which the gravel pit is located.
- 2.5.3.7 The Province and other public agencies shall be requested to contribute to the rehabilitation and development of the Brampton Esker area for recreation and conservation purposes as reflected in the Secondary Plan.

2.5.4 OPEN SPACE - CEMETERIES

Introduction

The purpose of this sub-section is to provide the basis for evaluating applications under the Cemeteries Act for new cemeteries and crematoria as well as enlargement of existing cemeteries.

2.5.4.1 Definition

The designation "Open Space-Cemeteries", as shown on Schedule "A", refers to land set apart or used as a place for the interment of the dead.

2.5.4.2 Policies

2.5.4.2.1 Cemeteries may be permitted in areas designated Open Space-Cemeteries, Rural and Rural-Commercial.

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

2.5.4.2.3 Crematoria, columbaria and mausoleums shall be located only in cemeteries and be subject to site plan approval pursuant to Section 35a of The Planning Act.

2.5.4.2.4 In approving applications for new cemeteries or the enlargement of existing cemeteries Council shall give consideration to the following:

- (i) impact of traffic on surrounding properties and the road system;
- (ii) limited ingress and egress;
- (iii) adequate off-street parking and internal traffic circulation;
- (iv) tree planting and landscaping to complement the plot plan, existing contours and the surrounding area;
- (v) screening where deemed appropriate; and
- (vi) soil and sub-soil conditions.

- 2.5.4.2.5 Council may consider designating one or more historic cemeteries subject to the advice of the Brampton Heritage Board.

SECTION 2.6 PRIVATE COMMERCIAL-RECREATION

2.6.1 Definition

The Private Commercial-Recreation designation shown on Schedules "A" and "F", include recreation facilities which are available to private club members or the general public on a pay-as-you-play basis.

Permitted uses and structures may include golf courses, driving ranges, fish and game farms or clubs, tent or trailer camping facilities, swimming pools, skating rinks, curling rinks, racquet and handball courts, lawn bowling greens, bowling alleys, and other properly designed and screened uses and structures similar to the foregoing uses.

Policies

- 2.6.2 Structures permitted within the Private Commercial-Recreation designation outside the urban boundary, as defined on Schedule "A", shall be low density, low intensity in nature and shall adequately protect the rural character and natural landscape features. Lot coverage by parking facilities and structures shall not exceed five percent (5%).
- 2.6.3 Development applications shall be subject to site plan approval according to the provisions of Section 35a of the Planning Act.
- 2.6.4 Policy 2.5.1.9.3 regarding noise and light pollution, applies.
- 2.6.5 Where lands designated Private Commercial-Recreation are owned or operated by the City, policies under Section 2.5 of the Plan may apply without amendment to this Plan.

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SECTION 2.7 RURAL-COMMERCIAL

2.7.1 Definition

The Rural-Commercial designation, as shown on Schedule "A" of the Plan, includes low density, low intensity agricultural uses; low density, low intensity, outdoor oriented institutional, recreational and commercial uses; and public uses, such as roads, utilities and their accessory facilities. Permitted uses may include a drive-in theatre, recreation vehicle storage facilities, golf driving ranges, miniature golf courses, go-kart tracks, amusement parks, and other similar uses.

Policies

2.7.2 The permitted uses and associated buildings and structures shall meet the following conditions:

- (i) the proposed uses of land, buildings or structures, including their location and design, secure the open space character of the area by low density development;
- (ii) major natural features such as streams, valleys, tree stands, hedgerows and orchards are preserved; and
- (iii) the rural character shall be preserved by landscaping, tree planting, berms and screening.

2.7.3 Council shall endeavor to ensure that there be no direct access to a Provincial Highway for any use permitted within the Rural-Commercial designation.

SECTION 2.8 RURAL

2.8.1 Definition

The Rural designation as shown on Schedule "A" includes all agricultural activities and other low density, low intensity uses associated with conservation management, outdoor sports, natural resource education and non-commercial recreation. Farm residences, limited non-farm related residences, Transfer Stations associated with waste management operations, Sanitary Landfill operations (i.e. by Amendment to this Plan), and mineral extraction operations will also be permitted.

2.8.2 **OBJECTIVE:** The availability of some land for agriculture and related uses.

Policy

2.8.2.1 Council shall encourage the Provincial and Federal Governments to study and improve tax adjustments and incentives for genuine farm operations; to implement programs which increase farm returns, reduce farm costs, and establish stability and a long-term investment horizon; and to return idle land back into agricultural production.

2.8.3 **OBJECTIVE:** Limited non-farm related uses in areas having long-term land resource capabilities for agriculture.

Policies

2.8.3.1 Council shall request the local Field Representative of the Ministry of Agriculture and Food to apply the appropriate technical provisions of the Agricultural Code of Practice, as amended from time to time, when

processing severance or variance applications associated with non-agricultural uses which are in close proximity to a livestock operation. Council will recommend refusal of a development proposal where the proposal fails to comply with the provisions of the Agricultural Code of Practice unless the applicant can demonstrate that this action will cause him unfair and unreasonable hardship.

2.8.3.2 It is the intent and policy of Council that land severances be discouraged in rural areas in order to achieve the following goals to the extent practicable:

- (i) preservation of good agricultural land, particularly agricultural lands identified by the Canada Land Inventory as having a Class 1 to Class 4 soil capability for agricultural pursuits;
- (ii) prevention of conflicts between agricultural activities and non-agricultural activities;
- (iii) preservation of the rural landscape;
- (iv) protection of the natural environment, particularly areas of environmental sensitivity, such as headwater areas, flood-plains, river valleys, and areas of natural tree cover;
- (v) prevention of the pollution of ground and surface water; and
- (vi) protection of the primary objective of the regional and local road system, which is the movement of vehicles with a minimum of interruption and danger.

2.8.3.3 It is the intent of Council that if, after consideration of the goals, objectives and policies set out in the Plan, it is still felt that a severance may be appropriate in a particular case, all the following development criteria shall apply and be strictly adhered to:

- (i) parcels created by severance shall be so located relative to the agricultural remainder that they do not interfere with the agricultural use;
- (ii) a severance shall be permitted only when the applicant has been the registered owner of the parcel concerned for a minimum period of five consecutive years prior to the date of application;
- (iii) no additional severances should be permitted as extensions to or within existing built-up or strip development areas outside of identified Rural Settlements;
- (iv) severance applications located within recognized villages or hamlets may be granted as infilling, provided that the Land Division Committee is satisfied that it is genuine infilling between existing developed lots, and a plan of subdivision is not necessary for the proper and orderly development of the area;
- (v) if a septic tank system or a well is required, evidence must be produced from the local Medical Officer of Health before the severance is granted, that the parcel resulting from the severance is of adequate size and the soil conditions are suitable for the successful operation of the septic tank system or well;
- (vi) the size of any parcel created by a severance should be appropriate to the use proposed;

- (vii) the resulting parcel from a residential severance should generally not be larger than 2 (two) acres in size;
- (viii) where a parcel of land resulting from a severance is to be used for residential purposes, the frontage shall be equal to approximately one-half the depth;
- (ix) adjoining residential lots should have uniform lot depth and shape wherever possible;
- (x) access to a public road shall be limited to one point of egress/ingress by a one-foot reserve along the road frontage;
- (xi) the permitted structure should be subject to an appropriate setback from the boundary of a public road, to minimize the impact of traffic upon the privacy areas;
- (xii) ribbon development along highways or major roads should be prevented, with direct access from these roads being restricted (Lots created by consent should, where possible, have access only from minor public roads to which adequate year round access is available. Where a severance is granted on a Provincial Highway, Regional Road or Local Road access to it should be limited by a one foot reserve along the road frontage, to no more than one driveway. The comments of Municipal Departments of Planning and Engineering, the Regional Departments of Planning and Public Works and/or the Ministry of Transportation and Communications where applicable should be obtained as to the adequacy to sight lines in the vicinity of the application and as to whether road widenings are required.);
- (xiii) no more than two severances per 100 acre original farm half lot shall be permitted even if the proposed severance complies with all of the preceding criteria;

- (xiv) no transfer of severances would be allowed from one 100 acre half lot to another;
- (xv) notwithstanding Clauses (i) and (xiii), when two or more farms are amalgamated and an existing house, excluding a mobile home, becomes surplus to the need of the farmer owning the newly amalgamated farm, this house may be considered for severance; and
- (xvi) notwithstanding Clause (xiii), past or future severances for municipal and public use shall not be considered in determining the maximum number of severances permitted per 100 acre original farm half lot.

- 2.8.3.4 Sub-section 2.8.3.3 shall not be construed to prohibit the erection without severance of one additional house or one mobile home, which would be well screened from public rights-of-way, on a genuine operating farm to accommodate related or unrelated farm help, if permitted by restricted area by-law.
- 2.8.3.5 Development on land severances may be subject to site plan control in accordance with Section 35 (a) of the Planning act.
- 2.8.3.6 Seasonal farm help accommodation shall be considered on individual merit and be subject to the controls and regulations of a special Zoning By-law.
- 2.8.3.7 If utility and transportation corridors intrude on the Rural designation it is Council's policy to retain as much as possible of the existing road network, while minimizing the adverse impacts of the subject corridors on farm units and households.

- 2.8.3.8 In conjunction with extraction, such other uses as aggregate storage, facilities for crushing, washing or sorting, asphalt manufacture, concrete batching, clay products manufacturing and other directly related uses may be permitted within a licensed extractive mineral area.

SECTION 2.9 PARKWAY BELT

Introduction

The Parkway Belt West System is a major structural element of the Toronto-Centred Region concept that among other things provides for urban areas physically arranged in two tiers across the top and to the west of Toronto. The Parkway Belt is the dividing-line spine for this integrated system of urban areas between Hamilton and the eastern limits of Toronto.

The Parkway Belt West Development Plan was prepared by the Province of Ontario, Ministry of Treasury, Economics and Inter-Governmental Affairs, under the provisions of the Parkway Belt Planning and Development Act, 1973.

The area for which the Parkway Belt Plan has been prepared is included in the Parkway Belt Planning Area established by Ontario Regulation 472/73 and 399/75.

Two Sections from the January, 1976, Draft Parkway Belt West Plan, entitled Historical Background and Philosophy of the Parkway Belt System, are included in the Appendix to this Plan.

2.9.1 Definition

For the purposes of this Plan, the Parkway Belt shall be comprised of the following land use designations as shown on Schedule "A":

- (i) Transportation Corridor;
- (ii) Hydro Transmission Line Corridor;
- (iii) Utility Corridor;

- (iv) Open Space;
- (v) Rural-Commercial;
- (vi) Private Commercial-Recreation; and
- (vii) Rural.

2.9.2 TRANSPORTATION CORRIDOR POLICY

2.9.2.1 Where the intended transportation facilities are not existing, the policies under Sections 2.4, 2.5.1 and 2.8 of this Plan shall apply subject to the following criteria until the designated lands are required for the construction of the transportation facilities:

- (i) any recreational uses are open to the general public;
- (ii) natural features are preserved to the maximum possible degree;
- (iii) buildings and structures have a very low lot coverage and are of limited height and low mass appearance;
- (iv) buildings and structures are located in a manner that will secure an open space character of the area; and
- (v) landscaping and berms are provided where necessary to secure the objectives of the Parkway Belt West Development Plan.

2.9.3 HYDRO TRANSMISSION LINE CORRIDOR POLICY

2.9.3.1 The policies under Sections 2.4 and 2.8, and those pertaining to pedestrian walkways or bicycle paths under Section 2.5.1 of this Plan shall apply.

2.9.4 UTILITY CORRIDOR POLICY

- 2.9.4.1 The policies under Sections 2.4, 2.5.1 and 2.8 of this Plan shall apply on an interim basis, (i.e. until the corridor is required for the installation of utilities), in accordance with the criteria stated under Policy 2.9.2.1 above. The policies pertaining to pedestrian walkways and bicycle paths under Section 2.5.1 of this Plan may continue to apply if these public open space uses are deemed compatible with the primary use.

2.9.5 OPEN SPACE POLICY

- 2.9.5.1 Policies under Section 2.5.1 on this Plan shall apply.

2.9.6 RURAL-COMMERCIAL POLICIES

- 2.9.6.1 Policies under Section 2.7 of this Plan shall apply.
- 2.9.6.2 A single family residence shall be permitted on each vacant lot according to Provincial regulations stated in the Complementary Use Section of the Parkway Belt West Development Plan.

2.9.7 PRIVATE COMMERCIAL-RECREATION POLICY

- 2.9.7.1 Policies under Section 2.6 of this Plan shall apply.

2.9.8 RURAL

- 2.9.8.1 Policies under Section 2.8 of this Plan shall apply.
- 2.9.8.2 Policy 2.9.6.2 above shall apply.

CHAPTER 3 COMMUNITY SERVICES

INTRODUCTION

The term Community Services is adopted in this plan to cover a range of social, recreational, educational and protective services provided to individuals and families. In the process of rapid growth, delays may occur in making services available and in organizing a matrix of services suitable for a City of 335 000. This plan emphasizes the importance of phasing community services into new development areas to ensure a socially satisfying environment just as physical services must be programmed in order to ensure a safe and sanitary environment. Community Service needs across the City will be identified and regularly monitored, and proposals to meet these needs will be assessed in preparing Secondary Plans. Planning of Community Service facilities in the future will acknowledge the principles of multi-functional use and shared facilities wherever possible to promote greater efficiency and convenience.

3.1 COMMUNITY SERVICES GENERAL

3.1.1 Definition

Community Services include parks and recreation (see 2.5.1 Public Open Space), education, libraries, health services, social services, fire and police protection.

3.1.2 OBJECTIVE: To foster the development of a social environment that will enhance the state of well-being and the quality of life for residents of the municipality and to pursue community services policies that will meet people's changing needs and promote and maintain a healthy community in keeping with the economic resources of the municipality.

CHAPTER 4 TRANSPORTATION

INTRODUCTION

Transportation of people and goods is an essential activity which requires the provision of an adequate number, capacity and distribution of storage areas, terminals, rights-of-way, vehicles and structures. The City has a role in ensuring that space is reserved for these various transportation elements and in some cases may be involved in the construction of facilities, the operation of vehicles and the management of transportation systems.

4.1 GENERAL

- 4.1.1 OBJECTIVE: Efficient transportation services which are compatible with other land uses and meet the varied needs of most of those who live, shop or work in Brampton, as well as those who pass through Brampton.

Policies

- 4.1.1.1 Council will give due consideration to transportation management strategies which promote more efficient use of existing facilities.
- 4.1.1.2 The planning, design, and development by Brampton of transportation facilities and services will be carried out in accordance with the objective of reinforcing and complementing the desired land use pattern and Council will urge other jurisdictions to do likewise.
- 4.1.1.3 Council will encourage exploration of economic incentives, alternative modes, and other measures designed to provide efficient transportation services that meet varied needs.

4.1.1.4 Council in co-operation with other authorities and senior governments will strive to designate and protect corridors and areas required for future transportation facilities.

4.1.1.5 Council, in the planning and construction of transportation in the City of Brampton, will attempt to provide a high degree of intra-regional accessibility, particularly with respect to transportation facilities linking the urbanized parts of Brampton, with urbanized parts of the City of Mississauga.

4.2 ROADS

4.2.1 **OBJECTIVE:** A clear functional hierarchy of roads, including controlled access highways, arterials, collectors and local roads in a pattern that:

- (i) accommodates vehicular traffic with no origin or destination in Brampton without disruption to local traffic;
- (ii) provides for convenient internal vehicular movement throughout the municipality;
- (iii) directs large volumes of automobile and truck traffic around residential neighbourhoods and major commercial areas; and
- (iv) facilitates the establishment of reasonably efficient public transit routes.

Policies

4.2.1.1 Road facilities are intended to function in accordance with the following general guidelines and classification.

- (a) Freeways are to be planned, designed, constructed and designated to accommodate high volumes of long distance and inter-regional traffic travelling at high speeds. Opposing traffic lanes will be divided and intersections with other roadways will be grade separated. Direct access from the freeway to the abutting properties will not be permitted.
- (b) Undivided Provincial Highways 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 undivided 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) Arterials are to be planned, designed, constructed and designated to carry large volumes of 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. At grade intersections are desirable with undivided provincial highways, other 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 arterial street function of moving through traffic.
- (d) Collectors are to be planned, designed, constructed and designated to accommodate moderate volumes of 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.

- (e) Minor Collectors are to be planned, designed, constructed and designated to accommodate light to moderate volumes of short distance traffic travelling at low speeds between neighbourhoods or to or from the collector and arterial street system. Through traffic will be strongly discouraged from using these roadways. All intersections will be at grade. Direct access from abutting properties would be permitted.
- (f) Local roadways are to be planned, designed, constructed and designated to accommodate low volumes of traffic travelling at low speeds between points of origin and the collector road system. Intersections will be at grade. Direct access from abutting properties will be permitted.
- (g) Minor Local roadways are to be planned, designed, constructed and designated to accommodate very light volumes of traffic travelling at low speeds between points of origin and the local road system. These roadways will be designed to serve only the properties which abut the roadways. Intersections will be at grade. Direct access from abutting properties is permitted.

4.2.1.2 The functional road classification and associated guidelines of policy 4.2.1.1 pertain to both rural and urban type roadways as defined by their location either within or outside of the Urban Area shown on Schedule "H". However, the physical manifestation of a particular class of roadway will clearly be different depending on whether it is located in the rural or in the urban system. It is also apparent that the lower order classes of roadway, namely Minor Collector, Local and Minor Local, will occur very infrequently in the rural area.

- 4.2.1.3 The desired major road network, consisting of Freeways, Undivided Provincial Highways, Arterials and Collectors in accordance with the classification in policy 4.2.1.1, is shown on Schedule "H". Part of the minor road network, consisting of Minor Collectors and important Local roads, is to be shown in Secondary Plans; while the remainder of the minor road network, namely other Local roads and Minor Local roads, would be planned as part of the subdivision design process.

The Arterial road segment extending south of Steeles Avenue along the 8th Line East alignment which is proposed to link with Finch Avenue and interchange with Highway 427 is subject to further study. It is considered essential that Brampton have adequate connections in this area to Highway 427.

Any Collector Roads that are required in the urban area west of Heart Lake Road and north of No.10 Sideroad (Area 4 on Schedule "D") will be added to Schedules "H" and "I" by amendment to this Plan in conjunction with the adoption of a Secondary Plan for that area.

- 4.2.1.4 The required minimum right-of-way widths for the designated major road network for the City of Brampton are shown on Schedule "I". Right-of-way width requirements for the minor road network will typically be 23 to 26 metres (76 to 86 feet), 20 metres (66 feet), and 17 metres (56 feet) for Minor Collectors, Local roads, and Minor Local roads respectively.

- 4.2.1.5 Council in conjunction with the Regional Municipality of Peel will endeavor where feasible to reserve or obtain the necessary rights-of-way shown on Schedule "I" through subdivision, land severance, or agreements, or by gift or purchase, or through expropriation where necessary.

4.2.1.6 The required right-of-way widths shown on Schedule "I" 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 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.

4.2.1.7 Brampton will plan on the assumption that the Province of Ontario will:

- (i) accommodate as far as possible inter-regional travel demands on the provincial highway system;
- (ii) design and construct the freeways and interchanges within the City as indicated schematically on Schedule "H";
- (iii) design and construct freeways within Brampton so that there are sufficient local road crossings to provide for the traffic movement across the freeways;
- (iv) plan, design and construct the freeway in the Heart Lake corridor between Queen Street and Bovaird Drive as a depressed facility with a grade separated interchange with Williams Parkway and a grade separated crossing at Vodden Street;
- (v) plan, design and construct a freeway in the Heart Lake Road corridor north of Bovaird Drive to the 17th Sideroad and connect it to Highway No. 10 north of Snelgrove, when the projected travel demand warrants such a facility;

- (vi) ensure that the planning, design and construction of the freeway in the Heart Lake Road corridor is compatible with the desired after-use of the Brampton Esker mineral extraction area (see policies in Section 2.5.3); and
- (vii) plan, design and construct the proposed Highway 407 freeway through the City of Brampton within the Parkway Belt when the projected travel demand warrants such a facility.

4.2.1.8 Brampton will plan the transportation system recognizing the function of the Regional Road System within the Brampton City Limits. Since the Regional Road System is structured to serve the inter-Regional and intra-Regional travel demands; with continuous change in the urban structure and related travel demands, the Regional Road System will be modified with the deletion and addition of road facilities by mutual agreement between the City of Brampton and the Regional Municipality of Peel.

4.2.1.9 Council in conjunction with the Town of Vaughan and the Ministry of Transportation and Communications, will monitor the traffic performance of the following intersections and will undertake improvements to them when deemed necessary:

- (i) Coleraine Drive with Highway 50 and Major Mackenzie Drive
- (ii) Clarkway Drive with Highway 50
- (iii) Sideroad No. 10 with Highway 50 and Rutherford Road.

4.2.1.10 The traffic carrying function of the provincial highway, arterial and major collector system 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;
- (iii) selectively reducing the number of local street intersections with arterial streets and provincial highways in developed areas by means of street closings where feasible;
- (iv) reducing the number of driveways along arterial streets and provincial highways in developed areas through the provision of common off-street parking and service areas for commercial uses where appropriate and feasible;
- (v) limiting the number and controlling the design of accessways to multi-family residential sites from arterial roads and provincial highways; and
- (vi) requiring a reversed frontage design for low density residential uses adjacent to arterial roads and provincial highways.

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

- (i) encouraging the use of minor crescent streets and the selection 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.

- 4.2.1.12 Detailed alignments of streets and roads in Secondary Plans and subdivisions will be established only after consideration of other land uses, environmental factors, existing topography, and traffic safety and efficiency.
- 4.2.1.13 Council will encourage the construction of facilities to relieve traffic congestion in certain areas of Brampton.
- 4.2.1.14 Roadways under City jurisdiction and within established residential or commercial areas will not be built in excess of four lanes excluding turning lanes and intersection improvements, unless it can be demonstrated that additional lanes will not result in a serious adverse impact on the neighbouring residential or commercial environment.
- 4.2.1.15 The design of roads shall incorporate design elements such as tree planting, landscaping, pedestrian facilities, bicycle paths, median strips and boulevards where appropriate.
- 4.2.1.16 Smooth traffic flows will be maintained by design improvements such as jog eliminations, regulation of turning movements, proper signing, marking of lanes and installation of traffic signals as warranted by the traffic volumes and site conditions.
- 4.2.1.17 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.
- 4.2.1.18 Council will give special attention to appropriate regulations covering signs so as to ensure adequate visibility along arterial roads.

- 4.2.1.19 Council may designate certain roads or sections of roads which have attractive natural or man made scenic vistas as Scenic Drives.
- 4.2.1.20 All applications for building permits on lands adjacent to Scenic Drives will be reviewed and appropriate conditions imposed pursuant to Section 35a of The Planning Act.

4.3 PUBLIC TRANSIT

- 4.3.1 OBJECTIVE: The continuation and expansion of a local transit system to serve the needs of Brampton residents.

Policies

- 4.3.1.1 Council will endeavor to encourage the provision of transit service within easy walking distance (1 000 to 2 300 feet or 300 to 700 metres) of all urban land uses.
- 4.3.1.2 Council may consider measures such as the following to minimize bus travel times where practical while avoiding undue interference with other traffic:
 - (i) increased frequency of service where warranted;
 - (ii) bus bays; and
 - (iii) exclusive and reserved bus lanes.
- 4.3.1.3 Policies 4.3.1.4 and 4.3.1.5 below will be applied with reference to the future transit system which it is assumed will primarily make use of the arterial and collector road system on Schedule "H" with transfer points at clearly defined focal points.

- 4.3.1.4 Council will encourage the use of public transportation services by encouraging higher densities as well as office and employment concentrations in the vicinity of transit nodes.
- 4.3.1.5 Land uses should be designed to allow convenient walking access to major transit routes and in particular high density development should be encouraged in locations close to transit stops and transfer points.
- 4.3.1.6 In the planning and operation of public transit services, facilities for comfortable and convenient transferring from one part of the transit network to another will be provided. In this regard, transfer locations will be designed to minimize walking distances and should offer amenities such as sitting areas and climate protection.
- 4.3.1.7 Council shall support transit as a public service in relation to demonstrated need.
- 4.3.1.8 Council will give consideration to the establishment of a major transfer facility in the vicinity of the Four Corners Commercial area.
- 4.3.1.9 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 services.
- 4.3.2 OBJECTIVE: Convenient transit service between Brampton and Metro Toronto, and between Brampton and other municipalities according to demonstrated need.

Policies

- 4.3.2.1 Council will encourage the responsible authority to improve the existing commuter rail service between Brampton and downtown Toronto by use of measures such as the following when practicable:

- (i) introduction of a two way service to serve commuters to Brampton as well as from Brampton;
- (ii) increased off-peak service; and
- (iii) better connections with subway and other transit nodes.

4.3.2.2 Council will encourage the improvement of transit service between Brampton and Toronto International Airport.

4.3.2.3 Efficient interconnections will be encouraged between the local intra-city bus system and regional and inter-regional bus and commuter rail services.

4.3.2.4 The desirability and feasibility of providing a high quality of public transportation linkage between Mississauga and Brampton will be reviewed subsequent to the completion of more detailed studies of Brampton's Central commercial Corridor and of Mississauga's Core Area Secondary Plan.

4.4 TRUCKING

4.4.1 **OBJECTIVE:** Channel heavy through movements of truck traffic around residential neighbourhoods and major commercial areas.

Policies

4.4.1.1 Although truck access must be provided to all properties for occasional use, the following measures will be adopted to minimize the adverse noise and pollution impacts associated with truck traffic particularly in residential areas.

- (i) Through truck movements will be discouraged on collector and local roads within residential neighbourhoods.
- (ii) Activities generating substantial truck traffic will be encouraged to locate near arterials and provincial highways.

4.4.1.2 Council will encourage the concentration of through truck traffic on those arterial roads which are most suited to truck traffic because of their relative separation from residential areas, and in this context will take due account of the findings of the ongoing Region of Peel Trucking Study.

4.5 PARKING

4.5.1 OBJECTIVE: Parking areas and facilities related to development that encourage the efficient functioning of the transportation system.

Policies

4.5.1.1 Council will encourage the phasing out of parking on arterial and major collector streets to increase their traffic carrying capacity where feasible.

4.5.1.2 Parking facilities shall be provided in conjunction with all development or redevelopment in the City.

4.5.1.3 Council shall continue to set parking standards for all uses appropriate to their traffic generation.

4.5.1.4 Council will encourage the provision of adequate parking facilities at intercity transit terminals to stimulate increased use of transit services.

- 4.5.1.5 Council will encourage the efficient use of available parking facilities.
- 4.5.1.6 Council may provide municipal parking facilities in areas where existing or projected parking deficiencies can not be eliminated through other measures.
- 4.5.1.7 Parking facilities shall be located so as to minimize conflict with adjacent land uses and adjacent traffic movement on the street.
- 4.5.1.8. The City shall endeavour to ensure that all public parking lots and parking garages be accessible to the handicapped and encourage private parking lots and garages to be made accessible to the handicapped.

4.6 BICYCLE PATHS

- 4.6.1 OBJECTIVE: The development of a road and path system that accommodates bicycles for recreational, work and shopping trips.

Policies

- 4.6.1.1 In accord with policies 2.5.1.5.1 and 2.5.1.5.2, Council will endeavor to develop a bicycle path network by:
 - (i) providing special improvements to safely accommodate bicycle traffic on certain road segments where feasible (such as signing, separate lanes and safe catch basin covers);
 - (ii) constructing special bicycle paths through segments of the linked open space system; and
 - (iii) requiring the construction and dedication of bicycle path links in new areas where feasible.

- 4.6.1.2 The bicycle path network will be designed to minimize conflict with other modes of transportation, and selective use may be made of combined bicycle and pedestrian paths. Grade separated intersections of bicycle paths and roadways may be considered where practical, but it is recognized that complete separation of the bicycle path and roadway systems may not be feasible and that the cyclist may have to become a pedestrian at certain points in the system.
- 4.6.1.3 A detailed bicycle path network and implementation program will be included as a component of the Parks and Recreation Master Plan referred to in policy 2.5.1.5.1.

4.7 PEDESTRIANS

- 4.7.1 OBJECTIVE: The safe and convenient movement of pedestrians.

Policies

- 4.7.1.1 Provision of sidewalks to improve pedestrian safety and convenience will be considered for all road segments having significant vehicular or pedestrian traffic.
- 4.7.1.2 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.
- 4.7.1.3 Pedestrian walkways shall be provided in conjunction with development or redevelopment whenever such walkways would substantially improve pedestrian access to local facilities and to transit stops.

- 4.7.1.4 Consideration shall be given to providing signals or pedestrian grade separations at points in the transportation system where the exposure of pedestrians to vehicles or trains is considered to be hazardous or where a direct connection would significantly reduce pedestrian trip lengths.
- 4.7.1.5 The City shall ensure that all new sidewalks and reconstructed sidewalks be ramped at intersections where safe and practical.

4.8 RAILWAYS

- 4.8.1 OBJECTIVE: Provision of adequate safe rail facilities and the separation of railway mainlines from urban roads where feasible.

Policies

- 4.8.1.1 Brampton will continue to seek financial assistance from the Federal and Provincial Governments for grade separations at major road and rail intersections and may consider closing certain minor roads at mainline rail crossings.
- 4.8.1.2 Brampton will cooperate with other levels of government and the railway companies in locating, planning, and designating new freight or passenger terminals to ensure that such facilities are compatible with the transportation network and other land uses.
- 4.8.1.3 Since the Canadian National Railway mainline through Brampton may ultimately accommodate 6 tracks while the Canadian Pacific Railway line may ultimately accommodate 2 tracks (as noted on Schedule "H"), applications for development or site plan approval on lands adjacent to these lines shall be sent to the appropriate Railway Company for comment prior to making a final decision on such applications.

4.9 AIRPORT

- 4.9.1 OBJECTIVE: Recognize the existence and function of Toronto International Airport.

Policy

- 4.9.1.1 Council will carefully review development that would prejudice the continued use of existing runways at Toronto International Airport in accord with policies 1.8.1.1 and 1.8.1.2 of the General Provisions Section.

4.10 ADVERSE IMPACTS

- 4.10.1 OBJECTIVE: The protection of residential areas from the noise, glare and air pollution associated with transportation facilities.

Policies

- 4.10.1.1 Brampton will plan, design and construct all transportation facilities under its jurisdiction so as to minimize the effects of noise, vibration and fumes on existing and future residential neighbourhoods and will encourage other authorities and senior governments to do likewise with regard to the transportation facilities under their respective jurisdictions.
- 4.10.1.2 Provisions shall be made in all site plans and plans of subdivisions 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.

- 4.10.1.3 Grade separations and other structures related to the street system shall be designed and constructed with proper regard for their potential adverse audio and visual effects on adjacent residential properties.
- 4.10.1.4 All components of the transportation system will be planned, designed and constructed so as to satisfy policies 1.8.2.1 to 1.8.2.3 respecting noise impacts.
- 4.10.2 OBJECTIVE: Transportation development that has minimal impact on natural features and historic sites.

Policy

- 4.10.2.1 All components of the transportation system will be planned, designed and constructed so as to minimize the adverse impact on the natural environment and historic sites by respecting policies 1.3.2.1 to 1.3.2.9 and 1.7.1.1 of the General Provisions Section, and the policies of Section 1.2, Hazard Lands.

4.11 AESTHETICS

- 4.11.1 OBJECTIVE: The design and construction of attractive transportation and associated structures.
- 4.11.1.1 All elements of the transportation system should be attractively designed and landscaped (also see policy 1.5.1.1).

4.12 MONITORING

- 4.12.1 OBJECTIVE: The continuous review and monitoring of the total transportation system in the City of Brampton.

Policy

- 4.12.1.1 All major elements of the transportation system including the road facilities, transit service and commuter rail system should be monitored on a regular basis and Council should periodically review the progress of the different components of the transportation system.

CHAPTER 5 MAJOR PUBLIC UTILITIES

5.1 Definition

For the purpose of this Plan, Major Public Utilities includes Storm Water Management; Sanitary Sewerage; Water Supply; Gas and Oil Transmission Pipelines; Hydro-Electric Power; Telephone and Other Cabled Services; and Solid and Liquid Waste Management.

Schedule "J" shows the location of existing major trunk sanitary sewer lines and water lines, hydro transmission lines and the TransCanada Gas Pipeline for information purposes. Three designated Waste Management Study Areas are also shown.

5.2 STORM WATER MANAGEMENT

Introduction

Storm sewers are used to collect and carry surface water. The rapid growth of Brampton is producing a substantial increase in paved area thereby creating a faster rate of run-off and collection. Adequate storm sewer facilities are essential to minimize local flooding.

Storm sewers are transporting increasing amounts of surface water run-off to local, natural watercourses. During rainstorm and Spring run-off conditions these natural watercourses receive huge, largely uncontrolled volumes of unfiltered, additional water. The following deleterious effects are a current problem:

- (i) severe erosion along edges of watercourses;
- (ii) downstream flash-flooding;
- (iii) increased siltation;
- (iv) potential serious effect on aquatic regime; and

- (v) soaring stream management costs.

5.2.1 OBJECTIVE:

- (i) All property above the floodline of various natural watercourses, within the City of Brampton, remain undamaged from flood waters.
- (ii) Improvement of water quality in local, natural watercourses.

Policies

- 5.2.1.1 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.
- 5.2.1.2 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.
- 5.2.1.3 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.
- 5.2.1.4 Storm water easements shall have minimal detrimental effect on the use of land and enjoyment of property.
- 5.2.1.5 A comprehensive storm water management study will be undertaken for an entire Secondary Plan area prior to the consideration of individual development proposals.

5.3 SANITARY SEWERAGE

Introduction

Sanitary sewer services are the responsibility of the Region of Peel, and are implemented in part through agreements with the Province. Two major water pollution control plants are located in the City near Lake Ontario, and treat sewage collected from the South Peel Service Area which includes the Cities of Mississauga and Brampton. These plants, Lakeview and Clarkson, will periodically require expansion as new development continues. Similarly, the Etobicoke Creek (East Peel) trunk from the Lakeview water pollution control plant, and the Credit River (West Peel) trunk from the Clarkson water pollution control plant will also require substantial duplication in the future.

Two major trunk sanitary sewer systems have been developed by the Provincial Government to serve the South Peel Service Area:

- (i) the Etobicoke Creek or East Peel trunk sewer, following the Etobicoke Creek Valley from the Lakeview Water Pollution Control Plant through the City of Mississauga into Brampton; and
- (ii) the Credit Valley or West Peel trunk sewer, extending from the Clarkson Water Pollution Control Plant to the Credit Valley in the vicinity of Highway 5 and following the valley from that point to just north of Britannia Road in Mississauga.

5.3.1 **OBJECTIVE:** Appropriate sanitary sewer facilities to adequately serve the designated urban area.

Policies

Brampton requests that the Region of Peel and the Provincial Government adopt the following long-range policies.

- 5.3.1.1 There shall be due regard for the protection of the natural characteristics of the landscapes in which sewers are to be installed.
- 5.3.1.2 Where practicable and financially feasible, sewer systems should operate on a gravity flow basis to avoid the need for pumping stations.

5.4. WATER SUPPLY

Introduction

A potable water supply is the responsibility of the Region of Peel, and is being provided in part through agreements with the Province. A system of trunk feeder mains, storage reservoirs, and pumping stations has been constructed and will be expanded to distribute potable water from the Lakeview Water Purification Plant and in the future from the Lorne Park Water Purification Plant, throughout the South Peel Service Area which includes the Cities of Mississauga and Brampton.

By agreement, water is supplied at service pressure to various supply points along the South Peel System. From these supply points, the water is distributed through Region of Peel sub-trunk mains to the local distribution system. Both the supply works and sub-trunk network will periodically require expansion as new development continues.

- 5.4.1 OBJECTIVE: Appropriate water purification and supply facilities to adequately serve existing and projected development in the City.

Brampton requests that the Region of Peel adopt the following long range policy:

- 5.4.1.1 Appropriate water purification supply facilities and distribution works will be installed and maintained to adequately serve the City's developed, as well as developing areas.
- 5.4.1.2 The staging of construction of the water supply and distribution system will be based on the staging of development.
- 5.4.1.3 The design of water supply and distribution facilities will be based on the ultimate patterns of development within the various supply areas.

5.5 GAS & OIL TRANSMISSION PIPELINES

5.5.1 POLICIES

- 5.5.1.1 Council shall request the appropriate authorities to ensure that the location and design construction standards used in the construction of any gas or oil transmission pipelines through undeveloped areas within Brampton take into account potential effects on ultimate urbanization near or adjacent to that pipeline.
- 5.5.1.2 In the interest of public safety, it is desirable that the right-of-way be isolated from the activities of building contractors and private homeowners and that no structures or excavations be permitted within a 10 metre strip immediately adjacent to either side of the TransCanada gas transmission pipeline right-of-way.

5.6 HYDRO-ELECTRIC POWER, TELEPHONE AND OTHER CABLED SERVICES

5.6.1 OBJECTIVE: Efficient provision, by appropriate authorities, of hydro electric power and modern cabled services observing desired street-scape aesthetics and environmental conservation.

Policies

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

5.6.1.2 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.

5.6.1.3 To ensure the integration of utilities in future subdivision designs, services shall be located in road rights-of-way, wherever feasible.

5.6.1.4 Council shall endeavor to ensure that where utilities cannot be located in road rights-of-way, the provision of utility easements shall be such that:

(i) they shall have minimal detrimental effect on the use of land and enjoyment of property; and

(ii) the policies in Part II: Sections 1.3, 1.5 and 2.8 of the Official Plan are observed.

5.7 SOLID AND LIQUID WASTE MANAGEMENT

Introduction

The Region of Peel was delegated the responsibility of safely disposing of solid and liquid waste, generated by the area municipalities, by the Region of Peel Act (Bill 138), which came into effect in January, 1974.

Brampton's waste is currently trucked north into the Town of Caledon to a site that is operating near maximum capacity. An alternative site is expected to open by 1980 in the City of Mississauga. It is not anticipated that the latter land-fill site will have a life expectancy exceeding 12 years. Consequently, additional landfill areas will be required at suitable locations beyond the urban area.

5.7.1 Definitions

- (i) "Waste" - includes ashes, garbage, refuse, domestic waste, solid industrial waste or municipal refuse and such other wastes as may be designated by by-law of the Regional Council, and sewage, processed organic waste, hauled sewage, hauled liquid industrial waste, hazardous waste, and such other wastes as may be designated in the regulations of the Environmental Protection Act, 1971.
- (ii) "Sewage" - means human body waste, toilet waste, liquid or waterbourne culinary and sink waste, laundry waste, chemical waste, commercial or industrial waste and drainage from a plumbing facility, provided that such sewage does not contain contaminants in excess of predetermined strengths as set out in the Regional Sewer Use By-laws.
- (iii) "Hauled Sewage" - means sewage that is not finally disposed of at the site where it is produced or which is not carried away by a sewer approved under The Ontario Water Resources Act, and that is stored or retained at the site where it was produced for periodic collection, handling, treatment, transportation,

storage or processing prior to final disposal at a place other than where it was produced.

- (iv) "Hauled Liquid Industrial Waste" - means liquid waste, other than hauled sewage, that results from industrial processes or manufacturing or commercial operations and that is transported in a tank or other container for treatment or disposal, and includes sewage residue from sewage works that are subject to the provisions of The Ontario Water Resources Act.
- (v) "Hazardous Waste" - means waste that requires special precautions in its storage, collection, transportation, treatment or disposal, to prevent damage to persons or property and includes explosive, flammable, volatile, radioactive, toxic and pathological waste.
- (vi) "Landfilling" - means the disposal of waste by deposit, under controlled conditions, on land or on land covered by water, and includes compaction of the waste into a cell and covering the waste with cover materials at regular intervals.
- (vii) "Waste Disposal Site" - means any land or land covered by water upon, into, in or through which, or any building or structure in which, waste is deposited or processed and any machinery or equipment or operation required for the treatment or disposal of waste. This shall include sanitary landfill sites, transfer stations and waste processing plants.
- (viii) "Sanitary Landfill Site" - means a waste disposal site used for the purpose of landfilling.
- (ix) "Transfer Station" - means a waste disposal site used for the purpose of transferring waste from a collection vehicle to another carrier for transportation to another waste disposal site.

- (x) "Waste Processing Plant" - means a waste disposal site used for the purpose of receiving, storing, processing, treating and transferring waste.

5.7.2 OBJECTIVE: Efficient and economical local waste management that protects public health and amenities.

Brampton requests the Region of Peel to adopt the following:

General Regional Policies

- 5.7.2.1 The Region of Peel shall be responsible for the provision of facilities for the receiving, dumping and disposal of waste, as defined herein, together with such other wastes as may be designated by By-law of the Regional Council (Section 131(1) - Regional Municipality of Peel Act, 1973).
- 5.7.2.2 Industry and Commerce may dispose of liquid industrial wastes (sewage) to the Regional sanitary sewer system provided that such sewage does not contain contaminants in excess of predetermined designated strengths as set out in the Regional Sewer Use By-laws.
- 5.7.2.3 Hauled liquid industrial waste is the responsibility of industry and commerce and methods of disposal are subject to approval by the Ontario Ministry of the Environment.
- 5.7.2.4 Hazardous waste is the responsibility of the producer of such wastes and methods of disposal are subject to approval by the Ontario Ministry of the Environment.

Regional Solid Waste Management Policies

- 5.7.2.5 The Region will co-ordinate the functions of the Area Municipalities in collection and haul of solid waste to Regional disposal facilities.

- 5.7.2.6 The Region will establish disposal and transfer facilities within the Region to equitably serve the citizens of the Region in the most economical and environmentally acceptable means available.
- 5.7.2.7 Solid waste landfilling is the only means of disposal available for the immediate future. Efficiently designed and operated landfill sites will be provided by the Region to protect the environment and the public health of the community.
- 5.7.2.8 Resource recovery and recycling from solid waste generated in the Region is a desirable goal to protect the supply of natural resources and energy, and to minimize the impact of solid waste disposal on the environment. A program to initiate resource recovery facilities, compatible with the financial means of the Region and available markets for recovered resources, will be actively pursued.
- 5.7.2.9 Recycling of solid waste materials separated at source and collected and marketed by local private organizations or Area Municipalities will be encouraged when compatible with the aims of the Regional Solid Waste Management Program.
- 5.7.2.10 Any program aimed at the reduction in the quantities of solid waste generated will be supported.

Regional Land-Fill Site Policies

- 5.7.2.11 The following criteria shall be used as constraints on the location of future Sanitary Landfill Sites:

- (i) existing and identified Urban and Settlement Areas and buffers necessary for their protection;
- (ii) committed Urban and Settlement Areas designated in approved Area Municipal Official Plans;
- (iii) potential Urban and Settlement Areas as proposed by the Area Municipalities;
- (iv) other jurisdictional planning constraints such as the Niagara Escarpment Commission Planning Area and the Parkway Belt West Plan;
- (v) unsuitable hydrological conditions as identified in engineering studies;
- (vi) the bird hazard zone, as defined by the Federal Department of Transport;
- (vii) hazard lands, as delineated by the Ministry of Natural Resources in conjunction with the local Conservation Authorities;
- (viii) major recreational open space areas, both privately owned and publicly owned; and
- (ix) areas considered unsuitable due to size and cost.

5.7.2.12 The establishment of a new Sanitary Landfill Site and/or the expansion in area of an existing site shall require an amendment to the Regional Official Plan and the pertinent Area Municipal Plan.

5.7.2.13 A Sanitary Landfill Site shall be included in a separate zoning category in the Restricted Area By-law of the pertinent Area Municipality.

- 5.7.2.14 Sanitary Landfill Sites shall be subject to regulations under the Environmental Protection Act, 1971.
- 5.7.2.15 The routing of truck traffic to a Sanitary Landfill Site shall be designed to minimize its impact on adjacent uses.
- 5.7.2.16 Sanitary Landfill Sites shall be planned, designed, operated and maintained in such a way as to ensure minimal adverse impact on adjacent land uses and the natural environment.
- 5.7.2.17 When Sanitary Landfill Sites have been terminated, they shall be rehabilitated to the satisfaction of the Area Municipality and the Regional Corporation, subject to regulations under the Environmental Protection Act, 1971.
- 5.7.2.18 No after-use shall be made of former Sanitary Landfill Sites, without specific approval by the Area Municipality and the Regional Corporation, subject to regulations under the Environmental Protection Act, 1971.
- 5.7.2.19 Sanitary Landfill Sites shall be owned by the Regional Corporation, but may be operated by private firms.
- 5.7.2.20 No Hauled Sewage, Hauled Liquid Industrial Waste and/or Hazardous Waste shall be disposed of at Sanitary Landfill Sites unless approved by the Regional Corporation, in conformity with the Acts and Regulations of the Provincial and Federal Governments.

Regional Transfer Stations Policies

- 5.7.2.21 Transfer Stations shall be a permitted use on lands designated industrial, agricultural or open space, or on approved Sanitary Landfill Sites, subject to the regulations of the Environmental Protection Act, 1971.

- 5.7.2.22 A Transfer Station shall be included in a separate zoning category in the Restricted Area By-law of the pertinent Area Municipality.

Regional Waste Processing Plants

- 5.7.2.23 Waste Processing Plants shall be a permitted use on lands designated industrial or on approved Sanitary Landfill Sites, subject to the regulations of the Environmental Protection Act, 1971.
- 5.7.2.24 A Waste Processing Plant shall be included in a separate zoning category in the Restricted Area By-law of the pertinent Area Municipality.

Policy Review

- 5.7.2.25 These Regional Waste Management Policies shall be reviewed in light of any new data with respect to changes in technology or new Provincial legislation concerning Waste Management in general, and shall be revised as may be deemed appropriate.

Brampton General Policy

- 5.7.2.26 Council shall be responsible for the collection and delivery of municipal waste to waste disposal sites.

CHAPTER 6 FINANCIAL

Introduction

Municipal provision of services to the citizens of a City is a costly undertaking, particularly under conditions of rapid growth when financial resources must be allocated to both existing communities and to new development. Accordingly, establishment of an appropriate system of financial priorities to guide municipal spending should be a vital part of an Official Plan.

- 6.1 **OBJECTIVE:** Efficient and equitable utilization of financial resources and of existing facilities in the service of both existing residents and of new developments.

Policies

- 6.1.1 Council supports the principle that new growth should support itself in terms of capital requirements.
- 6.1.2 The City will endeavour to regulate future population growth to ensure that an appropriate balance is maintained between public demands for services and overall fiscal capacity. The City will also seek to take such steps which are practical and appropriate from time to time to establish and maintain the integrity of the assessment structure.
- 6.1.3 The City acknowledges the desirability of adopting service level criteria for municipal services to provide a framework for budgetary planning.
- 6.1.4 The City will cooperate with The Regional Municipality of Peel to avoid duplication of effort and to establish mutually compatible financial policies where possible in an effort to achieve the following:

- (i) to lower the combined debt position of The Regional Municipality of Peel, the City and School Boards;
- (ii) to decrease the debt level ratio (total debt/equalized assessment) to below the average for Ontario municipalities;
- (iii) to maintain the debt charge repayment ratio (debt charge repayment/current revenue for the year) to less than twenty-five (25) percent;
- (iv) to pay for capital projects from current funds and reserve funds where possible;
- (v) to protect the economical viability of the agricultural industry;
- (vi) to provide sufficient industrial land to encourage growth in industrial jobs and to allow for an adequate choice of location for industrial firms.

6.1.5 The City will endeavour to continue to sustain and support senior government housing programs which are compatible with the policies of this plan.

CHAPTER 7 IMPLEMENTATION

INTRODUCTION

The purpose of this Implementation Section is to indicate the means which will be applied to achieve the objectives and policies contained in the Official Plan. Generally, the Official Plan will be implemented by Council through the use of specific powers conferred by the Planning Act and by the use of general powers pursuant to The Municipal Act. In addition, cooperative efforts of the Region of Peel, the School Boards, Conservation Authorities, and other special Boards and Committees will be required to implement the Official Plan. The intent is to ensure that both public and private actions will be in conformity with this Plan.

Policies

- 7.1 GUIDELINES FOR OFFICIAL PLAN REVIEW, AMENDMENT, AND CONSOLIDATION
 - 7.1.1 The Official Plan will be subject to continuous monitoring and review by Council and will be amended whenever it is deemed desirable to do so because of changing economic, social or technical developments or to enhance the achievement of the Plan objectives.
 - 7.1.2 Council will undertake a comprehensive review of the Official Plan when considered desirable.
 - 7.1.3 When conditions necessitate an amendment to the Official Plan, a public meeting or meetings shall be held prior to adoption by Council.

- 7.1.4 An effort will be made to consolidate amendments to the Plan annually in a bound format so that they can conveniently be made available to the public along with the Plan. All such amendments would be incorporated into the Plan whenever it is comprehensively reviewed.

7.2 SECONDARY PLANS

7.2.1. Definition

Secondary Plans are land use and policy plans for areas of Brampton which indicate in greater detail how the objectives, general policies and land use designations of the Official Plan are to be applied in the subject area.

- 7.2.2 Secondary Plans for the whole of each New Development Area shown on Schedule "D" will be prepared prior to the approval of development applications within the respective area.

- 7.2.3 New Secondary Plans and amendments to Secondary Plans will be adopted by formal resolution of Council subject to the following procedures:

- (i) Council shall notify, by advertisement in the local newspapers and other media, all Brampton residents or property owners likely to be affected by the subject Secondary Plan or amendment, for the purpose of informing them of proposed public meetings and of locations where the plan may be obtained or examined, and for the purpose of inviting verbal or written input on the plan.
- (ii) Subsequent to the above notification, Council shall hold a public meeting or meetings for purposes of presenting the proposed Secondary Plan or amendment and to receive and record verbal or written support or objections to the plan.

- (iii) Subsequent to the public meeting, and after a reasonable time period for the preparation and lodging of written submissions, Council shall consider all input received and make whatever changes it deems appropriate to the proposed Secondary Plan or amendment prior to adoption.

7.2.4 Secondary Plans will conform with and be designed to implement the objectives, general policies and land use designations of the Official Plan.

7.2.5 Secondary Plan designs will pay particular attention to the achievement of the following objectives:

- (i) integration of existing and future development within each community and between communities;
- (ii) convenient locations of neighbourhood and community facilities for all residents of a community;
- (iii) convenient vehicular circulation between and within communities consistent with the channeling of through traffic around neighbourhoods; and
- (iv) safe and convenient pedestrian and bicycle circulation.

7.2.6 Without limiting the generality of the above definition (7.2.1), Secondary Plans shall indicate the following:

For predominantly residential areas

- (i) the overall population capacity and density related to the road and service infrastructure;

- (ii) the type and density of residential dwellings contained by land blocks;
- (iii) the location and area of lands for community service facilities based on an adequate assessment of community service needs;
- (iv) the location and area of open space, recreation facilities, and conservation lands;
- (v) the location and area of commercial, institutional, and industrial land uses;
- (vi) the alignment and right-of-way of arterial and collector streets;
- (vii) identification of environmental constraints to development;

For predominantly industrial areas

- (i) the location of land blocks of various general types of industry, classified by general physical and functional characteristics;
- (ii) the location of lands to be left as Open Space;
- (iii) the location and area of commercial and institutional land uses;
- (iv) the alignment and right-of-way of arterial and collector streets, railroad main lines and spur lines, and major underground and above-ground services and utilities; and
- (v) identification of environmental constraints to development.

7.3 EXISTING SECONDARY PLANS

7.3.1 The secondary level plans which were contained in the Consolidated Official Plan of the City of Brampton Planning Area will be modified to conform with this Official Plan and adopted as Secondary Plans by resolution of Council. These Secondary Plans will guide development until such time as they can be comprehensively reviewed in accordance with the general policies of this Plan.

7.3.2 In cases of clear conflict between the general policies of the Official Plan and the provisions of an existing Secondary Plan, the general policies shall take precedence and efforts will be made to revise the subject Secondary Plan forthwith.

7.4 INTERPRETATION OF THE PLAN

7.4.1 All the policies of this Plan shall be read in conjunction with all the other policies of the Plan and in conjunction with the "Definitions" list contained at the begining of Part II of this Plan.

7.4.2 It is intended that deviations from the policies and land use designations of this Plan other than those specifically permitted by the policies of this subsection will require an Official Plan amendment.

7.4.3 In order to provide for flexibility in the interpretation of the text and maps of this Plan, it is intended that all figures, numbers and quantities shown in the Plan 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.

7.4.4 The generalized land use designations of the Official Plan shown in Schedule "A" are the predominant ones for the areas shown and are not intended to indicate or prevent small pockets of other uses in those

areas in accordance with the policies of the Plan; and the boundaries and alignments shown are approximate except where they coincide with edges of specific features and are designed only to convey the relationship between different land uses.

- 7.4.5 Although Secondary Plans are designed to establish detailed boundaries of land use designations, road alignments and service corridors, as well as detailed densities and population magnitudes, these elements may also be varied slightly provided that the intent of the Secondary Plan and of the Official Plan is clearly respected.
- 7.4.6 Land use designation boundaries which coincide with the edges of major features such as roads, railways and electric power rights-of-way shall be deemed to remain coincident with such edges when the location of a major feature is adjusted slightly.
- 7.4.7 Since land use designations contained within a circle are intended to be symbolic, their extent and location may be interpreted flexibly in accord with the other policies and general intent of the Plan.
- 7.4.8 The indication of roads, parks, and other services, shall not be interpreted as being a commitment by the City to provide such services at the indicated location by a certain point in time, but rather provides information on the general location of such services to property owners, developers and future residents, and is subject to further detailed analysis, design, and capital budget approvals.
- 7.4.9 Reference to various Sections of enabling Acts in the policies of this Plan and Secondary Plans is deemed to refer equally to any amended or new Sections or Acts which may replace them in the future.

7.5 BUDGETING AND DEVELOPMENT PHASING

7.5.1 Substantial sums of money will be required over a long period of time to implement the policies of this Plan. Short and longer term capital and operating programs and budgets which are consistent with the objectives and policies of this plan will be adopted and annually revised by the City to determine the source of funds and to establish priorities in terms of competing projects.

7.5.2 In accordance with policies 2.1.1.5.2 and 6.1.2, the following criteria will collectively be used as the basis for selecting those residential developments which ought to be given development priority:

- (i) Financial: Developments 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 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 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 which are most readily and economically provided with roadway facilities and with transit service.

- (v) Parkland and Community Services: Favors those developments 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 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 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 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 which are most consistent with any relevant Official Plan policies other than those related to the preceding criteria.
- (x) Application Date: Among developments 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.

7.6 RESTRICTED AREA BY-LAW

7.6.1 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 Plan.

7.6.2 Although it is intended that all lands in the City of Brampton will eventually be rezoned by Restricted Area By-law amendment to conform with the land use designations in the Official Plan and Secondary Plans, Council may intentionally retain or make use of interim zoning for a lower order of use than that designated in the Plan in certain areas to defer development for the designated use until appropriate standards and adequate services can be assured.

7.6.3 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.

7.7 SUBDIVISION CONTROL

7.7.1 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 the Official Plan and Secondary Plans are complied with and that a high standard of layout and design is maintained in new development areas.

7.7.2 Council will recommend for approval only those plans of subdivision which comply with the policies and land use designations of the Official Plan and Secondary Plans including policies respecting the provision of adequate services and the maintenance of the sound financial position of the City.

- 7.7.3 The storm water management studies referred to in policy 5.2.1.5 shall be completed to the satisfaction of Council prior to the draft approval of any plans of subdivision in the New Development Areas shown on Schedule "D".

7.8 SITE PLAN CONTROL

- 7.8.1 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.

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

7.9 MINIMUM MAINTENANCE

- 7.9.1 Council will retain and revise as required its Minimum Maintenance and Occupancy By-law which prescribes standards for the maintenance and occupancy of all property in the City.

- 7.9.2 Council may require property that does not conform to the Minimum Maintenance and Occupancy standards to be repaired and maintained to conform to the standards or shall prohibit occupancy of such property or shall order the site to be cleared of all structures and debris and left in a graded and levelled condition.

7.10 COMMITTEE OF ADJUSTMENT

- 7.10.1 The Committee of Adjustment shall be guided by the policies of this Plan in making decisions regarding the granting of minor variances or regarding legal non-conforming uses pursuant to Section 42 of the Planning Act.

7.11 LAND DIVISION COMMITTEE

- 7.11.1 The Regional Land Division Committee shall be guided by the policies of this Plan, especially policies 1.1.1.1 and 1.1.1.2 in the General Provisions chapter, policies 2.1.2.4.5 and 2.1.2.4.6 of the Rural Settlements section and policy 2.8.3.2 in the Rural section, in making decisions regarding the granting of consents for land severances pursuant to Section 30(4) of the Planning Act.

7.12 NON-CONFORMING USES

- 7.12.1 Non-conforming Uses, which are not in conformity with this Plan shall be encouraged to relocate or redevelop so that the subject land may be used in conformity with the policies of the Official Plan and the provisions of the implementing Restricted Area By-law.
- 7.12.2 Applications for the extension or enlargement of a non-conforming use in certain cases to avoid undue hardship will be considered by the Committee of Adjustment in accordance with Section 42 of the Planning Act.
- 7.12.3 When commenting on an application for the extension or enlargement of a non-conforming use by the Committee of Adjustment, the City may consider the desirability and feasibility of acquiring the property concerned, and of holding, selling, leasing, or redeveloping it in accordance with the provisions of the Planning Act and special attention will also be given to the possibility of re-establishing the use in a location consistent with the policies of this Plan.
- 7.12.4 When commenting to the Committee of Adjustment, the City should be satisfied that the following requirements will be met prior to recommending approval of an application for the extension or enlargement of a non-conforming use.

- (i) The proposed extension or enlargement will not unduly aggravate the situation created by the existence of the use.
- (ii) The proposed extension or enlargement represents a reasonable increase to the size of the non-conforming use.
- (iii) The characteristics of the existing non-conforming use and the proposed extension or enlargement will be examined with regard to noise, vibration, fumes, smoke, dust, odour, lighting, and traffic generating capacity.
- (iv) The neighbouring uses will be afforded reasonable protection by the provision of landscaping, buffering or screening; appropriate setbacks for buildings and structures; and devices and measures for reducing nuisances.
- (v) Traffic and parking conditions in the vicinity will not be adversely affected.
- (vi) Adequate provisions will be made for off-street parking and loading facilities.
- (vii) All municipal services such as water, sewerage and roads will be adequate.
- (viii) The application is referred to municipal departments and public agencies which may be concerned or affected for information reports on the various aspects of the matter before making a decision.

7.12.5 In certain instances, uses have been established for many years in conformity with longstanding plans or zoning by-laws which have only recently been altered, and extensive development has been permitted on

the basis of specific site plan by-laws which no longer conform, in all aspects, to the Official Plan. In cases such as these it may be desirable to permit Council to pass by-laws zoning the lands for their present use, in order to avoid unnecessary hardships. Council, therefore, may adopt by-laws for such purposes, provided that the following matters are given due consideration:

- (i) the proposed zoning is considered in relation to the economic life of the use;
- (ii) the proposed zoning will not aggravate the situation caused by the existence of the use in regard to the general principles and policies of this plan; and
- (iii) the proposed zoning will not create or cause an increase of nuisance factors such as noise, vibration, fumes, smoke, dust, odours, lighting, or traffic so as to result in the incompatibility of the use with its surrounding area.

7.13 HERITAGE CONSERVATION

7.13.1 The City may encourage the preservation of structures, sites, and districts with historical or architectural merit by means of one or more of the following:

- (i) designating structures sites or districts that have historical or architectural merit in accordance with criteria established by the Brampton Heritage Board;
- (ii) providing grants and loans to assist owners in the preservation of designated sites and buildings of historic or architectural merit;

- (iii) public acquisition of designated structures or sites where preservation under private ownership is not feasible;
- (iv) potentially utilizing resources available through the Ontario Heritage Foundation or any other present or future source of financial assistance;
- (v) permitting the area covered by historical buildings in the Four Corners Commercial area to be included in the calculation of Floor Space Index for commercial or apartment development, if the historical buildings are preserved and improved; and
- (vi) encouraging public participation and awareness by indicating the interest of the City in retaining its heritage.

7.14 DEMOLITION CONTROL

- 7.14.1 Council may enact a by-law creating an area or areas of demolition control as authorized by Section 37a of the Planning Act if and when it appears that premature demolition of buildings is destroying the character or jeopardizing the viability of older neighbourhoods.

7.15 DOWNTOWN REVITALIZATION

- 7.15.1 Council shall establish a program for the rehabilitation and revitalization of the Four Corners Commercial area and may support it with an appropriate level of public funding.
- 7.15.2 A revised Secondary Plan which includes the Four Corners Commercial area will be the primary policy vehicle for the revitalization program and will address the following issues and elements, among others:

- (i) boundaries of the Four Corners Commercial area;
- (ii) role, scale and type of residential and commercial development;
- (iii) extent of rehabilitation and redevelopment;
- (iv) standards for mixed use development;
- (v) separation or integration of road and rail elements;
- (vi) parking and transit facilities;
- (vii) treatment of parks, public spaces and pedestrian movement;
and
- (viii) policies dealing with existing industries in the downtown area.

7.15.3 Council may make use of the following and any related or future legislation or programs to implement objectives and policies for downtown rehabilitation and revitalization:

- (i) the Downtown Business Improvement Area established pursuant to Section 361 of the Municipal Act,
- (ii) the Ontario Heritage Act, and
- (iii) the Demolition Control provisions of Section 37a of the Planning Act.

7.16 PARKLAND DEDICATION

7.16.1 Land required for park purposes in accord with the policies of this Plan will be acquired by use of:

- (i) parkland dedications as a condition of subdivision approval or as a condition of residential development or redevelopment;
- (ii) funds allocated in the City budget; and
- (iii) money received for park purposes as a condition of approval of consents or in lieu of required land dedications.

7.16.2 In recognition of the overall parkland deficiency which presently exists in the City of Brampton, and in order to help reduce this overall deficiency, it is the intention of Council to pass a by-law pursuant to Section 35b of the Planning Act to require a parkland dedication, or the cash-in-lieu equivalent, of one hectare per 300 dwelling units (one acre per 120 dwelling units) as a condition of approval of medium to high density residential development or redevelopment.

7.16.3 The City will not necessarily obtain parkland or develop recreation facilities in the vicinity of a development associated with a specific cash-in-lieu parkland dedication, 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.

7.16.4 When evaluating the parkland dedication requirement to be imposed as a condition of medium to high density residential development or redevelopment, the City shall take due account of any on-site indoor or outdoor recreation facilities and areas which are to be provided in the development, and the City may accordingly reduce the normal parkland dedication by an appropriate amount.

7.16.5 Lands required for drainage purposes, lands susceptible to flooding, steep valley slopes, and other lands unsuitable for development will not necessarily be accepted as part of the parkland dedications referred to

in the preceding policies, and development of lands adjacent to such areas will be considered premature unless and until such areas have come into public ownership.

7.17 OTHER LEGISLATION

- 7.17.1 Council shall review and monitor existing and future legislation contained in the Planning Act, the Municipal Act and other relevant Povincial statutes governing such uses as waste disposal sites, automobile wrecking yards, gravel pits, quarries, trailers, and signs, and where appropriate, amend existing by-laws or pass new by-laws to ensure such uses are properly regulated and controlled according to the policies of the Plan.

7.18 CONSERVATION AUTHORITIES

- 7.18.1 The regulations of the Credit Valley Conservation Authority and the Metropolitan Toronto and Region Conservation Authority as well as any other Conservation Authorities having jurisdiction now or in the future within the Planning Area shall be considered when evaluating development proposals.
- 7.18.2 Council will work with the Conservation Authorities to:
- (a) define the physical limits of valley lands and to plan for their improvement, conservation, and protection; and
 - (b) establish criteria for the identification and preservation of hazard lands and environmental protection areas.
- 7.18.3 Council will encourage the Conservation Authorities to participate in the management and acquisition of lands for conservation and recreation purposes as part of an overall open space and recreation system in the City of Brampton.

7.19 OTHER LEVELS OF GOVERNMENT

- 7.19.1 Council recognizes that the implementation of many of the policies of this Plan is partly or wholly dependent on appropriate actions of other levels of government and accordingly resolves to urge these governments to take such actions as the need arises.

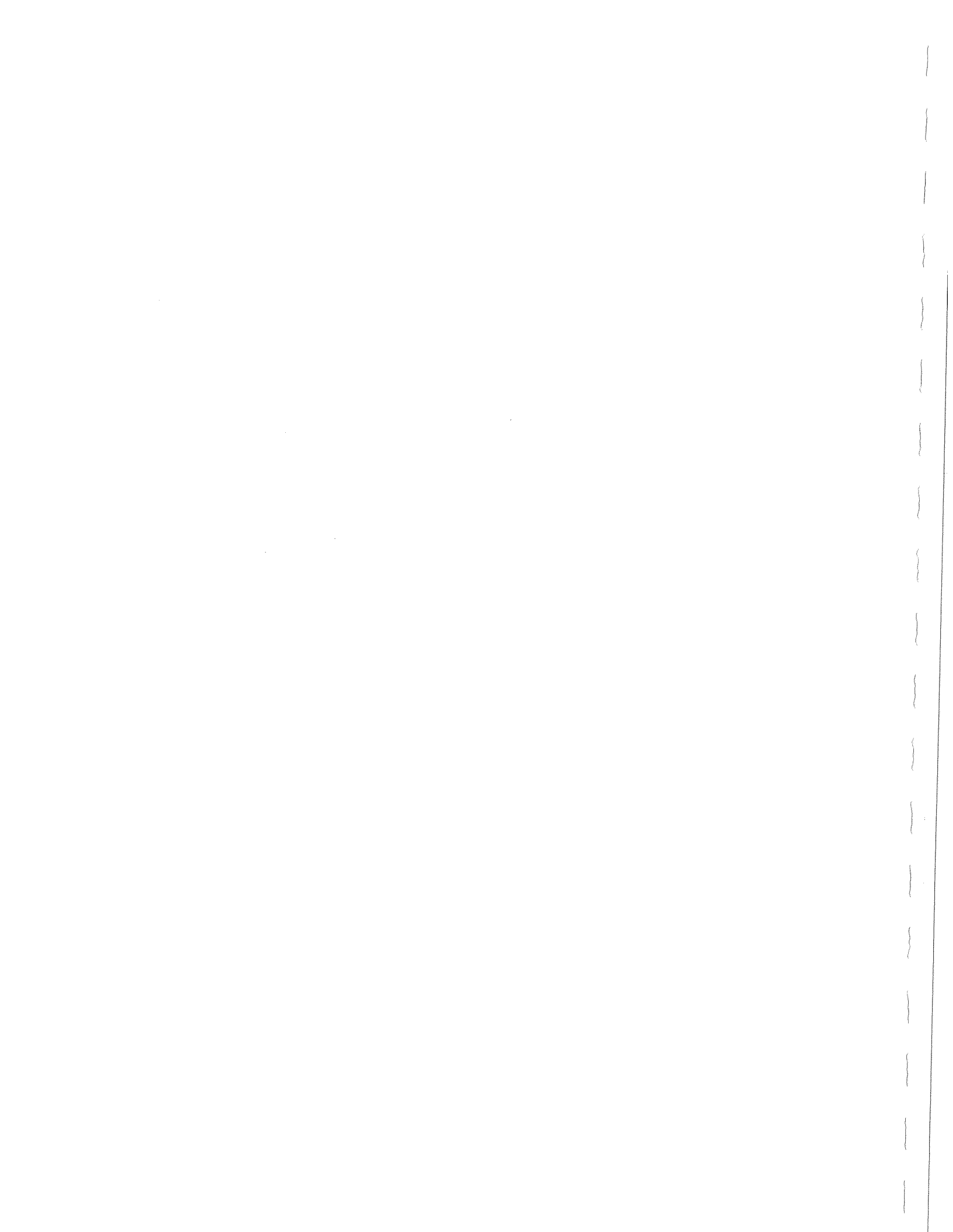
7.20 PRIVATE GROUPS AND INDIVIDUALS

- 7.20.1 Council shall encourage private groups and individuals to take positive action to help achieve the objectives and implement the policies of this Plan.

7.21 PUBLIC PARTICIPATION

- 7.21.1 Council will endeavour to impart knowledge and encourage discussion of proposed policies and plans as a component of a review of the Official Plan or revision or preparation of Secondary Plans.
- 7.21.2 The Official Plan, Secondary Plans, Restricted Area By-laws and planning policies of Council will be available to the public to foster awareness of planning matters.

PART III
SPECIAL POLICIES
CONDOMINIUM POLICY



The Condominium Policy - amendment No.37 to the Consolidated Official Plan - is under consideration by Council for final approval.

APPENDICES

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- B. Preparation of the Plan
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- E. List of Separately Bound Appendix Items

APPENDIX A
STATISTICAL TABLES

Table I - City of Brampton
Population Growth 1970 - 1977

	<u>Population</u>	<u>Absolute Increase</u>	<u>% Increase</u>
1970	66 890	4 536	6.8%
1971	71 426	9 541	13.3%
1972	80 967	3 821	4.7%
1973	84 788	4 001	4.7%
1974	88 789	9 801	11.0%
1975	98 590	5 938	6.0%
1976	104 528	9 762	9.3%
1977	114 290		

Absolute Increase 1970 - 1977	=	47 400
Percentage Increase	=	70.8%
Average Annual Increase	=	10.1%
Compound Growth Rate	=	8%

Source: Assessment Census

Table II - Urban and Rural Population 1961, 1971 and 1977

	<u>1961</u> ^{1.}	<u>1971</u> ^{2.}	<u>1977</u> ^{3.}
Rural Population	5 842 (24%)	6 305 (8.9%)	7 278 (6.4%)
Urban Population	18 467 (76%)	64 293 (91.1%)	107 012 (93.6%)
	24 309	70 598	114 290

Sources: 1. Estimate for the City of Brampton from the 1961 Census.
 2. Estimate from the 1971 Census.
 3. Ministry of Revenue - Standard Assessment System (CAS) Census Report.

Table III - Comparative Incomes in
Four Ontario Municipalities - 1975 ^{1.}

	<u>Brampton</u>	<u>Mississauga</u>	<u>Metro Toronto</u>	<u>London</u>
<u>Income Category</u>				
Under - \$ 2,000	12.4%	10.8%	13.9%	15.8%
\$ 2,000 - \$ 5,000	17.5%	15.9%	19.2%	21.3%
\$ 5,000 - \$10,000	27.3%	28.2%	29.8%	26.9%
\$10,000 - \$15,000	24.6%	20.8%	20.6%	20.3%
\$15,000 - \$20,000	10.9%	13.8%	8.8%	9.2%
over - \$20,000	7.3%	10.5%	7.7%	6.5%
	<u>100%</u>	<u>100%</u>	<u>100%</u>	<u>100%</u>

1. Source - Revenue Canada - Taxable Income

Table IV - Population by Age Groups
Brampton Urban Area

<u>Age Category</u>	<u>1971</u> ^{1.}		<u>1977</u> ^{2.}	
	<u>Number</u>	<u>%</u>	<u>Number</u>	<u>%</u>
0 - 4	6 960	10.8%	9 445	8.9%
5 - 19	20 950	32.6%	33 066	30.9%
20 - 65	34 115	53.1%	60 913	56.9%
66+	2 260	3.5%	3 588	3.3%
	64 285		107 012	

Sources: 1. Census Canada 1971
2. Assessment Census 1977

APPENDIX B
PREPARATION OF THE PLAN

PREPARATION OF THE PLAN

Responsibility for undertaking basic research for the new Official Plan for Brampton was assigned to the Official Plan Task Force - a committee of seven members of Council, senior staff of the City and the Regional Planning Commissioner. Council, in striking the Committee included in the terms of reference an evaluation of the City at three theoretical population levels - 250 000, 350 000 and 500 000.

The first phase included the preparation of ten background reports according to the major land use categories; Agriculture, Extractive Minerals, Rural Settlements, Hazard Lands and Sensitive Areas, Parks and Recreation, Residential, Industrial, Roads and Transit, Commercial, and Institutional. Each report contains in addition to an inventory and analysis, a preliminary identification of planning issues and concerns.

The reports were written to present planning problems to the public in as meaningful a form as possible in order to elicit discussion. Eleven public meetings were held in February and March 1977 with substantial contributions from the public at each meeting. Issues and concerns were ranked in order of importance to the participants and new ones were identified.

Input from these public meetings together with the background research were combined to formulate objectives for the new Plan which were subsequently approved by Council May 24, 1977.

The second stage of Plan preparation was the analysis of a future City of Brampton at three theoretical population levels - 250 000, 350 000 and 500 000 as requested by Council. The extent and direction of

growth, physical servicing requirements, social issues and financing were all addressed. In June, three further public meetings were called to consider the Alternative Population Scenarios.

Recommendations of the Official Plan Task Force on ultimate development limits and staging took into account opinions expressed at these public meetings. A final decision on development limits (see Schedule J -New Development Areas) and a population size of 250 000 within the new urban boundary was approved by Council for the Draft Official Plan in September 1977.

The General Plan was completed in February 1978 and reviewed in detail by the Development Team of the City of Brampton comprised of the Urban Development Officer, the Directors of Planning, Parks and Recreation and Engineering; the Building and Zoning Coordinator and the City Solicitor.

Secondary Plans for the existing urban area carried forward from the Consolidated Official Plan (1976) were brought into conformity with the General Plan and also reviewed by the Development Team.

Final revisions based on agreements reached by the Development Team were incorporated into the General Plan and Secondary Plans.

The combined document containing an Introduction and Basis of the Plan, the General Plan, Special Policies, Secondary Plans and Appendix was presented to Planning Committee in July 1978.

APPENDIX C

NOISE POLLUTION GUIDELINES AND N.E.F. CONTOUR MAPS

- I LAND USE COMPATIBILITY IN AREAS AFFECTED BY
AIRCRAFT NOISE
- II N.E.F. CONTOUR MAPS
- III HIGHWAY AND RAILWAY NOISE INDOOR SOUND LEVEL
LIMITS
- IV HIGHWAY AND RAILWAY SOUND LEVEL LIMITS FOR
OUTDOOR RECREATIONAL AREAS
- V AREAS REQUIRING NOISE ANALYSIS

I

The following table is adapted from "Land Use Policy Near Airports", Ministry of Housing Publication 2M/3-78/PW-43.

This policy is based on the NEF (Noise Exposure Forecast) system which reflects the noise produced by all types of aircraft at an airport, taking into consideration the number of flights, the duration of the noise, the time of day and the frequency components of the sound (pure tones).

All land use proposals near airports must now adhere to the NEF Land Use Compatibility Table (below). The applicable NEF values should be determined from NEF contour maps prepared by Central Mortgage and Housing Corporation, based on contours supplied by Transport Canada or by the Department of National Defence.

The general principle underlying the restrictions is that the outdoor noise level should govern permissible uses of a property. However, some indoor uses which make almost no use of the outdoors may be permitted to almost any noise level provided they meet CMHC standards for acoustic insulation and ventilation. The latter requirement is necessary to ensure that the acoustic insulation value is not lost through the opening of windows.

N.E.F. LAND USE COMPATIBILITY TABLE

LAND USES (1)	N.E.F. RANGES				
	0 to 28	28 to 30	30 to 35	35 to 40	40 and Over
GROUP I: residential, passive use park, school, library, church, theatre, auditorium, hospital, nursing home, camping or picnic area	In this range, noise is not usually a problem	All buildings must conform to Acoustic Design Criteria (2) (3).	Since annoyance will occur in these ranges (4), no new Group I uses may be established, except for those for which the outdoor environment is irrelevant and which meet the Acoustic Design Criteria (3).		
GROUP II: hotel, motel, retail or service commercial, office, athletic field, playground, stadium, outdoor swimming pool	In these ranges, noise is not usually a problem		In these ranges the characteristics of each proposed use must be studied and appropriate noise insulation must be incorporated into building design (3)		Group II uses may not be established unless they are adequately insulated in-door uses (3).
GROUP III: industrial, warehousing, arena, general agriculture, animal breeding (4).	In these ranges, noise is not usually a serious problem			In these ranges, most Group III uses are permissible, provided ancillary uses are adequately insulated	

NOTES: See following page for notes (1) to (5)

NOTES TO PRECEDING TABLE:

- (1) Uses not specifically mentioned should be compared to the uses listed, classified in the most appropriate Group and regulated accordingly.
- (2) For residential uses, refer to "New Housing and Airport Noise", N.H.A. 5185-1-78 and any amendments thereto. Acoustic design must include adequate ventilation. The developer of a residential project must undertake to inform prospective tenants or purchasers of the possible noise problem.
- (3) For non-residential uses, refer to the Acoustic Design Criteria contained in "Land Use Policy Near Airports".
- (4) Although the Ministry will permit municipalities to approve residential development in the 30 to 35 N.E.F. range, notwithstanding the fact that some annoyance will occur, the City of Brampton chooses not to knowingly subject any additional residents to this aggravation.
- (5) Research has shown that most animals become conditioned to high noise levels. However, fur farms, and any use likely to create a bird hazard, such as a feed lot or stock yard, should not be located closer to an airport than as recommended by Transport Canada in "Land Use in the Vicinity of Airports", document S-77-4.

C-4

II

N.E.F. CONTOUR MAPS

III HIGHWAY AND RAILWAY NOISE INDOOR SOUND LEVEL LIMITS

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

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

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

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

Period of Day	dBA Limits		
	Traffic Noise		Rail Noise
	L_{eq}	L_{50}	L_{eq}
07:00 hrs. to 23:00 hrs.	55*	52	55*
23:00 hrs. to 07:00 hrs.	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.

V 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:

TYPE OF ROADWAY	NUMBER OF LANES	DISTANCE FROM CENTRE LINE OF ROADWAY (1)	
		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.



APPENDIX D
CRITERIA FOR IDENTIFICATION OF
HAZARD LANDS

CRITERIA FOR THE IDENTIFICATION OF HAZARD LANDS

By analysing past experience and relating the analysis to given circumstances it is possible to recognize the kinds of situations which constitute a hazard. These include:

I Lands Susceptible to flooding

Lands in this category are usually termed the flood plain and are expressed geographically on maps where in the flood plain is delineated by the flood line.

The standards for defining flood plains and the policies for their use correspond to those presently in effect for flood control in Ontario. Floodlines are determined by using the regional storm as determined by the local Conservation Authorities in conjunction with the Conservation Authorities Branch of the Ministry of Natural Resources.

Generally, very small watersheds (such as those less than $\frac{1}{2}$ square mile in size) do not present a hazard situation of provincial significance, but there are exceptions.

II Lands susceptible to erosion

Development related problems associated with erosion arise from the interrelationship of the degree of slope, the topographic break of slope, the eroding agent, and the type of material involved. The number and interrelationships of factors to be considered makes it difficult to establish generally applicable mapping criteria. Nevertheless, there are two erosion situations which are considered hazardous at all times:

- (a) Lakeshores with banks that are susceptible to erosion because of wave action or wind action;
- (b) Banks along watercourses which are actively being eroded or which are subject to erosion during flooding periods. The relationship to flood plains is important in this instance.

III Lands having unstable conditions

Unstable land is prone to shifting, slumping and sinking. This instability is usually a function of soil type, slope and moisture content. For example, an area of Sensitive Marine Clay (Leda; Portlandia) is generally hazardous.

APPENDIX E

LIST OF SEPARATELY BOUND APPENDIX ITEMS

List of Separately Bound Appendix Items

i) Background Reports

No. 1	Agriculture	December, 1976
No. 2	Extractive Minerals	December, 1976
No. 3	Rural Settlements	January, 1977
No. 4	Hazard Lands and Sensitive Areas	January, 1977
No. 5	Parks and Recreation	January, 1977
No. 6	Residential	February, 1977
No. 7	Industrial	February, 1977
No. 8	City of Brampton Transportation Planning Study	March, 1977
No. 9	Commercial	March, 1977
No. 10	Institutions	March, 1977

ii) Official Plan Task Force Public Workshops Comments
and Summaries March - April 1977

iii) Report on Alternative Population Scenarios June, 1977

iv) Report on Development Thresholds and Staging August, 1977

- v) Brampton Concepts Study
Transportation Division,
Planning Department, Region of Peel
- vi) A Study of the Existing and Future Retail/ Service
Framework in the City of Brampton prepared by
Larry Smith and Associates Limited August, 1977
- vii) Report of the Chief Planner, Policy, on Urban Limits
(September 21, 1977) and Council Resolutions
(September 26, 1977).
- viii) Local Architectural Conservation Advisory Committee
Guidelines
- ix) Woodlot Management in an Urban Context - study
prepared for the City of Brampton by Ecologistics
Limited February 1978
- x) The Brampton Esker: Physical Characteristics and
Potential After Uses - study prepared for the City
of Brampton by Ecologistics Limited March, 1978
- xi) City of Brampton Transportation Study, Region of
Peel December, 1978
- xii) Goals and Policies of the City of Brampton Public
Library
- xiii) Agricultural Code of Practice January, 1976
- xiv) Commentary on Broad Social and Demographic Trends
- xv) Statement on Energy Conservation
- xvi) Correctional Institute Report
- xvii) Rural Estate Report

xviii) Rural Severance Policy Report

xix) Excerpts from the January 1976 Parkway Belt West
Draft Plan

I Historical Background

II Philosophy of the Parkway Belt System

